DELIVERABLE 5.9
Capacity Review: Burkina Faso

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Executive summary

This road safety and traffic management Capacity Review (RSMCR) is based on international methodologies. It was carried out in Burkina Faso in March 2018. It is the outcome of broad investigation of the road safety situation in Burkina Faso, including interviews and exchange with top key stakeholders. Moreover, a careful analysis of available data, information and literature was realized.

The overall objectives of the capacity review are to assess the state of road safety and traffic management with a view towards developing funded remedial and sustainable activities; to identify the strengths and weaknesses of road safety management capacities with a particular focus upon results, interventions and institutional delivery. One main expected outcome is to reach consensus amongst the key agencies about next steps and interventions to implement to improve road safety and traffic management capacities with an objective to defend a long-term Safe System strategy and some proposals to launch it.

Road safety and traffic management in Burkina Faso was reviewed and analysed by a review team from Vias (Be) and L nec (Pt) participating in SaferAfrica WP5, assisted by two local experts: Casimir Sanon (HI) and Thierry Juste Zagre (Safer - Ici-Santé). The report text is based on a literature search of the documents and information available on the Ministries’ official websites, national data (ONASER; Statistiques sectorielles, ...) and analysis reports on the situation in Burkina Faso published by international organizations (World Bank, African Development Bank, WHO, etc.). The review rests also upon consultations with experts from the different Ministries and local organization involved in road safety or healthcare.

This report describes the current situation of road safety and traffic management in Burkina Faso. It includes a general overview of context (geography, demography, political organization of the country, economic constraints, etc.) in Burkina Faso. The capacity review follows the international guidelines with a further analysis of the different road safety pillars: road, use, post-crash and data and information system analysis. For each dimension, the capacity review proposes some conclusions issued from the pillar analysis and some recommendations for helping in designing new solutions for the future.
1 Introduction

The SaferAfrica project aims to establish a Dialogue Platform between Africa and Europe focused on road safety and traffic management issues.

The platform works at two levels. A decision-making level run by a Management Board with Working Groups addressing specific topics. The Management Board is constituted by prominent institutions like the European Commission, the African Union Commission, International Financial Institutions, and Regional Economic Communities. A technical level involves government and research institutions, international and stakeholders’ organizations (e.g. NGOs), with a balance between African and EU partners. The Dialogue Platform aims at constituting a stable body, able to orient road safety policies beyond the project end as well as facilitating activity during the project.

The project activities adopt a "Safe System" approach resting upon four pillars: Road Safety Knowledge and Data; Road Safety and Traffic management Capacity Review (which is the focus of this report); Capacity Building and Training; Sharing of Good Practices. These have been specifically identified to be aligned with the mid-term review of the African Road Safety Action Plan.

The activity of the Platform focuses also on the reinforcement of the endogenous African capabilities through the dissemination of EU know-how. In addition to Twinning Programs, different training activities could be identified and carried out. Local contexts are considered and studies on specific risk factors as well as transferability analysis of measures already tested elsewhere will be conducted.

1.1 The Decade of Action for Road Safety

The General Assembly of the United Nations proclaimed 2011-2020 as the Decade of Action for Road Safety, with a global goal of stabilizing and then reducing the forecasted level of global road fatalities by increasing activities conducted at national, regional and global levels (resolution 64/255 of March 2010). This was to result in saving an estimated 5 million lives, 50 million serious injuries and US$ 5 trillion over that period. Furthermore, the concept of action was proposed by the Global Commission for Road Safety. To support the achievement of the ambitious objective, the United Nations Road Safety Collaboration (UNRSC) developed a Global Plan of Action (www.decadeofaction.org). In this Plan countries are encouraged to implement activities as organized in five pillars (figure 1).

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<td>Safer roads and mobility</td>
<td>Safer vehicles</td>
<td>Safer road users</td>
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Figure 1. The five pillars that guide national road safety activities in the Decade of Action (Source: United Nations, 2011).
The guiding principles underlying the Plan for the Decade of Action are aligned with the Safe System approach. The development of this Safe System approach started in the Netherlands (Koornstra et al. 1992) and was presented in Sweden in 1996 (Tingvall and Haworth 1999). This approach was later endorsed by the WHO/World Bank (Peden et al. 2004; OECD 2008. It inspired many national road safety strategies in several countries, among which Australia (Australian Transport Council, 2011).

1.2 Road safety Outcomes and Forecasts

According to the *Global Status Report on Road Safety 2015* of WHO, “road traffic injuries claim more than 1.2 million lives each year and have a huge impact on health and development”. Despite significant efforts and actions implemented over the world, road traffic crashes are a leading cause of death among young people, and the main cause of death among those aged 15–29 years. Without further, effective action the World Health Organization forecasts that road traffic injury will be the 7th leading cause of death for all by 2030.

The economic impact heavily burdens national economies and households. Moreover, significant differences appear between countries. Data suggest that road traffic deaths and injuries in low- and middle-income countries are estimated to cause economic losses of up 5% of GDP. The situation is highly disproportionate according the income of the country accounting respectively for 82% of population and 90% of road traffic deaths, but only for 54% of registered motorized vehicles for low- and middle-income countries (Figure 2).

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The risk of a road traffic death varies significantly by region (Figure 3), and the disparity in road safety results is increasing. Using WHO regions, there has been a further deterioration in road fatality rates in the WHO Africa region from 24.1 fatalities per 100,000 population in 2010 to 26.6 fatalities per 100,000 in 2013. Over the same period, there was a further improvement in road fatality rates in the WHO Europe region from 10.3 fatalities per 100,000 population in 2010 to 9.3. Road trauma in Africa is projected to worsen further, with fatalities per capita projected to double over the period 2015-2030, while fatalities per capita are projected to decline by around 20% for HIV/AIDS and malaria.

This Euro-African initiative comes at a critical time to stop and reverse these projections.

---


The last estimation of WHO accounts for about 270,000 road traffic deaths in Africa. The problems are huge and numerous. They are related to a number of issues, which are complicated to manage. Typical problems include weak institutional management systems, the poor safety quality of road infrastructure and vehicles, the absence of or inefficiency of emergency medical systems, insufficient deployment of modern traffic management systems, inadequate legal and regulatory framework, weak enforcement of safety measures, lack of trained staff, and unsafe behaviour of road users.

Years of road safety investment and capacity building by many European countries supported by important actions from the European Commission, have led to significantly improved road safety conditions (Figure 4). However, achieving the road safety performance of global road safety leaders is unlikely to be achieved overnight in Africa, and will necessitate long-term investment and capacity building in road safety management.

Europe could play an important role in supporting African countries in improving their road safety and traffic management conditions to achieve better performance. Besides transferring and adapting, the results of the European research and experiences to the local contexts, significant support can be provided by all the European road safety stakeholders for designing and implementing a Regional / African vision towards a change of paradigm on road safety management.

Several actions are already on-going and important policy documents (i.e. the African Road Safety Charter and the African Road Safety Action Plan 2020), led by the AU and supported by UNECA and SSATP activities, are already in place paving the way for road safety improvements.

A further and urgent step in support of these efforts consists in capitalising upon this political commitment to build and enhance existing activity. The aim is to promote the adoption of effective road safety management and sound innovative solutions towards a long-term goal of safe mobility in Africa.
1.3 General scope and context of the SaferAfrica Project

SaferAfrica research project aims at inducing positive changes in the African regions concerning the road safety issue. Its general goals imply:

- Contributing to the development and design of actions related to the Action Plan (and, in particular, to its mid-term review) together with individual African countries/organisations.
- Assessing progress toward the goals of the Action Plan and, based on evaluations of the solutions adopted by various countries, releasing recommendations.
- Increasing the endogenous capacities of African countries.
- Fostering the adoption of the principles of the Safe System approach, in which all elements of the road transport system are defined in an integrated way, with the aim of ensuring crash energy levels below what would to cause fatal or serious injury.

The Safe System approach is recommended to all countries, irrespective of socioeconomic status, by the leading international organisations concerned with road safety and development and is supported in good practice by a long-term Towards Zero or Vision Zero goal.

The actions and studies that will be carried out in the SaferAfrica project and related to road safety and traffic management are:

- Conducting capacity reviews
- Data collection and evidence gathering
- Analysis of specific risk factors
- Assessment of specific problems and mapping of critical areas
- Analysis of road safety assessment methodologies
- Analysis of road safety management systems
- Set up of methodologies and tools for targeting and measurement of future progresses
- Development and implementation of training programmes
- Definition of research and innovation needs.

SaferAfrica has been organised into nine work packages (see Figure 5).
Working Package 5 deals with road safety and traffic management capacity reviews. The capacity reviews will play a leading role in the SaferAfrica initiative, and its results could influence the actions required to further develop and implement the Safe Systems approach in the African context.

For more details the reader is referred to the SaferAfrica website for further information regarding the other work packages.

### 1.4 Outline of Work package 5 - Road safety and traffic management capacity reviews

The overall objectives of a road safety and traffic management capacity review, based on engagement with senior management of the key agencies are to:

- systematically assess the state of road safety and traffic management
- summarise the strengths and weaknesses of institutional capacities to significantly improve road safety results
- reach consensus amongst the key agencies about next steps and sustainable activities
- improve road safety and traffic management by proposing a long-term headline Safe System strategy and a project concept for activity to launch it.
Given the scope of SaferAfrica generally and WP5 specifically, it is not feasible to involve all African countries in all Regional Economic Communities and especially it is not possible to conduct detailed capacity reviews for each country of the African continent. For the purpose of the SaferAfrica project five countries representing the main geographic areas of Africa have been selected to be reviewed on the basis of the Road Safety Management Capacity Review (RSMCR) assessment framework outlined in the World Bank guidelines (Bliss and Breen 2009). The countries are:

1. Cameroon
2. South Africa
3. Kenya
4. Burkina Faso
5. Tunisia

This capacity review task realises pilot activities aimed at conducting Road Safety Management Capacity Reviews (RSMCR) by reviewing and analysing (the development of) road safety and traffic management in the five selected countries (see above). The RSMCR will be conducted by review teams drawn from the SaferAfrica project team and assisted by two internationally recognised experts (Martin Small and Jeanne Breen). To ensure that the reviews take place according to international best practice, RSMCR will explicitly follow an approach based on the World Bank Global Road Safety Facility Road Safety Management System Framework (Bliss and Breen 2009), as outlined in ISO 39001:2012 (E) (ISO 2012), and be related to policy frameworks such as Sustainable Safety (Wegman, Dijkstra et al. 2005, Wegman and Aarts 2006) and Vision Zero (Tingvall and Haworth 1999), known generically as Safe System (ITF 2016). Furthermore, recommendations on road safety management provided by important EC-funded projects (e.g. DaCoTA, in which most of the project partners were involved (DaCoTA 2012) will be considered. Importantly, international experiences and, specifically, experiences related to the institutional framework of policy making and the relationship between road safety policy and science, will be considered in this process.

The outcomes of task 5.2 will be documented in a report describing the current situation of road safety and traffic management in each reviewed country.

The primary activities anticipated for task 5.2 are:

a) Preparation of RSMCR (identifying what is known, preparing and finalizing the assessment framework and planning the reviews)
b) Capacity reviews (incl. Data review) in 5 selected countries (applying the assessment framework; interviews and discussions)
c) Gap analysis (analysing the results and comparing current practice with best practice)
d) Development of strategic initiatives (based on (c), develop remedial action plans; management plans and KPI; legislative framework etc.)
The output of this task will comprise a capacity review report for each selected African country and, as described above, define a high-level long-term investment strategy.

### 1.5 Conduct of Road Safety Management Capacity Review

Based on international methodologies (Bliss and Breen 2009), a road safety and traffic management capacity review (RSMCR) was carried out in Tunisia and the outcome is described in this report. The overall objectives of the capacity review, following engagement and discussion with the senior management of the key agencies and other key stakeholders are: to assess the state of road safety and traffic management with a view towards developing funded remedial and sustainable activities; to identify the strengths and weaknesses of road safety management capacities with a particular focus upon results, interventions and institutional delivery. One main expected outcome is to reach consensus amongst the key agencies about next steps and interventions to implement to improve road safety and traffic management capacities with an objective to defend a long-term Safe System strategy and some proposals to launch it.

Road safety and traffic management in Tunisia was reviewed and analysed by a review team from IFSTTAR participating in SaferAfrica WP5, assisted by a local expert. The elements of the World Bank Global Road Safety Facility Road Safety Management System Framework were explicitly considered to ensure that the review takes place according to international best practice (Bliss and Breen 2009). Furthermore, international experiences and, specifically, experiences related to the institutional framework of policy making and the relationship between road safety policy and science was considered in this process.

This report describes the current situation of road safety and traffic management in Tunisia. A functional framework based on the World Bank guidelines was applied to define the primary functions of road safety and traffic management. These include institutional management functions, road safety interventions, documentation and measurement of results. The road safety management framework essentially defines what is ideally needed for effective road safety management. Current practice has been overlaid on the model to facilitate insights into locations of possible shortcomings (i.e. gap analysis, Activity 5.2c).

The review was based on a combination of newly sourced literature, structured interviews (with representatives of the key agencies with responsibilities for road safety and road injury prevention as well as other individuals and organizations with potentials to contribute to improving road safety results) (see Annex 1), and the assessment of current data information systems, including road crash data reporting and collecting, traffic monitoring and law enforcement data. In support for one of the underlying objectives of the SaferAfrica project, the review has been conducted as part of a capacity building exercise. In this light, the project review team was supported by road safety and traffic management experts from the country being reviewed [N. Bouhamed and A. Frigui] (Tunisia). The actual review and reporting was the responsibility of the international review team. The capacity
review of Tunisia road safety management system provides a useful management tool for road safety policymakers and managers. This review reflects stakeholder views about current approaches (strengths and weaknesses) and expresses an expert road safety management opinion about the scope for further multi-sectoral action across the management system based on national and international good practice.

In the framework of Safer Africa project and in line with good management practice, a road safety management capacity review has been carried out in Tunisia in October 2017. The review has drawn from information gathered from face to face interviews with the key stakeholders both in government agencies and independent consultants as well as from national and international road safety publications and reviews. Moreover, further discussions were undertaken with top officials about outcomes of this review, while a national road safety conference was organized in January 2018 for debating about some proposals.
2 Main results of the capacity review of the road safety management

2.1 General considerations

2.1.1 Geographic considerations

Located in West Africa, Burkina Faso is a country occupying an area of 274,200 km² (29th African country in terms of surface area), it is bordering on Ivory Coast, Mali, Niger, Benin, Togo and Ghana. As a landlocked country, Burkina Faso has commercial relations with its neighbours which have access to the sea. The main cities of the country are: Ouagadougou, the political capital in the centre, and Bobo-Dioulasso, the economic capital located in the south-west of the country.

Formerly known as the Republic of Upper Volta, Burkina occupies most of the upper basins of the three Volta rivers that meet in central Ghana, where they form the Lake Tengrela. Burkina Faso nevertheless remains a relatively flat country consisting mainly of plateaus, hills, and shallow valleys. There is, however, a more rugged terrain in the southwestern part of the country, including the highest point in the country, Mount Tenakourou (747 m).

Burkina Faso has a tropical climate, characterized by two very contrasting seasons: the rainy season and the dry season. The seasons, however, are not experienced in the same way throughout the country so that we can distinguish three major climatic zones:

- The North of the country is what is called a Sahelian zone. It rains much less than in the rest of the country and the rainy season is also shorter and less intense. Temperature variations are very important.
- The middle of the country is a North-Sudanian zone, intermediate in temperature and rainfall.
- The southern part of the country is a South Sudanian-type climate with low temperatures and high rainfall.
2.1.2 Socio-demographic considerations

With a density of 73 inhabitants per square kilometre in 2017, Burkina Faso is in the middle of ranking of African countries. However, with one of the highest population growth rates in the world (growth rate estimated at 3.16% in 2017), the country is becoming denser, especially in urban centres.

Figure 1: Population growth in Burkina Faso (Source: UN world population Prospects - 2017 revision)

2.1.2.1 Urbanisation and rural exodus

While Burkina Faso is currently one of the least urbanized countries in the world (30.69% in 2015), since the 1980s, the rate of urbanization has intensified and is now experiencing a very sustained increase:

- the population of Ouagadougou, which now exceeds 2.8 million inhabitants (2017) and sees its population grow by + 7.2% per year, one of the highest rates in the world. (https://www.populationdata.net/pays/burkina-faso/)
- The country's second largest city, Bobo Dioulasso, has seen its population grow even faster than the capital, at about + 11% per year, and could exceed one million inhabitants in a short time (0.8 million in 2017).

As a result of the rural exodus, urban centres must face a strong social demand with a limited supply of basic infrastructure and services such as health, education, sanitation and transport. Uncontrolled, urbanization is reflected in a proliferation of informal settlements creating new challenges, particularly in road safety.

2.1.2.2 An important mortality rate

Despite a decline since the beginning of the 1990s, Burkina Faso's mortality rate remains one of the highest in the world at 11.72‰ in 2015 (http://lefaso.net/spip.php?article70151). The most vulnerable remain women and children, with an infant mortality rate of 72.2 per thousand in 2017 (CIA World
Factbook). As with the country's death rate, the infant mortality rate is decreasing but remains one of the highest in the world.

The main causes of death in Burkina Faso are infectious diseases: tropical and/or related to environmental factors. This can be explained by the fact that the health network has shortcomings (notably linked to uncontrolled urbanization) and that access to health care is still not fair. Thus, there is no mutual system while the capacity of the health centres is insufficient, especially in the face of the population explosion. To this, there is also a lack of confidence in Western medicine among the population, who prefers to turn to more traditional medicines and accessible to all.

2.1.2.3 Literacy of the population

The official language of the country is French, introduced by the French during the colonization of the country, but the country is made up of many ethnic groups each with its own language. Thus, more than fifty languages have been recorded in the country.
In fact, some languages are therefore much more practiced than French, which is mainly spoken in urban areas. The most widely spoken languages are: Mooré (45.4%) the lingua franca in Burkina Faso, Fulfudé (8.36%), and Dioula (4.40%) who were chosen in 1974 as national languages to be introduced into the education system.

As the country is predominantly rural, multilingualism is predominant among the population, which is generally made up of people of various origins. In addition to having one of the lowest literacy rates in the world (34.5% in 2014), only 20% of the population would actually understand French. French is the official language of the country, official texts (laws, government communiqués, etc.) exist almost exclusively in French.
2.1.3 Economic context

Fragilized by the fall of Blaise Compaoré in 2014, the country’s economic growth seems to pick up again, with GDP growth estimated at 6.7% in 2017. The main export products are gold, cotton and dry fruits. The main imported products are: refined petroleum products, fertilizers, pharmaceuticals, rice and machinery / equipment.

The main partners of the country are:

- For exports: Switzerland (50.5%), India (10.2%) and Singapore (10%)
- For imports: China (11.1%) France (9%) and Côte d’Ivoire (8.3%)

The European Union remains one of Burkina Faso's main trading partners, especially for imports, while trade with other WAEMU countries remains weak.

Despite the recovery in economic growth in 2016, the country's economy remains very fragile. The diversity of the country's economy is very poor: gold, cotton and dried fruit account for 80% of the country's exports. The country's economic health therefore remains highly vulnerable to external factors that are difficult to control, such as changes in rainfall, world prices of its export products (especially gold and cotton) and instability in the Sahel. Other disrupters such as an inadequate transport infrastructure make it difficult to increase the economic situation.
It is important to note that even though economic growth accelerated in 2016, the government deficit also increased. This increase is related to an increase in public service investitures and salaries not filled by tax revenues. Finally, even though it has dropped slightly, poverty is still a reality in Burkina Faso: the poverty rate was 40.1% in 2014 (AfDB, 2016).

2.1.3.1 Trade routes

As the country does not have access to the sea, the goods transit via the ports of neighbouring countries and are then transported to Burkina Faso. According to the statistics of the National Institute of Statistics and Demography (INSD), nearly 70% of merchandise trade with the rest of the country is by road (see Table 1).

Table 1: Cargo Freight in Thousands of Tonnes (source: INSD)

<table>
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<th>Transport mode</th>
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<th>Exportation</th>
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</tr>
<tr>
<td>To a sea port</td>
<td>1409</td>
<td>149</td>
<td>1458</td>
</tr>
<tr>
<td>By train / railway</td>
<td>774</td>
<td>98</td>
<td>872</td>
</tr>
</tbody>
</table>

The small share of rail is not surprising because the country has only one international railway line, connecting Ouagadougou to Abidjan. As this line is in poor condition and therefore not reliable, a rehabilitation program began in 2017. In addition to renovating existing infrastructure and renewing vehicles, the program also includes rehabilitation of the line to the mining town of Kaya.

2.1.3.2 Trade deals and economic partnerships

Burkina Faso is part of the Economic Community of West African States (ECOWAS) and the West African Economic and Monetary Union (WAEMU) facilitating the transit of people and goods within member countries. However, in practice, the application of the free movement of people and goods in the ECOWAS region encounters a number of obstacles and obstacles:

- racketeering, intimidation and harassment by police officers, gendarmes, and customs officers;
- lack of knowledge of the ECOWAS texts on the free movement of people and goods, by the control agents but also by the population;
- some states refuse to apply the agreements related to free movement;
- weak political will to fully implement the agreements:
  - Some certificates of origin are not accepted by some member states.
  - Some states require certificates of origin for products exempt from certificates (e.g. agricultural products).
- instabilities in the Sahel and the risk of terrorism lead to more stringent border control;
Under the guise of combating the smuggling of migrants, the outsourcing of European migration policy in West Africa leads to reinforced controls as well as practices that go against the principle of free movement of persons in ECOWAS.

These obstacles to the free movement of goods and people may explain, for a part, the small share of trade with other UEMOA countries in Burkina Faso. This represents only 11.8% of Burkina Faso’s total trade.

Like all UEMOA members, Burkina Faso has also signed the Economic Partnership Agreement (EPA) between the countries of West Africa and the European Union (AO-EU EPA). This agreement provides for the gradual abolition of 75% of customs duties on a total of 5899 European products for a period of 20 years. The agreement meets with a lot of criticism as some ECOWAS countries refuse to sign it, such as Nigeria (the main importer) and Gambia. And as long as not all parties have signed the text, ratification of the treaty at ECOWAS and even WAEMU is blocked. In the meantime, countries that have already signed the EPA benefit from distinct solutions according to their status (interim EPAs, reduced rates via SPG, etc.). Burkina Faso has signed the EPA, but the latter has not yet been ratified by the Burkinabe parliament. This ratification may take some time as it requires prior outreach.
2.1.4 Political context

2.1.4.1 History: from the 1st to the 4th republic

2.1.4.1.1 The 1st Republic

After having been proclaimed "Republic of Upper Volta" on December 11, 1958, the country gained independence on August 5, 1960 and was admitted 1 month later to the United Nations. A period of search for diplomatic, economic and political balances had begun. If at the diplomatic level, the state is inserted in relations of openness, internally relations are much more conflicting.

Indeed, President Maurice Yaméogo does not hesitate to reserve power with measures of political exclusions from opposition parties but also from customary chiefdoms. Little by little, the situation was also deteriorating financially, especially following the decrease in French subsidies and the presidential lifestyle. The public purse was becoming increasingly empty and the government has decided to cut wages by 20%. A general strike was declared on January 1, 1966 and has led to a popular uprising and the collapse of the regime on January 3, 1966.

A provisional military government was being set up for four next years. Led by Commander Sangoule Lamizana, this government implemented austerity measures to reduce the budget deficit in 1969. Pursuant to the promises, the military was withdrawal from power, after having adopted by referendum on June 14, 1970 a draft new constitution. This new constitution broke with the presidential model of the first republic for a two-headed executive

2.1.4.1.2 The 2nd Republic

Elections were organized in December 1970 and were won by the “Rassemblement Démocratique Africain” (RDA). According to the constitution, a two-headed government was set up with Joseph Ouédraogo as president of the National Assembly and Gérard Kango Ouédraogo as prime minister. Tensions between the two protagonists, however, lead to an institutional blockade in 1974 and a new overthrow of power by Commander Lamizana. The Constitution was suspended and the National Assembly dissolved.

A new government was in place: the National Renewal Government. Very soon this one was confronted with difficulties related to the consequences of the first oil shock of 1973, of the drought of 1973 and 1974 and the beginning of the cross-border conflicts with Mali in 1974. Following the union revolt demanding a return to the constitution, the government was dissolved in 1976 by Commander Lamizana. In the wake of a transitional government was created but replaced less than a year later by the so-called "Government of national unity". The latter approved by referendum the Constitution which had marked the third Republic: a two-headed executive with pre-eminence presidential.
2.1.4.1.3 The 3th Republic

The legislative elections of 1978 culminated in the election of Sangoulé Lamizana as President of the Republic. The position of President of the National Assembly goes to Gérard Kango Ouédraogo, that of Prime Minister to Joseph Conombo. This Government was very quickly challenged and would face economic and social difficulties that will lead to a military coup led by Saye Zerbo on November 25, 1980.

There followed a succession of two military governments: the Military Committee for Recovery for National Progress (CMRPN) set up was subsequently overturned by the Council of the People's Salvation (CSP). The CSP, however, is a government with a big cleavage: on one side the camp of President Jean-Baptiste Ouedraogo supported by the high military hierarchy and on the other side that of the Prime Minister Thomas Sankara supported by young people. This cleavage will lead to strong tensions that will increase with the arrest of Thomas Sankara.

On 4th of August 1983, Blaise Compaoré's military overthrew the government and proclaimed the National Revolutionary Council (CNR) headed by Captain Thomas Sankara. Unlike previous military regimes, the CNR is progressive and provides for a total overhaul of the society supported by several communist parties. The country is subject to numerous administrative and territorial transformations as well as a name change: in 1984 the country is renamed Burkina Faso. The proactive policy of President Sankara allows many advances in terms of education and public health in particular.

Abroad, the policy of Thomas Sankara meets a certain success with the anti-globalist movements. It must be said that the President was noticed by these very critical speeches to financial organizations such as the IMF and the World Bank. Burkina Faso does not contract any loan from the IMF and even reduces economic aid from France.

2.1.4.1.4 The 4th Republic

The anti-imperialist policy divides within the party itself and on October 1987 the 15th, Blaise Compaore puts an end to the regime by assassinating Thomas Sankara. The Popular Front of Blaise Compaore marks the reopening of the country on the international level and the gradual return to constitutionalism. The new constitution was adopted in 1991 and on the 1st of December 1991, Blaise Compaoré was elected president of Burkina Faso. This election, however, was marked by the absence of opposition and a very low turnout. The president will be re-elected in 1998 as well as in 2005 and 2010.
2.1.4.2 Recent political upheavals: the fall of Blaise Compaoré

In 2014, with the arrival of the presidential elections, Blaise Compaoré tries to modify the constitution in order to raise the limit of two terms maximum fixed by an amendment of the constitution in 2000. This attempt to amend article 37 of the constitution will be hotly contested by the opposition who will call the people to protest in the streets on October 2014, the 28th. On the 30th of October, the day the amendment is debated in the National Assembly, the protests intensify and the people seize the various places of power. On the 31th of October, President Compaoré resigns and leaves the country for Cote d'Ivoire. A transitional government will be appointed in the month of November with Michel Kafando as President and Yacouba Isaac Zida as Prime Minister.

In December 2015, new elections are held and are won by Roch Marc Christian Kaboré who becomes the 9th president since Independence Day. He will appoint Paul Kaba Thiéba prime minister in January 2016. In September 2016, the president of Burkina Faso sets up a constitutional commission, composed of 92 members charged with writing the constitution of the fifth republic. The project was handed over to the President of Burkina Faso and will have to be adopted by referendum in 2018.

The new government, however, faces some difficulties while the people are fully aware of their power, no longer hesitating to show their displeasure by going down the streets. This new government is therefore walking on eggs and remains very cautious in adopting laws binding on the people. The President has made two cabinet reshuffles since his inauguration: the first in February 2017 and the latest on January 31th, 2018

2.1.5 Conclusions

The different elements of contextualization make it possible to have a better idea of the elements having a major influence on the road safety policies of the country:

- The rural exodus creates many challenges in the main cities of the country;
- Road traffic is the economic engine of the country, in their absence, the country would be totally isolated commercially;
- The high mortality rate suggests a weak health system and unfair access to health care;
- Rates of literacy and comprehension of French are very low, which makes it difficult to understand legislation written in French only, such as the Highway Code.
- The 2014 popular uprising has consequences for the current policy, which remains very (if not too much) conservative. The people would not hesitate to go down the streets in case of dissatisfaction or disagreement with the policy.
2.2 Institutional Management Functions

2.2.1 Political and Administrative context

According to the general code of local authorities (Law 055-2004, of December 21th), Burkina Faso is organized into local authorities, responsible for the organization and coordination of development, of two levels: regional and communal. The regions have a vocation to be an economic space and a framework for planning, planning and coordinating development, bringing together all the territories of the municipalities that make it up. The regions have a regional council, which deliberates on the region and is administered by the president of the regional council. The communes are the basic territorial collectivities, their territory being organized into sectors or villages; the deliberative body of the municipality is the municipal council and it is administered by a mayor.

2.2.1.1 The actual Government

As mentioned in the contextualization, the current government of Burkina Faso has been reworked twice since the last presidential elections. The president of the country is Mr. Roch Marc Christian Kaboré, while Mr. Paul Kaba Thiéba is the Prime Minister. On January 31, 2018, the Government of Burkina Faso was redrafted as follows:

<table>
<thead>
<tr>
<th>N°</th>
<th>Department</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Minister of State, close to the President</td>
<td>M. Simon COMPAORE</td>
</tr>
<tr>
<td>2</td>
<td>Minister of Security</td>
<td>M. Clément Pengwendé Sawadogo</td>
</tr>
<tr>
<td>3</td>
<td>Minister of National Defense and Veterans</td>
<td>M. Jean Claude Bouda</td>
</tr>
<tr>
<td>4</td>
<td>Minister of Foreign Affairs and Cooperation</td>
<td>M. Alpha BARRY</td>
</tr>
<tr>
<td>5</td>
<td>Minister of territorial Administration and decentralisation</td>
<td>M. Siméon Sawadogo</td>
</tr>
<tr>
<td>6</td>
<td>Minister of Justice, Human Rights and Civil Promotion, Keeper of the Seals</td>
<td>M. Bessolé René BAGORO</td>
</tr>
<tr>
<td>7</td>
<td>Minister of Economic, Finances and development</td>
<td>Mme Hadizatou Rosine Coulibaly née Sori</td>
</tr>
<tr>
<td>8</td>
<td>Minister of Public Service, Work and Social Security</td>
<td>M. Seyni OUEDRAOGO</td>
</tr>
<tr>
<td>9</td>
<td>Minister of African Integration and for countrymen in foreign countries</td>
<td>M. Paul Robert TIENDREBEBOGO</td>
</tr>
<tr>
<td>10</td>
<td>Minister of Higher Education, Research and Innovation</td>
<td>M. Alkassoum Maiga</td>
</tr>
<tr>
<td>No.</td>
<td>Department</td>
<td>Name</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>11</td>
<td>Minister of National Education and Literacy</td>
<td>M. Stanislas OUARO</td>
</tr>
<tr>
<td>12</td>
<td>Minister of Health</td>
<td>M. Nicolas Medah</td>
</tr>
<tr>
<td>13</td>
<td>Minister of Communication and the relations with the Parliament, spokesman of the Government</td>
<td>M. Rémis Fulgence Dandjinou</td>
</tr>
<tr>
<td>14</td>
<td>Minister of Agriculture and hydraulic Planning</td>
<td>M. Jacob Ouédraogo</td>
</tr>
<tr>
<td>15</td>
<td>Minister of Water and Sanitation</td>
<td>M. Niouga Ambroise Ouédraogo</td>
</tr>
<tr>
<td>16</td>
<td>Minister of Infrastructure</td>
<td>M. Eric Wendmanegda Bougouma</td>
</tr>
<tr>
<td>17</td>
<td>Minister of Energy</td>
<td>M. Bachir Ismael OUEDRAOGO</td>
</tr>
<tr>
<td>18</td>
<td>Minister of Mining and Quarries</td>
<td>M. Oumarou Idani</td>
</tr>
<tr>
<td>19</td>
<td>Minister of Transport, Urban Mobility and Road safety</td>
<td>M. Vincent Timbindi DABILGOU</td>
</tr>
<tr>
<td>20</td>
<td>Minister of Trade, Industry and Craft</td>
<td>M. Harouna KABORE</td>
</tr>
<tr>
<td>21</td>
<td>Minister of Animal Resources and Hydraulics</td>
<td>M. Somanogo Koutou</td>
</tr>
<tr>
<td>22</td>
<td>Minister of the Development of the Digital Economy and Posts</td>
<td>Mme Adja Fatimata Ouattara / Sanon</td>
</tr>
<tr>
<td>23</td>
<td>Minister of Youth, Formation and of professional Integration</td>
<td>M. Smaila Ouédraogo</td>
</tr>
<tr>
<td>24</td>
<td>Minister of Women, national Solidarity and the Family</td>
<td>Mme Hélène Marie Laurence ILBOUDO Née Marchal</td>
</tr>
<tr>
<td>25</td>
<td>Minister of Urbanisation and the Habitat</td>
<td>M. Maurice Dieudonné Bonanet</td>
</tr>
<tr>
<td>26</td>
<td>Minister of the Environment, Green Economy and Climate Change</td>
<td>M. Batio BASSIERE</td>
</tr>
<tr>
<td>27</td>
<td>Minister of Culture, Arts and Tourism</td>
<td>M. Abdoul Karim SANGO</td>
</tr>
<tr>
<td>28</td>
<td>Minister of Sports and Recreation</td>
<td>M. Daouda AZOUPIOU</td>
</tr>
<tr>
<td>29</td>
<td>Minister Delegate to the Minister of the Economy, Finance and Development, in charge of the budget</td>
<td>Mme Edith Clémence Yaka</td>
</tr>
</tbody>
</table>
The following departments are all closely linked to road safety in Burkina Faso. For each department, the most relevant entities for this road safety capacity review will be described.

### 2.2.1.2 Minister of Transport, Urban Mobility and Road safety

This is the ministry in charge of road safety and transport issues. It is at the level of this ministry that the various legislations are elaborated. Within the Ministry of Security, there are various departments and departments with a direct relationship to road safety. The Ministry of Transport also collaborates with the Ministry of Education to train teachers for road safety education.
La « Direction Générale des Transports Terrestres et Maritimes (DGTMM) » (The Directorate - general of Land and Maritime Transport): Its mission is to organize, coordinate, animate and control all transport activities and initiate the necessary reflections for the development of the land, sea and river transport sector. This mission involves many activities and responsibilities.
The DGTTM is divided into four directions:

- The Directorate of Studies and Legislation (DEL), whose role is the development of regulations, the design and planning of projects and programs of the DGTTM;
- The Road Traffic and Standardization Department (DCRN) which is responsible for, among other things, technical control and driving licenses;
- The Directorate of Maritime and Fluvial Transport (DTMF), which is in charge of the implementation and monitoring the maritime and river transport policy;
- The Directorate of Informatics, Statistics and Documentation (DISD) which is responsible for the management of the DGTTM's IT system, the production of statistics on the transport sector and the archiving of documents.

Since 2008, the National Office of Road Safety (ONASER) has taken over part of the missions and activities of the DGTTM.

The main difficulties encountered / observed by the DGTTM are:

- Lack of budget for implementing field legislation such as legislation;
- There is a problem of training police officers who do not always know the latest regulations.

On the other hand, all the legislative texts were listed in 2016, they are still not available in an
obvious way. ONASER is in charge of collecting these texts and publishing them, until then only the main texts are available on the DGTTM website;

- If there is an office responsible for the control of driving schools, the resources are insufficient to be able to ensure a good follow-up as well as an effective check of the driving schools;
- No official repository for the teaching of the Highway Code, despite the existence of a national education plan;
- The theoretical exam takes place in French only, which leads to fraud via the translator. Computerization of the examination translated into the 4 main languages of the country is in progress and should make it possible to avoid fraud on examination;
- There is a National Road Safety Council for transversal consideration of road safety in the different ministries. If the stakeholder section meets, the ministers' section has not met in 2017.

L’Office National de la Sécurité Routière - ONASER (National Office of Road Safety)

The National Office of Road Safety (ONASER) is a structure attached to the Ministries of Transport, Urban Mobility and Road Safety. It was created in 2008 with the following missions: promoting road safety, improving the flow of traffic and improving the operation of the road network.

The promotion of road safety is mainly done through schools. ONASER, in collaboration with the police, organizes road safety awareness events in schools across the country. To achieve this goal, the organization has "Des camions podium": a truck that easily transforms into a podium where you can make small plays, speeches, or even project a film (see also point 2.3.4.2). ONASER also works in collaboration with the media for specific campaigns, other campaigns also go through leaflets (see some examples in point 2.2.4).

As part of an international collaboration, ONASER also controls trucks on major roads in order to avoid / limit damage to overweight roads. As part of these controls, ONASER also works in collaboration with the police.

ONASER also grants each year a budget of 20,000,000 FCFA (30,000 euro) to subsidize medical equipment for emergency services. Each year, another hospital or service is selected.

Two major projects are under development:

1. A new BAAC (Road Traffic Accident Analysis Bulletin) has been created and ONASER is training the various police forces (police and gendarmerie) on the correct use of the new system. At the same time, a computer system for analysing accidents is also being developed. This work is based on a decree of November 2017, which regrets unfortunately to be implemented.
2. The signalling guide (horizontal and vertical) must standardize and, above all, optimize the various signs on the entire road network. This guide should also make it possible to clarify the rules of the road for the users, but also for the managers and the police.

ONASER represents Burkina Faso in the various international organizations concerning road safety and transport.

2.2.1.2.2  The Ministry of Infrastructure

The Ministry of Infrastructure is responsible for infrastructure, transport and to look for access to the whole country. Until recently, the Ministry had a single Directorate General of Roads, which was divided in several directions.

Figure 7: the structure of the Ministry of Infrastructure –but still changing

The different Directorates-General in charge of road structure are:

La Direction Générale de l’Entretien Routier -DGERT (The Directorate General of Road Maintenance) is in charge of the maintenance of the roads. The priority of the road works is done on the basis of the intensities of the traffic (counts twice a year), the economic needs and the political
choices Accident statistics and analyses would also be taken into account in the planning of the road works. The administration would have a database of accident zones provided by ONASER.

La Direction Générale de la Normalisation, des Études Techniques et du Contrôle - DGNETC (The General Directorate for Standardization, Technical Studies and Control) is responsible for monitoring projects from preliminary studies to financing through the road safety audit. For each project, a support committee, made up of the various stakeholders, is set up by the management to validate the final plans. Any subsequent modifications by the DTR must be validated by this committee.

It is important to note that the DGNETC and other directorates currently use French standards (SETRA) for road design. However, these should be adapted to have standards adapted to the African context and harmonization of standards at WAEMU country level.

La Direction Générale des Infrastructures Routières - DGIR (The General Directorate of Road Infrastructure) and the Direction des Travaux Routiers - DTR (Directorate of Road Works) are charged with the execution of the different projects and the follow up of the work zones.

La Direction Générale des Pistes Rurales - DGPR (The general Directorate for Rural roads) is in charge of the different rural roads in the countryside.

Other important departments:

Le Secrétariat Permanent du Programme Sectoriel des Transports - SP-PST (The Permanent Secretariat of the Transport Sector Program) is responsible for overseeing the design, preparation, development, technical and financial implementation and evaluation of projects in the transport sector. (both infrastructure and services)

L'École de Formation et de Perfectionnement des Travaux Publics - EFP-TP (The School of Training and Development of Public Works) is the training centre for the various ministries whether for initial training (Civil Engineering, Geometer and Mechanical Engineering), for continuous training or for the driving training (all types of driving license included). The school is also open to outsiders, but ministry staff remain a priority.

Although the school trains officials from the Ministry of Infrastructure and Transport, road safety has little place in initial training. Road safety aspects are limited to road design aspects of SETRA manuals. A new module "Quality, Risk and Security" is provided in the new program but it is only 2 ECTS. The training remains very technical with little room for real road safety thinking, but perhaps the place of road safety aspects will be addressed in the future "transport and logistics" training?
2.2.1.2.3  Ministry of Security

This is the Ministry in charge of internal security matters. Within the Ministry of Security, there are various following departments and departments with a direct relationship to road safety.

**La Coordination Nationale de Contrôle des Forces de Police -CO.NA.C.F.P.** (The National Coordination for Controlling the Police) is in charge of the quality control of the police services rendered on the roads. In addition to the control of police officers, gendarmes and agents of ONASER to fight against bad practices (racketeering, corruption, etc.), this cell also has for mission:

- Awareness of road traffic actors and partners;
- Conducting studies to formulate opinions and recommendations for improving the quality of police controls;
- Dissemination of police control best practices to improve fluidity on the road network;
- The fight against serious faults and shortcomings affecting the image of the Gendarmerie and the National Police.

The CO.NA.C.F.P however has limited resources for its various missions, in particular for its monitoring mission. The cell has 25 people and 5 vehicles, based in Ouagadougou, to carry out checks.
on the entire road network of the country. At the financial level, the cell only has 15,000,000 FCFA / year.

Beside the limited human and financial resources, the cell faces other difficulties affecting the quality of the controls. First, the cell has no autonomy of action because for each action there is a mission order that must be issued. The process of obtaining this mission order is long, making "surprise" actions almost impossible. It is not uncommon for field officers to be aware of controls in advance. Secondly, there is little or no collaboration between the controlled entities. For example, the cell must control ONASER agents and weight stations. However, at the moment this mission is not possible because the ONASER does not make the repositories available to the control cell. Finally, the cell has no power of sanction, it sends a sheet to the Minister and a copy to the superiors of the person controlled. The controlled person is therefore not always sanctioned despite the fact that he recognizes his mistakes by signing the form prepared by the agent of the CO.NA.C.F.P.

Despite these difficulties, regular controls are organized on the main axes of the country. These checks demonstrate that corruption and racketeering are ubiquitous on the roads of Burkina Faso. The problem is such that some carriers make the choice to drive without being in order because they will have to pay the agent at checkpoints anyway. A report on corruption exists, but according to the coordination of the controls, it has not had any impact on the political level.

Finally, the coordination of the controls shows a big problem of material order. According to them, gendarmes and police officers would not always be sufficiently equipped to control in a relevant way. There are also questions relating to the calibration and maintenance of the control devices (radar, weighing station, etc.). The coordination of the controls would have collected several testimonies of agents reporting a malfunction of these devices (ex: weighing station).

L’Etat-Major de la Gendarmerie Nationale - EMGN (General Staff of the National Gendarmerie) ensures the supervision of the National Gendarmerie. Administratively, the National Gendarmerie is divided into different departments or districts, providing judicial and administrative police missions in these rural areas. The road safety patrols (PSR) and road safety brigades (BPR) are thus present on all the main axes of the country.

In addition of the control and awareness activities, the registration of accidents occurring in rural areas is one of the tasks of the Gendarmerie. A database is sent annually to ONASER, which is responsible for collecting these data and publishing an annual report of accident statistics in Burkina Faso. Based on the recorded accidents, the Gendarmerie knows the risky accident zones. These are identified and transmitted to politicians and the administration in charge of the management of roads. It seems that these black spots are taken into account in the road management programs.

This recording of accidents, however, has some problems. First, there is no common BAAC record for accident registration. Thus, there may be differences in the way in which accidents are recorded between the gendarmerie and the police but also between the different districts. Secondly,
appears to be little communication between the different districts: a common database for traffic offenses does not exist or some districts are late in sending their annual registered accident data.

Like the police, the gendarmerie also carries out control missions on the road. It would seem, however, that the gendarmerie is less well equipped than the police for this mission, especially concerning speed radars.

Finally, it is important to note that basic training is the same for all gendarmes regardless of where they will be posted. All gendarmes would have the same basic training that includes a "road safety" module. Subsequently, gendarmes assigned to the BPR or the PSR have access thereafter to continuing education or seminars on road safety.

La Direction Générale de la Police Nationale - DGPN (The General Directorate of the National Police) provides supervision of police forces on the Burkinabe territory. The National Police has, like the National Gendarmerie, a mission of awareness, control and is responsible for the registration of accidents occurring on the roads of its jurisdiction (= in town)

The initial training of police officers as well as continuing education takes place in academies and police schools. The content of its trainings and supports are elaborated by the « Direction Générale des Écoles de Police – DGEP », (General Direction of the Schools of Police ). According to the DGTTM, it seems that the training of traffic officers is not optimal because many of them do not know the latest legislation.

2.2.1.2.4  Ministry of Health

If a few years ago the public health problems concerned mainly transferable and infectious diseases, the share of non-transferable diseases increases more and more and is now an integral part of the public health problems in Burkina Faso. Road traffic injuries and injuries are part of these non-transferable diseases and are therefore also listed as a public health problem in the national public health policy.

The “Direction Générale des Études et des Statistiques Sectorielles – DGESS” (Directorate General of Studies and Sectoral Statistics) of the Ministry of Health is responsible for: producing public health statistics as well as producing studies and evaluations as part of the National Health Development Plan.

The DGESS observes an improvement of the efforts and means invested in the fight against road safety, whether at the level of awareness or control. However, problems related to patient management remain a concern. Patient management is currently variable depending on the location. If in remote areas the care of the patient is delayed due to isolation, in the City some hospitals are overloaded, such as emergencies, cannot take care of all patients.
While the DGESS encourages awareness campaigns around the use of seat belts and helmets and also on drunk driving, it also underlines the importance of improving the care of the patient by an emergency services coordination program, reinforcing the ambulance skills, improve the stock of medical equipment and medicines in health centres.

At the administrative level, the DGESS observes the following problems:

- Lack of collaboration between the different structures and actors of road safety. The DGESS emphasizes the importance of having an annual gathering where decisions are made with the leadership of the first ministry.
- At the level of data collection: punctuality varies according to the structures and their location.

2.2.1.3 Other actors /platforms

Previously, we described the Ministries strongly related to road safety policies in Burkina Faso. There are obviously other structures that also have an important link with road safety.

2.2.1.3.1 Le Conseil National de la Sécurité Routière (National Road Safety Council)

The National Road Safety Council (CNSR) is a consultation framework for road safety stakeholders that was created on 31th of December 2008 by decree issued by the Council of Ministers. The CNSR is composed of three bodies:

- the general Assembly,
- the Bureau of Ministers
- the permanent secretariat.

The main missions of the CNSR are: to contribute to the formulation of the overall road safety policy, to evaluate the implementation of the actions of ONASER and other road safety actors and to issue opinions and recommendations on the different aspects of the road safety policy. Chaired by the Prime Minister, the CNSR is above all a platform for improving collaboration between the various actors in road safety, including the various ministries.

The CNSR meets annually in the following manner. First, there is a meeting of actors bringing together public and private actors of civil society working in the field of road safety. The results of this meeting are transmitted to the ministerial office, which have their own meetings. A note with the conclusions of both groups is sent to the Prime Minister's Office and will be voted on at the General Assembly.
If on paper the CNSR seems to be functional, in practice it seems that it does not work: if the actors' section meets every year, the process seems to block at the level of the ministerial office that does not meet. According to the DGTTM the CNSR would not have met in 2017.

2.2.1.3.2 Le Centre de Contrôle des Véhicules Automobiles – CCVA (the Motor Vehicle Control centre)

The Motor Vehicle Control Centre (CCVA) is a private company in charge of carrying out periodic inspections of vehicles registered in Burkina Faso. The company is created in 1986 after the modification of the law on vehicle technical control. Before its creation, in the 80s, the technical control consists only of a visual control and concerned only public transport vehicles, vehicles for the transport of goods and taxis.

2.2.1.3.3 Le Centre de Formation en Transport Routiers et Activités auxiliaires - CFTRA (Training centre for Road Transport and Ancillary Activities)

The Training Centre for Road Transport and Ancillary Activities (CFTRA) is an institute whose main objective is to improve the training of professional drivers, including bus and truck drivers.

To achieve this goal, they have created a training centre in the capital, welcoming all those wishing to improve their skills as a professional driver. This training lasts three weeks and is open to all: both those who do not yet have a license and those who have already been licensed by a driving school.

The field of CFTRA is also equipped with a small hostel to accommodate candidates from all over the country, during the time of training (3 weeks). However, nothing is free and few companies can afford this training to their employees. Compared to most driving schools, the training of CFTRA is probably more specific and better structured, but it still remains a large group training. The practical course, for example, is given in groups of 25 people with the result that the number of hours spent driving and the individual feedback are very limited.

The CFTRA also trains driving school instructors and driving license examiners according to specific training programs for each of these trades.

2.2.1.3.4 La Fédération des Associations pour la Promotion de la Sécurité Routière – FAPSER (The Federation of Associations for the Promotion Of Road Safety)

The Federation of Associations for the Promotion of Road Safety (FAPSER) was born in 2012 from a desire for synergy between the various associations active in the field of road safety. It was created with the technical support of ONASER and at the invitation of the Minister of Transport. It currently includes about thirty associations of drivers, companies of transport, victims of the road, driver instructors, etc. The main objective of the FAPSER is the synergy of actions and a more efficient and equitable mobilization of resources.
FAPSER works closely with the police and gendarmerie as well as with ONSAER, which finances certain actions. Collaboration with insurance companies is not systematic, while funding is a major obstacle to developing awareness campaigns. It is for these reasons that the number of actions is limited and that the majority are at the end of year.

If the president of the FAPSER notes improvements in road safety in Burkina Faso, he also points out many dysfunctions and obstacles to an effective policy (very low financing, uncontrolled urbanism, lack of alternative to the motorcycle / car ...)

2.2.1.3.5 *L’Organisation des Transporteurs Routiers du Faso -OTRAF (Organization of Transport Companies of Burkina Faso)*

The Organization of Transport Companies of Burkina Faso is an organization that advises and insures companies (people and goods) in Burkina Faso. It is a kind of union of road professionals defending the interests of Burkinabe transport companies, but also foreign companies transiting through Burkina Faso.

Because road transport is the real engine of the country's economy, the organization has a huge political weight. With more than 3,000 members, OTRAF is physically present in all the provinces of Burkina Faso but also in the ports of neighbouring countries.

OTRAF’s main activity is the assistance, protection and follow-up of drivers in the event of an accident. However, the organization does not have a clear view of accidents involving trucks or passenger transport vehicles. However, a study would be underway to obtain statistics on the number of accidents, the types of accidents and the main causes. However, it mentions the following road safety problems: mixed transport, vehicle overload and speed bumps.

OTRAF says that road safety is an important part of its activities. She works there via:

- trainings organized for carriers;
- Outreach organized / funded by OTRAF;
- financing of road signs;
- political lobbying for more road safety.\(^4\)

\(^4\) L’OTRAF was one of the creators of the law on speed regulation. In our opinion this law has a lot of lacunas and makes his application non effective.
The Circle of Reflection, Expertise and Action in Transport and Logistics (CREAT) was created in 2017 with the mission to bring reflections and observations to the government and administrations in charge of (some aspects of) road safety. CREAT is a body for study and research, training, awareness and expertise. The organization is currently composed of members working for various organizations active in road safety, transportation or mobility.

Comments by CREAT:

- Problem of knowledge of the rules of the road within the population. As part of the driving training, the Rousseau code is used. The latter is however not at all suitable because it is a book for learning the French Highway Code.
- Problem at the level of the theoretical exam which currently exists only in French, language less mastered by a large part of the population. The use of interpreters increases the risk of fraud on the exam. The computerization of theoretical examinations should limit the risk of fraud because it will also be translated into the four main languages. The computerization of the examinations goes hand in hand with the creation of a new examination room in the future road education centre, this project is unfortunately lagging behind.
- There is a program to accelerate the renewal of the car fleet, but it is mainly for the well-off. The majority of the people cannot afford to renew their vehicle or repair it properly.
- The technical control exists but it is morally impossible to remove all non-compliant vehicles from the traffic.
- The texts concerning the approval of vehicles exist but in practice they are not applied. Chinese mopeds are so popular in Burkina Faso when in reality they could not be approved.
- The CNSR is not unifying enough, it should meet more often to promote the transversal policy on road safety.
- Insurance and OTRAF are not organizations working on road safety, yet they could play an important role.
- Problem of illiteracy, especially within the small business community in the city. Studies are compulsory and free, but some contributions remain inaccessible for some social classes. There is a literacy program, but it mainly concerns the rural population.
- The problem of corruption is important
- The inadequacy of the training of the police forces
- The separation of motorized and vulnerable road users is not realized
- Motorized two-wheelers are not taken sufficiently into account in the road infrastructure
2.2.1.3.7  **Humanity & Inclusion (HI)**

Humanity and Inclusion (HI), formerly "Handicap International", is an NGO specializing in health in general, but is gradually open for questions of road safety starting with post-accident care. The NGO is now active in the field of road safety working on various aspects: coordination, legislation, awareness and post-accident rehabilitation.

Problems mentioned:

- In Burkina Faso, communication and awareness campaigns on road safety remain punctual actions with no real long-term program and the choice is based on current observations/news issues.
- Under-recording of accidents is a problem.
- Little follow-up and political interest for road accidents. The numbers are published, some black spots are known but are not used in the political decisions.
- Emergency aid coverage and the quality of post-accident care are uneven across regions. Ambulances are also not medicalized which poses a big problem.
- Laws exist but enforcement in the field is very weak and controls are very rare. In addition, some legislations have shortcomings such that control is not possible (for ex. on child restraint).
- Road safety budgets are limited and insurance does not contribute to funding. ONASER, the organization created in 2008, is under-funded given all the tasks it has to perform.
- At the political level, road safety does not seem to be a priority for CNSR, which does not meet regularly.

2.2.1.3.8  **ICI-santé**

ICI-Santé is a consulting firm specializing in public health issues. With a focus on transferable diseases, ICI-Health has expanded its expertise in non-transferable diseases. As part of this expansion, road safety has become an important part of ICI-Santé's activities.

A department specifically dedicated to road safety will be seconded from ICI-Santé as an association.

At the level of the achievements, ICI-health is at the base of the FASER - African forum on road safety - gathering all the actors of the road safety: Scientists, associations, administrative structures, ....

There were 3 editions: 2015, 2016, 2017 with average political support, with the exception of the 2016 edition which was "correctly supported politically". This lack of political support explains the lack of reaction to the proposal to resume the FASER at the political level.
Problems mentioned:

- In reality, there is a lack of dynamism at the political level: road safety is more a part of day-to-day management than of long-term planning.
- Few / no cross-cutting policies for road safety management: ONASER does not have enough political grounding and the CNSR meets only once a year, at most.
- The population is concerned by road safety problems but does not change its behaviour.
- Mistrust of the population vis-à-vis the public authority, it is regularly questioned.
- Mistrust of the government vis-à-vis the local associations of citizens (e.g. associations of the victims of the road). The government does not fund associations of victims of the road which are nevertheless grouped into a structure.
- Laws exist but texts are often inapplicable in the field.
- The number of vehicles and the urban population are increasing.

2.2.2 Strategies and policies on road safety

Road safety interventions are organized mainly at the national level, while considering international commitments with neighbouring countries and international organizations in which Burkina Faso is committed.

2.2.2.1 National Road Safety Action Plan

A national road safety action plan for 2011-2020 was adopted by the National Road Safety Council on July 26, 2011. It is a multisectoral plan with the national objective of halving the number of accidents and a 25% reduction in the number of people killed by 2020.

The National Plan of Burkina Faso is inspired by the 'Plan of Action of the Decade of African Road Safety: 2011-2020' of WHO. This plan (see Table 2), which aims to reduce road accidents by 50% by 2020 in Africa, has five pillars and two cross-cutting issues around which 79 activities are organized to achieve 15 expected results.
Table 2: Overview of the Action Plan for road safety in Africa (Source: OMS)

<table>
<thead>
<tr>
<th>Pillar</th>
<th>Expected outcome</th>
</tr>
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| **Pillar 1:** Road Safety management | 1. Establish and reinforce the principle agencies  
2. Improve the data management system  
3. Develop and reinforce different partnerships and collaborations |
| **Pillar 2:** Safe Infrastructure and mobility | 4. A safe infrastructure for all road users  
5. Reinforce capacity building |
| **Pillar 3:** Safe vehicles | 6. Homologation of vehicles  
7. Education for road users  
8. Helmets for motor bikes  
9. Seat belts  
10. DWI of alcohol and illicit drugs  
11. Non-use of smart phones while driving  
12. speed |
| **Pillar 4:** Safe road users | 13. Improvement of emergency services |
| **Pillar 5:** Post-crash care | 14. Safety of rural transport  
15. Evaluation of the plan |

**Transversal questions**

It is on these five pillars and around the principle of shared responsibility that the Burkina National Plan defines strategic axes whose measurable and achievable objectives are planned in the short and medium term. The plan provides for the involvement of all road safety stakeholders in Burkina Faso and the responsible structures are listed in the plan. Planned actions are organized around four components:

1. **Component 1 – Improve the work of the institutions and the rules and laws on road safety:**
   1.1. Strengthen the « Office National de la Sécurité Routière » (ONASER)  
   1.2. Strengthen the « Conseil National de la Sécurité Routière » (CNSR)  
   1.3. Install a national database on road accidents  
   1.4. Strengthen the capacities of the principal actors on road safety  
   1.5. Review the different legislatives texts and regulations on traffic  
   1.6. Strengthen the control actions and the repression on traffic violations  
   1.7. Install a system for financing road safety actions
1.8. Improve the care for victims of road accidents

2. Component 2 – Install a road safety culture
   2.1. Introduce road safety in the school curriculum
   2.2. Organize RS education for children also outside schools
   2.3. Promote information action, campaigning and overall communication on RS
   2.4. Reinforce the protection of vulnerable road users

3. Component 3 – Improve the technical condition of vehicles
   3.1. Reinforce the technical inspection of vehicles
   3.2. Develop rules on the import of second-hand cars
   3.3. Improve the professional capacities of garages owners and mechanics

4. Component 4 – Improve the safety of the road infrastructure
   4.1. Define norms for the design and the construction of roads
   4.2. Decrease ‘accident black spots’
   4.3. Reinforce and improve the signalisation on roads
   4.4. Control the speed on roads

Each year, ONASER draws up its program of activities on the basis of the strategic axes of the National Road Safety Plan.

The formal evaluation of the national action plan has not yet been made when it was planned for November 2017. Some actions planned by the plan have already been carried out, including:

- the creation of an "accident section" in Ouagadougou police stations;
- the reinforcement of the regulation on risk factors, by the adoption of regulatory texts on the speed, the wearing of the belt, the setting of the legal alcohol level, etc.;
- the creation of an umbrella structure for associations promoting road safety

However, it seems that the implementation of the plan is facing difficulties mainly related to the lack of financial means. Indeed, if the overall budget for the implementation of the plan is estimated at 32 400 000 000 CFA francs (49 393 000 €), there is no financial partner for the implementation of the plan. Each responsible structure listed in the Plan must mobilize its own human and financial resources, in addition to other missions. Even the ONASER, the main body in charge of the implementation of the plan is only 20% funded and must therefore mainly self-finance through the controls it organizes. This lack of staffing dedicated to the execution of the Plan is undoubtedly the main problem with the good execution of this one.

2.2.2.2 Municipal road safety action plans

According to interviews conducted on the spot, it seems that few municipalities have a communal plan for road safety. The commune of Ouagadougou is the only commune in Burkina Faso for which
an action plan has been found for road safety. The plan, which spanned the 2012-2016 period, was established as part of the implementation of the “Joint Program for Strengthening Urban Security” under the UN-Habitat Program and also following the adoption of the national plan for road safety. The plan therefore incorporates the objectives of the National Plan at the scale of the city of Ouagadougou. The goal was to “halve the number of traffic accidents and reduce by 25% the number of fatal accidents in the city of Ouagadougou by 2012”.

Although it was created following the adoption of a National Plan, the communal plan did not rely exactly on the same pillars and objectives. The strategic axes around which the communal plan was articulated were:

1. promoting the culture of road safety;
2. improving the safety of the road network;
3. improving the safety of vehicles;
4. Improving road safety management.

In accordance with the National Plan, the municipal plan defined a number of actions (here activities) and expected results.

2.2.2.3 Implication of Burkina Faso in internationals organizations concerned with road safety

Burkina Faso is a founding member of the Organization for Road Safety in West Africa (OSRAO). He is currently the second vice-president of this organization.

He is also a member of PIARC (World Road Organization), where he is represented in technical committees. A national section of this organization exists in Burkina and operates regularly.

Burkina Faso is also a founding member of AGEPAR (Association of African Road Managers and Partners).

2.2.3 Legislation

At the strategic level, the general guidelines for land transport in Burkina Faso are defined in Law 025-2008-AN LOTT, of May 26, 2008. They include the promotion of public transport, the anchoring of the transport sector in the dynamics of transport. decentralization, the empowerment of all social actors in the definition and implementation of land transport policy, the professionalization of sector players and the promotion of safety and security in land transport.

Road safety is thus recognized as a major stake in the country's road transport policy. Article 9 specifies that the land transport system must "ensure optimum and secure exploitation of the infrastructures and means of transport”; this obligation is at the same level as other national political objectives, such as "contributing to the internal and external opening up of the national territory", 

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"contributing to the fight against poverty by improving access to infrastructure and socio-economic services", basic economic development, "contribute to the implementation of decentralization and support, in accordance with ratified treaties and agreements, sub regional integration, through the development of the movement of people, goods and services.

The definition of the national road safety policy and its implementation is a mission attributed to the State (Article 12), as is the case for land transport development policy. In this respect, article 35 specifies that it is the State which defines the rules of safety, technical control as well as safety standards in transport, applicable to the infrastructures, materials and means of transport. The State therefore sets the technical standards relating to infrastructure, superstructures and land transport equipment, the rules relating to the use of roadways open to public traffic, the rules of approval and technical inspection of motorized land vehicles, as well as the general rules of organization of the insurance system for land transport.

In carrying out the transport service, private transport companies are specifically obliged (Article 15) to apply the regulations and to provide driver training in transport and road safety.

Road safety, however, appears to be absent from the training programs of transport organizations. Indeed, according to the information collected on the spot, the OTRAF as well as the Chamber of Commerce organize trainings for the carriers but not on the road safety.

The role of non-governmental organizations and civil society organizations in the enforcement of regulations and in support of awareness-raising and training activities and public information and public education actions in the field of transport and security is provided in Article 16.

An organization of decentralized consultative bodies has been defined for land transport, they include:

- the National Land Transport Council;
- the Regional Land Transport Commission;
- the Communal Land Transport Commission.

At the level of the land transport policy, the problems of road insecurity led to the inclusion of an article (Article 36) which automatically declared null and void, in transport contracts and in employment contracts, any compensation clause or delivery time clause that could compromise safety, including the incentive to exceed working hours and allowable driving times.

In conclusion, the major orientations of land transport take into account the issues of road safety and give them great importance vis-à-vis the other dimensions of the land transport system.

The composition and functioning of the advisory bodies provided for in Law 025-2008-AN LOTT are defined in Decree 2014-722 of 06-11-2014.
According to this law, the land transport consultative bodies each comprise a general assembly, an executive bureau, a Permanent Secretariat, and thematic groups. Their general assembly is the supreme forum of deliberation and is placed under the presidency of the Prime Minister, head of the Government.

The National Land Transport Council comprises 28 members representing the State, appointed by the ministers, 10 representatives of socio-professional organizations and seven representatives of associations working in the field of land transport. This National Land Transport Council comprises three specialized commissions, including one for the transport of persons, another for the transport of goods and finally one for the transport of dangerous goods.

The Regional Land Transport Commission and the Local Land Transport Commission must contribute to the elaboration and definition of a land transport policy at regional level and decide on the implementation of action plans for the implementation of implementation of the land transport policy at municipal level. However, none of these commissions has specific responsibilities for road safety.

The categories of road transport and the conditions of exercise of the profession of road transport operator are defined in the Decree 2014-683 of 1 August 2014.

Road transport activities are grouped into five categories:

- road transport of people or passengers (urban, interurban or international);
- road transport of dangerous goods;
- road transport of various goods;
- road transport of aggregate, excreta and garbage;
- Road transport of firewood and charcoal.

The activity of road transport companies is subject to an authorization (license) issued by the Ministry of Transport and valid for a period of five years. The licenses are divided into two types (corresponding to the carriage on behalf of others and transport on own account) and six categories (including nine classes):

1. licenses for the transport of persons or passengers by road (two classes, one for national and international road transport and the other for national road transport);
2. licenses for road transport of general cargo (two classes, depending on the size and characteristics of the motor vehicle fleet, facilities and equipment, and the carrier's administrative organization);
3. the license for the road transport of goods and hazardous materials (one class);
4. licenses for road transport of aggregates, excreta or garbage (two classes, one for aggregates and the other for garbage and excreta);
5. the license for road transport of firewood and charcoal (one class);
6. the license for the rental of vehicles (one class).

Decree 2014-683 also sets a maximum age for road transport vehicles: 20 years, except for passenger or passenger cars (15 years).

Specific decrees govern the conditions for the award of transport licenses (e.g. Order 2015-0088, defining the specifications of the hazardous materials carrier). For certain categories of carriers, the drivers of the vehicles are required to hold a specific training certificate, issued by an organization approved by the Ministry in charge of transport. The main objectives of this training are: the awareness of the risks presented by the transport that they are supposed to carry out and the acquisition of the basic notions essential to ensure the prevention of accidents and the implementation of safeguarding measures that could be necessary for themselves and the environment (for example, the transport of dangerous goods).

The maximum driving time of a freight vehicle is stipulated in the decree 2015-0012: for vehicles over 3.5 tons the driving time (including overtime) must not exceed the limits set by the road transport collective agreement of Burkina Faso; also, a break of one hour is obligatory after four hours of effective driving. In order to determine the prescribed driving and rest periods, road haulage vehicles carrying out international transport or connecting two points at least 250 km apart shall be equipped with a tachograph.

An order has been adopted (n ° 2016-0005, dated 24 May 2016) to specify the devices to be implemented to ensure compliance with the speed limits and prescribed driving and rest times for drivers of road transport vehicles.

Thus, any road transport vehicle (as defined in Decree No. 2014-683 of 1 August 2014) must be equipped with speed limiters. General maximum speed limits are also imposed on the drivers of road transport vehicles by Decree 2016-0005:

- 50 km / h in urban areas, unless otherwise specified by the competent administrative authority;
- 80 km / h outside built-up areas, for vehicles transporting goods by road or dangerous goods;
- 90 km / h outside built-up areas, for road transport vehicles other than the transport of goods or hazardous materials.

The maximum total driving time (including overtime) is fixed, not to exceed nine hours per day or 48 hours per week. For drivers traveling, a rest of one hour for four hours of driving is defined in the same decree. Drivers must also have a weekly rest period of 24 consecutive hours per week, and a daily rest of at least ten consecutive hours. Every road transport vehicle must be equipped with a device which
makes it possible to determine the prescribed driving and rest times - either a tachograph or an on-board ordinal.

Although speed limitation and time control devices are mandatory, during contacts with the Force and the Carrier Association, only speed limitation devices were mentioned.

Order No. 2016-0005 prohibits, also, the mixed transport of persons and goods (see Figure 9) throughout the national territory of Burkina Faso.

The Decree 2012-559 of 16 August 2012 defines the conditions and modalities for the operation of motorized motorcycles, motorcycles, tricycles and quadricycles. Mopeds and motorcycles that transport people for hire known as "mototaxis"; powered tricycles and quadricycles are only permitted to transport goods and goods for consideration.

The use of mopeds and motorcycles as "mototaxis" for the public transport of people is prohibited in the cities of Ouagadougou and Bobo Dioulasso, the main cities of the country. The circulation of tricycles and quadricycles is authorized only within the territorial jurisdiction of the commune which has issued its special license, and only from 05:00 to 19:00.

According to information obtained during interviews at the Directorate General of Land and Maritime Transport, one of Burkina Faso's transport policy axes leads to the alignment of the country's legal framework with international agreements signed by neighbouring countries, particularly the Economic Community of West African States (ECOWAS).

One of these agreements refers to the Convention on the Regulation of Inter-State Road Transport of ECOWAS, signed in Cotonou on 29 May 1982, which defines the conditions under which road transport between ECOWAS Member States must be carried out. It applies to road transport of persons and goods carried out between one or more points in the Member States by means of road vehicles or containers loaded on such vehicles and on perfectly defined interstate roads. Fifteen international axes have been identified in Burkina Faso by the Convention:

1) Ouagadougou - Koupèla - Fada N’Gourma - Kantchari - (Niger)
2) Ouagadougou - Koupèla - Tenkodogo - Bitou - (Togo) et (Ghana)
3) Ouagadougou - Pô - (Ghana)
4) Ouagadougou - Léo - (Ghana)
5) Ouagadougou - Kaya - Dori - (Niger)
6) Ouagadougou - Yako - Ouahigouya - Thiou - (Mali)  
7) Bobo-Dioulasso - Faramana - (Mali)  
8) Bobo-Dioulasso - Orodara - Koloko - (Mali)  
9) Bobo-Dioulasso - Diébougou - (Ghana)  
10) Yako - Koudougou - Léo - (Ghana)  
11) Bobo-Dioulasso - Ouessa - (Ghana)  
12) Ouagadougou - Bobo-Dioulasso - Léraba - (Côte d'Ivoire)  
13) Diébougou - Gaoua - Kampti - (Côte d'Ivoire)  
14) Sakoinse - Koudougou - Dédougou - Nouna - (Mali)  
15) Fada N'Gourma - Pâma - (Bénin)  

Despite this general orientation, differences between legislation on the dimensions of heavy vehicles in Burkina Faso vis-à-vis neighbouring countries (e.g. Togo) have been reported in interviews with other stakeholders. These differences would be at the root of the difficulties hindering the international transport of goods.

2.2.4 Application of / compliance with legislation

Here we will review a few major categories: helmet use, seat belt use, speed, child restraint systems, driving under the influence of alcohol.

2.2.4.1 Helmut use by motorcyclists

The first helmet regulations were issued in 1978 and required all PTW drivers to wear helmets. This decree however was never implemented, following protests in Ouagadougou: indeed, this 1st law concerning the helmet almost triggered a revolution. It was not until 25 years later that a new decree was adopted, requiring the wearing of a helmet for every driver and passenger of a motorcycle (two-wheeled vehicle with an engine over 125cc) under penalty of a fine 3000 FCFA. However, the new decree was not binding on mopeds and mopeds, so a new decree was adopted in 2005 to correct the 2003 decree and require all PTW drivers to wear a helmet approved by administration.

In order to accompany the implementation of the 2005 decree, a second decree was issued in the same year requiring the integration of the helmet with the equipment of motorized two-wheelers.
during the sale of the vehicle. This decree aims to facilitate the purchase of an approved helmet for users wishing to acquire a motorized two-wheeler. Lastly, it was in 2006 that an inter-ministerial decree fixing the general characteristics of helmets and the conditions and procedures for approval was adopted.

Despite the various decrees relating to the wearing of the helmet, the law is not really well applied as the procedure of homologation of the helmet. The main consequence is that wearing a helmet is currently an exception (see Figure 9). A study on helmet use, conducted in 2008, found the following:

- the helmet wearing rate is estimated at only 9%. 60% of respondents were unaware of the legal requirement to wear a helmet;
- the approval procedure is not implemented because the laboratories do not have the necessary equipment;
- it is impossible to verify if the helmets sold in Burkina Faso meet the requirements of the 2006 decree;
- motorized two-wheelers are often sold without the helmet. Some buyers and sellers are also not aware of the 2005 decree requiring the integration of the helmet during the operation of sale of a motorized two-wheeler.
- motorized two-wheelers are often sold without the helmet. Some buyers and sellers are also not aware of the 2005 decree requiring the integration of the helmet during the operation of sale of a motorized two-wheeler.

The reasons why people do not wear helmets, according to the 2008 survey, are:

- the headphones interfere with hearing;
- the heat inside the helmet;
- the helmet obstructs the view;
- the headset is too expensive;
- helmets sold in Burkina are not of good quality;
- ignorance of the law regarding the obligation to wear a helmet.

Nevertheless, the police and the gendarmerie do not control the use of helmets. In addition, some police and gendarmes also circulate without a helmet! Users therefore give very little importance to the obligation to wear a helmet because: the police do not show the example and the controls are almost zero. While police and gendarmerie control cars and trucks from time to time, motorcycle
controls and mopeds are much less common (except in flagrant cases). The feeling of impunity is high among motorcyclists and the government does not seem very concerned about the low rate of helmet use. Yet most of the vehicles in circulation are just two-wheelers (see 2.3.3.1).

2.2.4.2 Seat belt use and child restraints

Legislation concerning the obligation to wear seat belts is more recent, as it was adopted in 2013. However, at present, the wearing of seat belts is still not systematically controlled. As a result, the wearing rate of the seat belt is very low.

The situation of child restraints is currently worse than that of seat belts, with the use rate being almost zero. This is mainly due to a lack of regulation, because if one finds many references to the devices as well as the amounts associated with the offenders in the decrees, the lack of technical standards does not allow the effective application of the legislation.

2.2.4.3 Speed limits

In Burkina, speed is limited to 50km/h in built-up areas and 90km/h outside built-up areas for all vehicles. These limitations are set at national level, but local authorities still have the possibility to review the downward limitation in agglomerations. For example, in high-risk areas (agglomerations, schools, health centres, places of worship, etc.) the speed can be limited to 30km/h.

However, speed limits remain poorly respected by road users, with speeding being one of the main causes of road accidents. Non-compliance with speed limits is however sanctioned by a fine of 6000 FCFA for two-wheelers, 12000 FCFA for cars and 25000 FCFA for buses and trucks. The police have radars, mostly speed guns, and do time-in-time checks - especially in the cities. Automatic mobile radars have recently entered Burkina Faso, particularly in the police force of Ouagadougou. Automated fixed radars are not yet available.

2.2.4.4 Driving while intoxicated.

Adopted in September 2017, there is now a decree on driving while intoxicated and setting a limit on the blood alcohol level (Decree No. 2017-0826 of 19-9-2017 BAC). The decree sets a more restrictive BAC limit (0.2 gram of alcohol per litre of blood) for "special" categories of drivers: young drivers, professional drivers, driving instructors and examiners driver's license while performing their duties. For other drivers, the blood alcohol level is limited to 0.5 g/l.
The police and gendarmerie do not have enough equipment to control drunk driving. As a result, checks and sanctions are only done when there is an accident or when the person is in a state of obvious drunkenness.

It should be noted, however, that private and public bus operators and operators of public and private bus terminals are required to install at least two standardized and functional breathalysers in their precincts by September 2018. These must be used by air traffic controllers. drivers before leaving and upon arrival.

2.2.4.5 Compliance with traffic rules.

Several organizations complain of non-compliance with traffic rules. Indeed, during the interviews with the stakeholders, "incivility" or "non-compliance with the rules" were mentioned several times as an important cause of road safety in Burkina Faso. However, it is not possible to indicate which traffic rules are the least respected. Indeed, there are no official studies or figures for offenses while accident statistics do not give an overall picture of the offenses committed.

During our visit, we noted the presence of police officers at the various crossroads of the city of Ouagadougou, especially during rush hours. Traffic control is also done by volunteers ("mauve shirts") who are trained for this function. It is a project in the context of integration into employment. Young volunteers get a temporary contract, they receive specific training and they assist the police in the regulation of traffic at intersections and parking.

The police, however, focus primarily on accident management. Normally all accidents in built-up areas are recorded by the police, while outside the built-up area, the gendarmerie is responsible for them. The police make the report and pass it on to the person in charge of the "accident section" who will invite the parties for a confrontation. On the basis of this interview, a file is sent to the Justice.

The control of user behaviour is therefore not very elaborate and not at all planned in a systematic way. This is mainly related to the lack of resources (material and human) but also to the lack of training of agents. Not all police officers had specific road safety training to properly control them. The gendarmes, meanwhile, have all followed the same general training, there is no specific training for gendarmes in charge of traffic and roadside checks. The latter then have access to a number of specific trainings related to road safety or traffic management. It is important to note, however, that retraining courses do not exist, even when new laws or regulations are published.
What is even more surprising, is the laxity vis-à-vis the two-wheelers and tricycles while the offenses are important (non-use of the helmet, high speeds, mixed transport, ...). It should also be remembered that motorized two-wheelers constitute the majority of vehicles circulating in the country.

The price of fines may, in part, explain laxity with respect to certain behaviours. According to some experts, the prices of fines are too high, and the means of the population are very low. This is one of the reasons why the police do not always intervene but also that the "arrangements" are so frequent. The high amounts would thus be an open door to corruption: the police officer does not hesitate to propose the payment of a sum lower than the fine without completing an official report.

Interviews with other organizations, however, give another perspective on the issue of sanctions they consider too weak. However, this remark should be understood as a request to increase the number of checks and fines. Indeed, currently the chance to be controlled is low and that of having a record even more. It would seem that most users have the impression that there is no real control and that being mistaken for an offense is more of a misfortune.

At the level of the Ministry of Security a department is in charge of the fight against corruption, the National Coordination of Control of the Police Forces. This cell, however, encounters a number of difficulties compromising this mission:

- no financial autonomy & very limited budget (in 2018: 15,000,000 FCFA);
- no autonomy of action: for each action, there is a mission order that must be issued; Obtaining this order goes through a long process, which affects the effectiveness of certain actions. (ex: Agents warned in advance of the control, actions "surprise" difficult)
- no / little cooperation: this department is supposed to control the ONASER, but it has not received their reference, essential to be able to carry out checks;
- no sanctioning power: this department has no power of sanction; the controllers transmit only a sheet to the minister as well as a copy to the chief of the police / gendarmerie.

Also, it does not have the resources to develop training actions for police officers on changes in legislation, on new driver control technologies and on the recommended control and sanctioning procedures. Lastly, they publish reports describing problems of corruption found in the field, but these have no impact on political decisions.
Possible recommendations to improve compliance

- develop a criminal policy adapted to the specificity of Burkina Faso.
- Reinforce the link between campaign / awareness and police control.
- In both cases, work with small but very visible local projects.
- improve coordination of law enforcement, giving the same department the training mission on changes to the law and the recommended procedures for control and punishment.
- specific training for police and gendarmes who deal with road safety

2.2.5 Financing and resources allocation

Although traffic accidents are listed as a public health problem in official documents, it seems that few means are available to effectively combat road safety. For example, Burkina Faso has fairly comprehensive legislation and an elaborate national program, but in practice the means for implementing the plan and the legislation are lacking. One of the main reasons is certainly the absence of a national fund for road safety but also the segmentation of the policy to fight against road safety despite the existence of CNSR.

The creation of a road safety fund managed at the level of the prime minister or by the CNSR would allow a better allocation of resources and the involvement of all stakeholders in the fight against unsafe roads. Feeding the fund would be via different organizations and means including: via insurers, tickets, traffic taxes, carriers, etc

2.3 Interventions

2.3.1 Safety of the road environment

2.3.1.1 The road network in Burkina Faso

Burkina Faso's road network (see Figure 14) includes 15304 km of classified roads, 350 km of urban roads and almost 46000 km of unclassified rural roads (2014). Almost 3650 km of classified roads are paved roads and the remaining 11660 km of dirt roads
Figure 13: Principal Road network of Burkina Faso (Source: Adolehoume et al., 2009)

Figure 15 shows the evolution of the extension of classified road networks, from 2007 to 2014. If the total extension of the network is almost constant, there is a slight increase in the extension of paved roads.

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Figure 16 shows the distribution of roads by class (national, regional and departmental roads) and the pavement category. Nearly 6730 km are national roads, 3550 km of regional roads and 5030 km of departmental roads. Six categories of roads are considered by the National Institute of Statistics and Demography: paved roads, dirt roads with modern geometry, ordinary dirt roads, improved type A tracks, improved type B tracks and ordinary tracks. The general technical characteristics of each of its road categories are presented in Annex 7.

Figure 15: Distribution of the road network of Burkina Faso concerning the road category and the road classification (Source: INSD, 2017)

Figure 14: Principal Road network of Burkina Faso (Source: INSD, 2017)

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2.3.1.2 Management of road projects.

The implementation of road transport infrastructure projects in Burkina Faso is supported by five central directorates of the Ministry of Infrastructure.

- The General Directorate for Standardization, Technical Studies and Control (DGNETC) is in charge of the planning, implementation of road projects and the call for tenders for the realization of works.
- The Directorate General of Road Infrastructures (DGIR) and the Department of Road Works (DTR) manages the execution of projects, whose construction and control of works are carried out by private companies and consultants, under the technical control (realization of tests) of the National Laboratory of Building and Public Works.
- The Directorate General of Road Maintenance (DGER) is in charge of the general management and maintenance of roads, as well as the carrying out of traffic counts, made twice a year: just before the rains and after the harvests. The idea is also to obtain annual average daily traffic values for the main axes of the country - last five years.
- The Directorate General of Rural Roads is in charge of unpaved roads in rural areas.
- Finally, the Directorate General of Studies and Sectoral Statistics (DGESS) is the transversal management responsible for the road infrastructure database and the production of technical studies.

The DGNETC therefore plans all road projects and sets up an evaluation committee made up of the various stakeholders (including ONASER) for each of them. Only the highway project is exempted from this procedure and benefits from a special procedure or control is provided by a committee under the direct authority of the Prime Minister.

The role of ONASER in this case is notably the analysis of routes in terms of road safety, an approach similar to road safety audits. During construction, it is possible to change projects for reasons of road safety; these decisions are taken by the control office of the work (where ONASER also intervenes). Although ONASER's analysis of the route appears to be closer to the road safety audit, we were unable to obtain specific details about the approach.

2.3.1.3 Actual standards

Road design standards (drainage, pavement design, restraint systems, ...) and signalling (signs and markings), the use of French technical documents is widespread. However, due to the lack of adaptation to Burkinabe conditions, these standards are not mandatory. The road network of the country is therefore not completely homogeneous in its design and signalling hindering the establishment of an intuitive network (self-explaining). An intuitive network is, however, one of the essential requirements of a secure system.
The absence of uniform rules for the establishment of adequate speed schemes (in the open countryside, medium-sized agglomerations and small agglomerations), the mixed nature of traffic on rural roads (especially in certain specific axes) and inadequate speed bumps are as much problems, related to the absence of official guides for the design of roads, mentioned during the interviews with the General Directorate of Road Infrastructures.

It is important to note that the development of new road construction standards is included in the national road safety plan (see 2.3.1.4). According to the information collected on the spot, it seems that a standard homogenization project within WAEMU member countries also exists.

2.3.1.4 Improvement of road infrastructure

Improving road infrastructure safety is a major component of Burkina's National Road Safety Plan (Component 4). To achieve this, seven sets of activities (sub-components) have been planned, including one on speed control (see 2.3.2):

- Define road design and construction standards:
  - develop standards for the technical conditions for the development of road infrastructures;
  - develop standards on the use of natural materials in the construction of road infrastructure;
  - develop regulatory and technical texts for road signs;
  - develop and apply the texts relating to the evaluation of road projects and the audit of existing road infrastructures;
- Reduce accident black spots:
  - Develop a program to identify black spots of accidents;
  - Develop a program to treat black spots of accidents;
- Strengthen and improve signage on roads and primary roads:
  - carry out a technical audit of traffic lights in the cities of Ouagadougou and Bobo-Dioulasso;
  - carry out an audit of road signs on paved roads;
  - develop and implement a Road Signage Master Plan;
  - improve the training of local teams responsible for signage during road works;
  - improve the protection of level crossings;
  - strengthen and maintain horizontal signage;
- Improve shoulders on asphalt roads:
  - prepare a sidewalk and shoulders program in major urban centres;
  - generalize raised, wide and continuous sidewalks in urban areas to protect pedestrians from vehicles;
- Develop footbridges for pedestrians;
- Create rest areas, parking areas and car parks outside the rights of way;

• Improve traffic in major cities:
  - Support the communes of Ouagadougou and Bobo-Dioulasso in carrying out traffic plans;
  - Set up bus stations outside city centres and highways;

• Separate traffic in centres crossed by national roads:
  - Identify localities in which the crossing of national roads poses security problems;
  - Prepare a traffic separation program in urban centres.

During our visit to the streets of Ouagadougou, we observed that many asphalt roads still have to undergo the interventions provided for in the road safety plan (Figure 17). The redevelopment of non-bituminous roads in urban areas is less obvious because if redevelopment is necessary, especially to improve the conditions of access to residences, in the current state the speeds are controlled and maintained at a low level.

![Figure 16: Sidewalk occupancy and development around Ouagadougou Central Station](image)

As in neighbouring countries, road safety issues in the villages crossed by a national are important in Burkina Faso. This is evident in the speed bumps installed by the population in and around these villages. The national road safety plan therefore provides for the identification of localities in which the crossing of national roads poses problems of road safety in order to separate traffic in urban centres. However, it seems that the accuracy of accident data does not allow a good identification of these places, let alone the classification of places according to the types of accidents and their severity. This goal can only be achieved by improving the collection and processing of accident data.

The identification and treatment of black spots is a point of the national road safety plan. According to the information gathered on site, there is a database of accident zones managed by ONASER. This
database would be taken into account in the planning of redevelopments, but other elements also influence the choice and prioritization of road works. Thus, economic needs, political choices and the intensity of traffic are all factors influencing interventions.

While inadequate infrastructure is certainly one of the causes of accidents in Burkina Faso, the misuse of infrastructure is also a problem. Thus, according to the DGIR, it is not only a question of making improvements to the road network but also of raising awareness of the good use of roads. For each redevelopment project, the DGIR therefore works with ONASER to sensitize the local populations to the good use of the infrastructures, before, during and after the works.

2.3.2 Speed regulation

The absence of uniform rules for the establishment of adequate speed regimes, in open country and in built-up areas (small or medium), is an important road safety problem mentioned by the authorities in charge of road management in Burkina Faso.

Burkina Faso's National Road Safety Plan includes a component aimed at reducing the problem of excessive speeds. Although part of the road infrastructure safety improvement component, this component also includes control and sanction actions as well as interventions in the two-wheeled vehicle market.

Three activities are thus included in sub-component 4.4 concerning the control of the speeds practiced on the road network:

1. make adjustments to the entrances of towns and villages to reduce speed (speed bumps);
2. introduce the use of speed control devices;
3. control the speeds of two-wheeled vehicles to achieve reasonable and acceptable speeds by two-wheel manufacturers

Decree 2012-1111 contains the conditions for the installation and construction of speed bumps, as well as the design and construction standards for the speed bumps. It applies to the entire national road network, including urban areas, where the desired speed is limited to 30 km / h. The application of trapezoidal and speed humps is limited to lanes with an average annual daily traffic volume (TJMA) of less than 3000 vehicles and airway cushions with a TJMA of more than 3000 vehicles and less than 6000 vehicles. In the same Decree are defined the signalling rules of these devices for appeasing the speed.

We note that compared to the rules or recommendations used in Europe, Decree 2012-1111 is more severe. Indeed, in France the devices are used where the speed to be respected is less than or equal to 50km / h while the trapezoidal devices and Berlin cushions can be placed where the traffic does not exceed 10 000 UVP/days in both directions.
General speed limits are defined in By-law 2006-0005 (see 2.2.3), for agglomerations (50 km/h) and for inter-urban roads (80 km/h for road transport vehicles for goods or dangerous goods, and 90 km/h for the rest of the vehicles). However, there are no recommendations regarding the choice of speed limits depending on local conditions - curves, intersections, crossing areas of small villages, etc. This lack of speed determination guide prevents real speed management essential for the safe system approach.

### 2.3.3 Vehicle safety

One of the major road safety problems in Burkina Faso is certainly the poor condition of the vehicles in circulation. In March 2008, the Ministry of Transport put in its plan three axes to improve the technical state of the vehicles:

1. The reinforcement of the technical control;
2. Regulations concerning the importation of used vehicles;
3. Improving the professionalism of garage owners.

These three axes correspond to the subcomponents of component 3 of the National Road Safety Plan: "Improving the technical condition of vehicles":

- **Sub-component 3.1: Strengthen the technical inspection of vehicles:**
  - define a specification for the technical control of motor vehicles;
  - introduce mobile controls on national and secondary roads;
  - make compulsory the equipment of the carts in retro-reflectors;

- **Subcomponent 3.2: Regulating the Importation of Used Vehicles:**
  - consider reducing customs duties and taxes on second-hand vehicles of acceptable age;
  - limit the import of used vehicles of advanced age to ten years;
  - to propose a draft joint decree on the conditions of imports of used vehicles;
  - propose a draft decree on the upgrading of motor vehicles;
  - to propose a specification for the importer of second-hand vehicles (subject to examination by the ministries responsible for transport and trade);
  - propose a specification of the automotive expert;

- **Sub-component 3.3: Improve the professionalism of garages:**
  - organize advanced training courses for garages in large urban centres;
  - Encourage garages to recycle periodically;
  - propose a draft decree on the organization of the garage profession;
  - propose a draft decree laying down the conditions for opening, operating and classifying garages;
  - certify the garage trade and control this certification;
encourage garages to put in place a mechanism for rapid technical assistance for vehicles that have broken down on the roads

2.3.3.1 Characteristics and evolution of the vehicle fleet

Burkina Faso's fleet of vehicles is large and growing as shown in Table 3, below.

<table>
<thead>
<tr>
<th>Year</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Privat cars</td>
<td>146,076</td>
<td>162,417</td>
<td>179,832</td>
<td>198,488</td>
<td>217,331</td>
</tr>
<tr>
<td>Small vans</td>
<td>32,915</td>
<td>35,285</td>
<td>37,493</td>
<td>39,491</td>
<td>41,304</td>
</tr>
<tr>
<td>Trucks</td>
<td>21,638</td>
<td>24,139</td>
<td>26,342</td>
<td>28,231</td>
<td>30,097</td>
</tr>
<tr>
<td>Public transport</td>
<td>8,816</td>
<td>9,615</td>
<td>10,296</td>
<td>10,952</td>
<td>11,596</td>
</tr>
<tr>
<td>Tractors</td>
<td>13,643</td>
<td>15,441</td>
<td>17,237</td>
<td>19,475</td>
<td>21,346</td>
</tr>
<tr>
<td>Trailers</td>
<td>263</td>
<td>273</td>
<td>308</td>
<td>325</td>
<td>336</td>
</tr>
<tr>
<td>semitrailers</td>
<td>11,712</td>
<td>13,142</td>
<td>14,475</td>
<td>16,291</td>
<td>17,787</td>
</tr>
<tr>
<td>Special vehicles</td>
<td>2,218</td>
<td>2,547</td>
<td>3,078</td>
<td>3,431</td>
<td>3,881</td>
</tr>
<tr>
<td>others</td>
<td>338</td>
<td>343</td>
<td>379</td>
<td>386</td>
<td>386</td>
</tr>
<tr>
<td>Agriculture vehicles</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>41</td>
<td>120</td>
</tr>
<tr>
<td>Two-wheelers (&gt; or = 50 cc)</td>
<td>1,072,966</td>
<td>1,282,706</td>
<td>1,521,048</td>
<td>1,789,181</td>
<td>2,051,103</td>
</tr>
</tbody>
</table>

We observe an increase in the number of vehicles regardless of the category, the number of motorized two-wheelers has almost doubled between 2012 and 2016. The number of motorcycles registered in 2016 was 2,051,103, corresponding to 85.7% of all vehicles registered in Burkina Faso (Figure 18).
If we can see an increase in the number of vehicles for all categories, we note that the increase in motorized two-wheelers is exponential. Figure 19 shows the evolution of the growth rate of four categories of vehicles with the year 2007 as a reference. If for personal vehicles and trucks there is a doubling of the rate of increase, the growth rate of motorized two-wheelers has been multiplied by 5.75!

If the different figures and figures presented above clearly show the importance of motorized two-wheelers in the Burkinabe traffic, it is important to specify that the real share of powered two-wheelers is even more important. Indeed, the figures only include motorized two-wheelers over 50cc and registered. But in reality, there are also many motorized two-wheelers of a lower or unlicensed cylinder capacity circulating in Burkina Faso.
The explosion of motorized two-wheelers over 50cc is certainly related to the penetration of Chinese vehicles on the Burkinabe market, much more affordable than those of other brands. However, these vehicles do not meet all safety standards and should not be approved.

For other four-wheeled motorized vehicles, it is important to note that they are essentially used vehicles. Thus, unlike 2WDs, 80% of the 4WDs in circulation in Burkina Faso are vehicles coming mainly from Europe (they call them "France au-revoir" (France bye bye)

2.3.3.2 Technical inspection of vehicles

Technical control has existed for many years in Burkina Faso even though, before the 1980s, the technical control was essentially visual. Following the amendment of the law in 1986, the Control Center for Motor Vehicles (CCVA) was created, the automobile inspections became stricter. With the more recent privatization of the CCVA, the number but also the size of the inspection centres (mobile or fixed) have increased.

In addition to the vehicle technology check, the CCVA also verifies if all import certificates and papers are in order and valid (as a reminder 80% of 4WDs are occasions imported from Europe). At the time of importation, a particular car cannot be older than 15 years old. The same rule applies for trucks and coaches whose total permissible laden weight is greater than or equal to 3.5 tonnes. For other coaches, the maximum import age is 10 years. Unfortunately, the rules relating to the importation of vehicles are not always respected. During the month of February 2018, the inspection stations processed nearly 3100 new or used vehicles to check compliance. According to these figures, only 68% of these vehicles met official standards.

Each vehicle registered in Burkina Faso must undergo a periodic technical inspection without exception relating to the age of the vehicle. The periodicity of the compulsory inspection varies according to the type of vehicle:

- For passenger cars, motorcycles and mopeds: every year;
- For commercial vehicles, trucks (any tonnage) and motor tricycles and quadricycles: every six months.
- For taxis and passenger transport vehicles, the technical inspection is even more frequent: every 3 months.

Despite this regulation, not all vehicles are submitted to technical inspections. According to a simple estimate based on the figures of the technical checks carried out, it seems that about 80% of the 4WD and transport vehicles (private cars, vans, trucks, ...) have been visited. At the level of two-wheelers, the percentage of vehicles that are in order with the technical control is terribly low. It is estimated that only 1% of motorized two-wheelers in circulation annually pass the technical control!
This last figure shows once again that it is very difficult to take measures and enforce the rules for mopeds in Burkina Faso. Two-wheelers are used as a mass phenomenon and each new bond can directly lead to enormous social tension. The motorcyclist must be fully convinced of the benefits of each new regulation and each regulatory change must be preceded by a period of awareness and information.

2.3.3.2.1 Effectiveness of technical inspection?

The existence of demanding regulations on the technical inspection of vehicles does not seem to have really improved the safety and technical condition of vehicles in use. Indeed, the observations made on the spot allow us to question the real influence of the technical control on the safety of the vehicles.

1. A very flexible technical inspection

The technical control consists of a visual check of the technical aspects of the steering as well as a control using standardized devices (to check the lights, braking, tires, suspension, axles, etc.). In total, there are 65 aspects that are controlled using the same standards used in France. Very strict standards given the state of vehicles circulating in Burkina Faso.

During our visit, we noticed that most of the cars arriving in the control centre are in a bad state (especially at the tire level) and that the repairs of the vehicles were mostly DIY and as much as car mechanics done by a professional. The majority of vehicles should therefore not be validated during the technical inspection.

Given this discrepancy, between the standards and the reality on the ground, the inspectors adopted a more flexible decision-making method allowing the most dangerous vehicles to be discarded. After the tests, a small group of experts get together and summarize the problems. Depending on the number of nonconformities and the importance of this one, they will give or not the approval to the issue of a certificate. In case of refusal to issue the correct certificate, these experts can give a detailed explanation to the driver.

Although the method adopted by the inspectors is very flexible, it is interesting to note that the system put in place severely limits the risk of corruption. Indeed, throughout the control, there is no contact between the driver and the person doing the tests, or between the driver and the experts. The power to influence the decision in one way or another and corruption is almost non-existent.

2. Little road check on certain types of vehicles

Certain types of vehicles are not or very little controlled by the police or the gendarmerie even less their level of conformity with the technical control. This is the case for motorized two-wheelers but also for "truck-wood". These are trucks that transport coal or wood for poor families to provide fuel
Given their social role and lack of money from these carriers, most of these trucks are real wrecks.

Figure 19 Examples of technical maintenance (Source: Adolehoume et al., 2009)

At the level of the 2WD it is rather a problem of conformity of the vehicle. The arrival of Chinese vehicles on the market is problematic because they are cheaper than other motorcycles but are not always consistent. Thus, it is not uncommon to see vehicles limited in power on paper, but which can reach very high speeds (140-160 km/h!). The problem is all the more worrying because, given the low quality of manufacture, it is questionable whether these vehicles are really suitable for driving at such high speeds.

3. **Ineffective police controls**

The police regularly check the papers of vehicles to check if the vehicle is well insured and in order with the technical control. We ourselves have been able to observe that:

- Some police officers are unfamiliar with the various documents required for legal conduct (technical control, registration certificate, permit, etc.);
- Fines are expensive (about 25,000 CFA, about 38 euros) and arrangements between the driver and the police / gendarme are common. Thus, it is common to see the policeman accept a small amount (1,000 or 2,000 CFA, about 3 euros) to let him pass.

The government has set up a National Coordinating Body for the Control of Police Forces, also to attack this phenomenon, but the training activity on the procedures of control of traffic and the control of the actions of financial developed by this organization are very limited (see also 2.2.1.2.3 and 2.2.4.5).

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4. **The state of the roads**

The roads are sometimes in very bad condition: speed bumps that are too high, degraded roads (holes and rutting). Thus, these frequent failures on the roads of the country contribute to the acceleration of the degradation of the car park.

5. **Vehicle loading**

Many drivers do not respect the maximum load limits of their vehicles. An overload quickly causes defects in suspension, tires and braking, as well as increased risk of accidents. In this context, there are also controls for the loading of heavy vehicles in areas closer to the borders with neighbouring countries and also within the country. Unfortunately, there are no statistics of these actions, nor more concrete information on the evolution of the problem.

6. **Quality of repairs**

Even with a good will to put his vehicle in order, the Burkinabe cannot always find a solution for:

- spare parts are not always available because import procedures are slow or because the vehicle is too old;
- The training of garage owners is not always at the level of a professional mechanic, especially for the electrical and electronic aspects.

In an optimistic way, we can say that garages are excellent in creativity and the art of doing well. They always find solutions, often non-compliant, allowing the vehicle to continue driving. The government is aware of the problem and organizes, in collaboration with the technical control centres, one-off training activities for non-professional "mechanics".

7. **Mixed transport**

Another road safety problem that is not directly related to the state of the vehicle but rather to the transport supply is the problem of "mixed transport". A lot of vehicles, carrying goods, do not hesitate to transport people in the cabin or on the goods. The law makes it clear that it is forbidden, but passengers sometimes have no other choice to move between big cities and small villages in the hinterland. Also, there are cases where the carrier ensures in this way the availability of labour for the loading and unloading of vehicles at destination.

2.3.3.3 **Charges and dimensions of heavy trucks**

In the framework of the Economic Community of West African States (ECOWAS) harmonization of the dimensions of heavy transport vehicles has been granted (Additional Act SA, of 17 February 2012),
leading mainly to the Homogenization of standards and procedures for checking gauge, weight and axle load (see Annex II). Thus, the circulation of goods vehicles on the road networks of ECOWAS Member States is authorized on the basis of a maximum axle load of 11.5 tons for single carrier axles.

A study carried out in 2009 on the impacts of load reduction for heavy goods vehicles made it possible to check very high levels of overload on heavy goods vehicles on the main Burkinabe roads (Table 4). More than 40% of the trucks tested on the various roads were overloaded and instead of a permissible total weight of 51 t, heavy goods vehicles generally carry more than 100 t, the maximum value reaching 142 t. Axle loads have also been observed to exceed the permitted loads by a large amount (e.g. 30 t instead of 11.5 t). In addition to a reduction in the life of pavements, from 15 years to 3 years, these surcharges are at the origin of the increase in road safety on roads connecting Burkina Faso to external ports as well as degradation of service levels.

Table 4: heavy truck overload measures (Source: Adolehoume et al., 2009)

<table>
<thead>
<tr>
<th>Truck with overload</th>
<th>Average overload</th>
<th>Axle weight maxi (t)</th>
<th>Total weight maxi (t)</th>
<th>Kind of vehicle</th>
<th>Product</th>
</tr>
</thead>
<tbody>
<tr>
<td>RN 5</td>
<td>84%</td>
<td>52%</td>
<td>30</td>
<td>142</td>
<td>Vehicle with 6 or more axes</td>
</tr>
<tr>
<td>RN 1</td>
<td>47%</td>
<td>41%</td>
<td>28</td>
<td>141</td>
<td>Vehicle with 6 or more axes</td>
</tr>
<tr>
<td>RN 4</td>
<td>74%</td>
<td>38%</td>
<td>27</td>
<td>104</td>
<td>Vehicle with 6 or more axes</td>
</tr>
<tr>
<td>RN 8</td>
<td>58%</td>
<td>43%</td>
<td>22</td>
<td>94</td>
<td>Vehicles with 4 axes</td>
</tr>
</tbody>
</table>

### 2.3.3.4 The safety of heavy trucks

In 2016, the government imposed the obligation to install speed limitation devices in road transport vehicles (Inter-ministerial Order No. 2016 - 0005), the speed of trucks and buses being limited to 90 km/h. As soon as this decree was published, the CCVA also installed test benches to control the limiters. With the gradual introduction of this equipment, the number of tests at this level has increased each month, reaching an average of 270 tests per month in 2018.

In practice, however, it seems that the text lacks clear references as to the type of devices to be installed. According to the DGTTM, it is not uncommon to see heavy vehicles traveling above the legal...
speed (example a bus flashed at 140km/h). The DGTTM is therefore preparing a new text with clear references as to the type of device to be installed. This text also provides devices for monitoring live speed for buses.

The DGTTM does not currently provide text on the installation of device recording driving times of bus drivers or trucks. Driving hours are currently not controlled.

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Possible recommendations for pillar 3 'safe vehicles'

- Ensure that all vehicles annually pass the technical control, in particular via:
  - better collaboration with the police / gendarmerie to better control;
  - the training of police officers / gendarmes in the control of papers;
  - Awareness of drivers - especially road transport regarding the link between safety, costs and the technical condition of their vehicles.

- Increase the quality of technical repairs, via:
  - training and accreditation of "mechanics";
  - Technical training of carriers.

- Seek solutions for motorized two-wheelers. In view of the social impact, one must be careful and look for a more comprehensive strategy, encompassing all the problems and aspects.

2.3.4 The safety of road users

2.3.4.1 Driver's license
2.3.4.1.1 Procedure

Obtaining a driver's license requires passing a theory test, a practical non-traffic test (niche) and a practical examination in traffic. The driver training program and exams are standardized, as are the training of instructors and examiners. The courses are taught by the 905 driving schools approved by the Directorate General of Land and Maritime Transport (DGTTM). The examiners are chosen and appointed by order of the Minister of Transport on the basis of the recommendations of the DGTTM.

There are different categories of driver's licenses, classified according to vehicles as shown in Table 5, below.
Table 5: Overview of the different driver’s licenses in Burkina Faso (Source: ONASER)

<table>
<thead>
<tr>
<th>License</th>
<th>Vehicle</th>
<th>Age limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Motorcycle with or without sidecar (125 cc or more)</td>
<td>16 years</td>
</tr>
<tr>
<td>A1</td>
<td>Moped / moped with or without a sidecar, motor tricycles and quadricycles</td>
<td>14 years</td>
</tr>
<tr>
<td>B</td>
<td>Motorized vehicle for:</td>
<td>18 years</td>
</tr>
<tr>
<td></td>
<td>- for the carriage of passengers and comprising not more than eight seats</td>
<td></td>
</tr>
<tr>
<td></td>
<td>in addition to the driver’s seat;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- for the carriage of goods having a permissible total weight not exceeding</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3500 kg</td>
<td></td>
</tr>
<tr>
<td></td>
<td>These vehicles can be combined with a trailer with a total weight of not more</td>
<td></td>
</tr>
<tr>
<td></td>
<td>than 750 kg</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Motor vehicles used for the carriage of goods and the permissible gross weight of</td>
<td>18 years</td>
</tr>
<tr>
<td></td>
<td>which exceeds 3,500 kg.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicles of this category may be coupled with a trailer whose total weight does not exceed 750 kg.</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Motor vehicles carrying more than eight persons (one child under 10 years of age, counting half a person, provided that the number of children does not exceed ten) or, in addition to the driver’s seat, more than eight seats.</td>
<td>21 years</td>
</tr>
<tr>
<td>E</td>
<td>Motor vehicle of category B, C or D coupled to a trailer whose total authorized weight exceeds 750kg</td>
<td>18 y./21 y.</td>
</tr>
<tr>
<td>F</td>
<td>Category A, A1 or B vehicles driven by disabled persons and specially adapted for their disability</td>
<td>14, 16 or 18 years</td>
</tr>
<tr>
<td>BCD</td>
<td>Special vehicles, agricultural tractors, agricultural machinery, self-propelled, etc.</td>
<td>/</td>
</tr>
<tr>
<td></td>
<td>Vehicles of this category can be coupled with a trailer whose total weight does not exceed 750kg</td>
<td></td>
</tr>
</tbody>
</table>

A medical certificate must be submitted by applicants for the licenses, regardless of the category. Drivers in categories C and D must also pass a medical examination when renewing the license.

Despite a standardized and controlled training and examination system by the DGTTM, it appears that driver training is still lacking. A study (Sofreco & Scott Wilson, 2008) conducted in 2008 identified a number of problem areas related to the driver training system. In the interviews we conducted in March 2018, the conclusions of this study are challenged by various organizations, including the
Association of Driving Schools, the Association of Driving School Instructors, the Training School and Improvement of Public Works, the Training Centre in Transport and Auxiliary Activities, etc.

2.3.4.1.2  Driver education

There are several types of organizations that are recognized for driving learning: normal driving schools for all driving licenses; the Transport Training Centre (CFTRA), which organizes driver training for carriers and also organizes (in theory) continuing training; the army and police who can organize learning to drive for their own staff.

There is a decree (n° 2016-0589, of July 8th) governing the conditions of opening and operating driving schools, their organization and their missions. To this decree is added a decree (the order 2016.027, October 13) detailing the specifications to be completed by driving schools. Unfortunately, if these texts are sufficient to ensure good supervision of driving schools, there would actually be few driving schools in good standing with this legislation:

- some operators do not have the required diplomas to operate such an establishment;
- some driving schools employ unskilled instructors who sometimes do not have the license;
- there are large differences in standards in terms of sites and school vehicles.

If some driving schools make an effort to comply with the decree by investing the necessary means, they suffer in fact unfair competition from less scrupulous driving schools.

A decree however provides for a control of driving schools before the opening but also punctually. If the “driving school office” in charge of this task exists, it does not have sufficient resources to carry out an effective control. In reality, driving schools are not always controlled before opening and follow-up in time is not assured.

The pedagogical approach of the driving schools is also leaving very poor, as do administrative skills. Many schools work without course support or with obsolete, poorly or unsuitable media. Few driving schools track students during their apprenticeship.

For theoretical training, the majority of driving schools refers to the "Rousseau code" supposedly used in French driving schools to teach theory. This code is however not even more the reference document for French teachers and this book is certainly not adapted to the realities of Burkina Faso. In other cases, driving schools do not work with the Rousseau code but they use slides showing French situations.

In reality, theoretical training does not exist, because learning consists only in memorizing the answers to the ten sets of questions in the theoretical exam. The importance of rules and the rationale for regulation is not taught to students. However, since 2016 there is a national curriculum with a
unique evaluation grid. The World Bank has financed this development. Unfortunately, during the interviews with the driving school directors, we found that they do not know it!

For practical training, there is no support and the examiners are the reference. It is common practice to have diametrically opposed practical advice and instructions, depending on one's personal characteristics: "With such an examiner you do like that, but with another one you do rather like that".

The DGTTM checks the training contents of the driving schools, but indirectly, via the results of the examinations. The quality and frequency of these checks are unclear, and there is no doubt that control of schools and instructors is not carried out.

**Illiteracy** is a problem that is regularly raised by people we meet on site, including driving license examiners. Burkina Faso is a country with one of the highest rates of illiteracy in the world plus the multiplicities of languages. Many Burkinabé therefore do not speak enough French to understand the exam questions and use an interpreter. Going through an intermediary also increases the risk of fraud on examination and the DGTTM therefore plans to translate the questions into the four national languages with the computerization of the examination.

The image of driving schools and examiners is generally negative; they are generally considered incompetent. The "hunt for error" type exam, without clearly defined evaluation criteria, is experienced by the candidates as an arbitrary evaluation where success depends solely on the goodwill of the examiner. The high failure rate, the long waiting list to reprogram an exam, and the attitude of some examiners who voluntarily distance themselves from the student reinforce this frustration.

The driving school operators are also subject to some frustration related to the difficulty of the trade. Thus, they tend to regard inspectors and the administration as incompetent people aiming solely at their own interests. To a lesser extent, they also view the instructors as incompetent and poorly trained.

*A and A1 licenses for motorcycles and mopeds* are not really popular. Compared to the number of motorized two-wheelers in circulation, the number of A / A1 permits issued is very low. This implies that many 2WD drivers are unfamiliar with or not sufficiently familiar with the rules of the road and that their practical learning is based on self-education, which usually consists of a dangerous trial and error (trial and error).

2.3.4.1.3 **Professional training**

The training of driver teachers and examiners is organized by three organizations: The Training Centre for Road Transport and Auxiliary Activities (CFTRA), the Training and Advanced Training School for Public Works (EFP-TP) as well as the General Directorate of Land Transport and Maritimes (DGTTM). The first two are training modules for initial and continuing training in the professional
transport sector, but CFTRA is in charge of the initial training of teachers and license examiners. The DGTTM is organizing the refresher course for the examiners only.

The educational content of the trainings differs according to the organizations. The CFTRA has its own tools and educational programs, created and evaluated internally. The DGTTM and the VET-TP have a course program that has been realized by external speakers. As for the courses taught by driving schools, the programs and contents of vocational training courses are based on French courses.

The initial training of driving school instructors has the following problems:

- the low level of participants (illiteracy, no license, etc.);
- the limited time of training;
- the limited means available.

The CFTRA is therefore obliged to adapt its program with a levelling down with 80% of the program on the teaching of the Highway Code. The road safety pedagogy is only superficially addressed while the administrative and management aspects of opening a driving school are not addressed at all. The program is approached from a technical point of view without a theoretical basis, such that trained teachers do not understand all the ins and outs, just repeating what they have learned in training.

The training of the examiners seems only to insist on the technical aspects, the behavioural aspects of the conduct not being part of the practical evaluation. The practical exam focuses only on the mastery of the vehicle and in reality, is more like a hunt for errors.

The training of road professionals encounters the following problems:

- Cost of training too high: the centres are based in Ouagadougou and besides the price of the training, the candidates coming from far away have to find something to lodge for 7 weeks! The CFTRA offers accommodation but places are limited, and it is not free;
- Low level of participants: some are illiterate, and many do not have a B permit before starting the training. The program must therefore also repeat the rules of the highway code that would already be acquired if the candidate had the license B.

The consequences of these difficulties are that training is not as effective as it should be, but also that many transport companies, especially small businesses, cannot afford to pay for training their employee. Many truckers drive without adequate training.
2.3.4.1.4 Conclusion

While the structure of the system in place is and coherent, there appear to be problems and difficulties in its practical application, which may partly result from a lack of correspondence between the texts and the reality of the field. It is clear that the system as it is in place today generates a lot of frustration and does not allow good training in driving. In practice, the training consists of a rote learning series of questions for the theoretical component and the technical aspects and control of the vehicle for the practical part.

Frustrations related to the dysfunctions of the current system have led to a breach of trust between the Burkinabe and the apprenticeship and driving test. Many Burkinabe prefer to buy their driving licenses on the black market, despite the risk of imprisonment (up to 6 months) and fine (up to 150,000 CFA francs).

Faced with the issue of fake permits, the Burkina Faso government concluded a contract in 2016 for the modernization of transport documents (permits, registration cards, etc.). The new documents should be more difficult to falsify thanks to the technology “Lasnik” to burn a certain number of secure data in the document. This will ensure traceability of documents by customs, police and gendarmerie.

Possible recommendations for driver education

- The adaptation of educational tools to the specific situation of Burkina Faso. With a more suitable curriculum, the credibility of the trainings will increase and with it no doubt the mutual trust of students, monitors and examiners. The training centres for instructors and examiners must take the lead in this action.
- Ensure better control of (fake) permits but also on driving schools.
- Strengthening road safety education in primary and secondary schools which will at the same time be a good preparation for learning to drive.

2.3.4.2 Road safety education

Road safety is integrated into the curricula of primary schools in Burkina Faso. In practice, it seems that its implementation is not systematic, due to the lack of adequate training of teachers and the availability of quality media. Each year, ONASER develops a program of outreach trips in a hundred schools in the 13 regions of Burkina Faso. The program is transmitted by the Minister in charge of transport to his counterpart of the national education. This program is sent to the Regional Directors of National Education who choose high schools and colleges according to the proposed quota. The ONASER animation team plans the sensitization sessions with the principals and directors of the schools concerned. An awareness session lasts approximately 2 hours per school. To benefit a
maximum of students, principals and directors organize sensitization in large rooms (usually dining halls, conference rooms, etc.). The awareness modules cover pedestrian traffic rules, two-wheeled vehicle equipment and the behaviour of two-wheelers users, knowledge of the usual road signs and the priorities of passage. At the invitation of associations of parents of students and associations of students or other youth associations, ONASER organizes conferences on various topics on road safety. He deploys his "camion podium" (podium truck) during school cultural weeks (see Figure 21), with which the team travels to schools for small plays, presentations or even screenings of the movies.

In addition, ONASER organizes outings to raise awareness on road safety in public places such as bus stations, youth centres, women's homes and at the market level. Market-level outlets take place in villages where markets are held every 3 days or every week. On market day, there are many people and it is a great opportunity to raise awareness in rural areas. These sensitizations are done using the podium truck. On the eve of the day of the market, the ONASER team makes film projections on good practices in the field of road traffic followed by debates and competitions sanctioned by gadgets (T-shirts, helmets, caps, etc.).

This approach gives some importance to this event, but one can nevertheless question if this type of mass event really impacts the behaviours. In addition, the fact that there are not many resources limits the frequency of events and therefore decreases the impact force. However, some actors remain convinced that it is with school education that we will be able to influence parents' driving behaviour. They cherish this idea because a large part of the adult population has received no education, let alone in the context of road safety or learning to drive.

Road safety campaigns are conducted regularly in Burkina Faso. They are based on accident data, targeting specific problems or specific categories of road users. Examples of topics covered by Burkina Faso's road safety campaigns include pedestrian safety, motorcycle helmet use, drunk driving, speeding and wearing a seatbelt.
ONASER is the lead organization for these campaigns, but the police and the Federation of Road Safety Associations, which brings together about 30 organizations, are also doing their part. At the end of the year, they try to organize a demonstration. Last year it was the "caravan of 100 motorcycles"; a procession of bikers, all wearing their helmets, and cars with advertising.

The main media used for the campaigns are: TV, radio, leaflets (see Figure 22) and posters. Budgets have been released to make radio spots or weekly TV. The press seems to be quite sensitive about road safety, there is even an association of journalists who produce a number of articles about road safety. Finally, some celebrities also relay campaigns of road safety, this is particularly the case of "Sams'K" a popular reggae singer in Burkina Faso.

Unfortunately, road safety campaigns do not go hand in hand with effective law enforcement. There is also little coordination between road safety campaigns and enforcement officers. This coordination is done occasionally during National Road Safety Week as well as during campaigns initiated by ONASER. Finally, the fact of having a bad application of the law, also generates debates as for the method used. Many organizations prefer a confrontational approach with somewhat "shocking" images; other organizations are rather against, prefer a "soft" approach. This debate has hampered, even paralyzed, the implementation of some campaigns.
At the communal level, the Ouagadougou commune has also included in its action plan road safety awareness operations. The municipal police who must execute them, told us that they do not have enough financial resources and human resources to carry them out on a periodic basis.

2.3.4.2.1  Road safety education in the National Plan

As mentioned in point 2.2.2.1, Burkina Faso’s National Road Safety Plan includes a set of activities aimed at improving the road traffic behaviour of road users, grouped together in the component aimed at establishing a culture of road safety (Component 2). This component includes 21 activities organized around four sub-components.

- **Sub-component 2.1: Introduce road safety into educational programs.**
  - Accelerate the implementation of road safety programs in educational programs.
  - Introduce road safety in the initial training programs of pedagogical supervisors.
  - Develop a road safety manual for primary and secondary school teachers.
  - Train the pedagogical supervisors to use this road safety handbook so that they in turn train the teachers.
  - Produce and equip establishments with road code materials.
  - Provide spaces in educational institutions for learning to drive.
  - Introduce young people to the wearing of helmets and safety belts

- **Sub-component 2.2: Educating children outside schools to road safety.**

- **Sub component 2.3: Promote information, awareness and communication.**
  - Promote the creation of educational centres for children's road safety.
  - Conduct continuous campaigns to promote road safety in both urban and rural areas.
  - Develop a five-year road safety awareness and communication program.
  - Obtain free promotional beaches for road safety in local television, radio and print media.
  - Sensitize drivers (toll booths, bus stations and stations) on topics such as speed, crossings of villages and villages, overtaking, etc.
  - Translate the Highway Code into a national language and popularize it.
  - Sensitize carters to lighting and installing fluorescent strips.
  - Make drivers aware of the danger of dangerous products.

- **Sub-component 2.4: Strengthen the protection of vulnerable users.**
  - Promote the sharing of traffic space between ordinary users and vulnerable users.
  - Intensify efforts to promote helmet use in order to significantly increase the utilization rate.
  - Sensitize users to the wearing of the chasuble and the fluorescent strip.
  - Make lighting of the carts obligatory.
o Initiate drivers to rescue actions

**Possible recommendations for road safety education**

- Strengthening 'podium-truck' teams to have more frequent actions.
- Achieve an adequate and consistent approach for all awareness actions.
- Evaluate the results of mass campaigns and local actions, to initiate a range of advantages and disadvantages in Burkina Faso.
- Carry out targeted road safety campaigns for helmet use by motorcyclists emerging from public health campaigns (e.g. HIV prevention), where behaviour change theories are the baselines for developing practical applications.

### 2.3.5 Post-crash care

#### 2.3.5.1 Emergency services

Burkina Faso is part of the 58% of the countries having an emergency medical service with a special issue dedicated to it. This ambulance service, however, remains limited to the country’s major cities, while the quality of facilities and equipment is one of the main problems encountered by Burkina Faso’s emergency medical aid.

For the evacuation of injured or deceased persons following road accidents, however, it is the civil protection services (firefighters) who intervene. They have "simple" ambulances with first-aid equipment, but no medical ambulances. Firefighters have received first aid training, but the existence of refresher courses is not known. According to the information gathered, their training would not be sufficient to provide good on-site medical care.

The country has only six firefighting companies for the entire territory. Therefore, in some isolated areas, there are other types of ambulances, linked to small health care facilities (e.g. medical centres or clinics). These intervene to recover the victims and transport them to the care facilities closest to the accident sites. These ambulances can be very basic as illustrated by the tricycle ambulance used in some remote areas of Burkina Faso.
Burkina Faso is divided administratively into 13 health regions, each with one (or more) regional hospitals. This administrative division obviously has consequences for the capacity of care facilities such that the care of the accident is uneven between the regions, without ever being optimal:

- In some cases, the hospital does not cope with the influx of road accident victims. In Ouagadougou for example, about 80% of all victims are brought to a single hospital, the emergency department of Yalgado University Hospital Ouédraogo, while there are other hospitals;
- in other regions, it is not so much the influx of patients but rather the medical means of the medical structure that prevents proper care of the casualty. In Bobo-Dioulasso, the second largest city in the country, the hospital has only three surgeons!

Part of these problems could be solved by a better pooling of resources between the various hospitals in the country as well as a better dispatching of casualties to the various health centres. An emergency department coordination program for patient care is currently underway but, based on local impressions, it is essentially a paper plan without real practical applications.

According to a 2014 report from the World Health Organization, the Ministry of Health of Burkina Faso did not yet have a non-communicable diseases (NCD) operational unit. In addition, the report also deplored:

- lack of evidence-based recommendations or protocols for primary NCD care;
- the lack of a system for monitoring the evolution of the nine overall NCD objectives.

However, the 2017 WHO report mentions that national targets for NCDs have been set and that an integrated national NCD action plan has been defined, although data are not yet available. NCD mortality and that risk factor surveys are still insufficient.
2.3.5.2  Care centres

As mentioned above, each health region (13 in total) has at least one hospital centre. Each region is also divided into districts (70 in total) with their own medical centre and isolated clinics. The reception capacity of health centres varies greatly and small remote centres obviously do not (always) have the means to take care of the victims of accidents.

The most important emergency centre is certainly the Hospital Centre of Yalgado Ouedraogo University (CHUYO) in Ouagadougou. This service collects 80% of the victims of road accidents in Ouagadougou. If in a certain way this affluence could constitute an opportunity to develop a great expertise in the field, the resources of the Centre are unfortunately insufficient:

- the building is too small to accommodate the high number of wounded to the point where the wounded are sometimes left on the ground;
- The equipment available is not always sufficient, and some essential services are unavailable. For example, if the hospital has the necessary equipment to operate, the possibilities of sterilizing the equipment are insufficient and must be done in another department;
- Challenging work conditions scare staff away from the search for opportunities in other private hospitals or other "quieter" services, further penalizing those who stay there.

These problems reflect on the one hand a problem of coordination and pooling of resources (see 2.3.5.1) but also a lack of budget allocated to emergencies. Most funding, internal as well as external (for ex. European aid), goes towards the prevention of communicable diseases remaining in a traditional epidemiological approach. Only 10% of the amounts received via international
organizations are provided for the treatment of diseases, which is highly insufficient for injuries resulting from road accidents.

The underfunding of emergency services is all the more problematic because emergency services cannot be self-financing. Indeed, the care of the patient in emergencies is always done without prepayment. But the population often does not have the financial means and the mutual insurance system is non-existent, just like the health insurance. In fact, many patients turn to traditional medicines once they have first aid in emergencies.

2.3.5.3 Aid to victims

There are three associations of the victims of the road, but these are too small and have no real power of influence. Their action is mainly centred on the big cities. The government is also very suspicious of these local associations of citizens and does not give them subsidies.

Since the terrorist attack of 2017, the University Hospital of Ouagadougou has set up a psychiatric support team for psychological trauma. The idea that this team can also help victims of the road is taking hold.

2.3.5.4 Post-crash care within the National Plan

According to the 2011-2020 National Road Safety Action Plan, Component 1-Improving the Institutional and Regulatory Management of Road Safety includes a component whose component is responsible for 15 activities related to response following an accident, as following:

- Sub-component 1.8 - Improve the management of accident victims.
  - Create a Trauma Emergency Department at the Hospital Surou Sanou University (CHUSS) in Bobo-Dioulasso.
  - Strengthen the capacity to observe the traumatic emergencies of CHUYO in Ouagadougou and CHUSS in Bobo-Dioulasso.
  - Equip the traumatic emergencies of CHUYO and CHUSS.
  - Providing emergency services to University Hospital Centres (CHU), Regional Hospital Centres (RHCs) and Medical Centres with Surgical Antennas (CMAs) Emergency Kit Districts for the management of accident emergencies without prepayment.
  - Support CHUs and CHRhs in developing emergency plans for road disasters.

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8 La réorientation vers les médecines traditionnelles témoigne aussi d’un manque de confiance en la médecine occidentale.
- Support CHUYO and CHUSS in the simulation organization in the event of a road disaster.
- Create traumatic emergency services in the CMAs of Boromo, Yako, Manga, and in the CHRs of Dédogou, Fada, Tenkodogo.
- Train law enforcement, truck drivers and villagers on first aid and firefighting.
- Inform users of compensation procedures in the event of an accident.
- Encourage the Red Cross to get involved in helping the injured.
- Create a Volunteer Rescue Corps in remote areas for first aid in the event of an accident and fire response.
- Create rescue centres for firefighters.
- Equip the fire brigades with rescue materials.
- Require the list and the safety instructions for the transport of dangerous products.
- Improve the conditions of prompt relief.
- Support hospitals in dealing with road disasters (for ex. Boromo, Kaya, Yako)

Possible recommendations for post-crash care

- Strengthen the skills and equipment of paramedics.
- Develop coordination between hospitals in each health region.
- Develop a mutual insurance system accessible to all in order to avoid non-treatment due to patients' financial problems.

2.4 Results

2.4.1 Data collection and management

The National Road Safety Plan puts a lot of emphasis on data collection as several government agencies and NGOs make efforts to develop a database of road accidents. Unfortunately, the computer has not yet appeared everywhere, and many things remain in paper version. Thus, the coordination between the various actors is sometimes non-existent.

2.4.1.1 Actual system for the registration of accidents

In 1993, the government of Burkina Faso decided to join the project of ISTED (Institute of Sciences and Techniques of Equipment and Environment for the Development) concerning the Bulletin of Analysis of Traffic Accidents (BAAC), together with Senegal. However, the effective start of the system did not take place until 1994. Since then, the BAAC has been adapted by ONASER to have more information on accidents, places, vehicles and people involved. It is this BAAC which is currently
used by all the bodies responsible for recording accidents in Burkina Faso. Accident registration is still done manually, but a new system is expected soon.

The bodies responsible for the investigation of accidents and the recording of data are: the police, the National Guard / Gendarmerie, the fire brigade and the Ministry of Transport (MoT). However, it is the police and gendarmerie that are responsible for recording accidents, respectively in built-up areas and out of built-up areas. There is a report for all accidents, that is to say, fatal accidents, accidents with injury (s), but also accidents with material damage (s) only. Note that currently the record does not differentiate between serious and light injuries.

ONASER is responsible for the centralization of data and the production of statistics for use in the development of road safety policies, programs and campaigns. It is interesting to note that ONASER has the only national database that is fed annually by police and gendarmerie data. There is no continuously updated database that could allow the identification of recidivists. The police and the gendarmerie work in closed vases, just like the different districts of the gendarmerie

Although they all use the same BAAC in principle, the quality of the data may vary greatly depending on the source of the data. Indeed, the consultation of ONASER statistics but also data of the gendarmerie suggests some inconsistencies and shortcomings depending on the location of accident harvesting but also years. The following explanations can be given inconsistencies:

- BAAC would not be common between gendarmerie and police? During our visit to the gendarmerie, the existence of a common BAAC was not confirmed;
- The current BAAC leaves too much room for subjective interpretation? The consultation of the data suggests duplicates in the causes of accidents (e.g. "incivism" vs. "non-compliance with the Highway Code" or "non-compliance with limitations" vs "excessive speeds");
- Some more distant districts are slow in retrieving their accident data, making the task of centralization difficult and the production of incomplete statistics.
- Uninformed or poorly trained accident registrants, increasing the risk of errors in BAAC encoding;
- Staff shortage, possibly resulting in under-registration of certain types of accidents;
- Lack of financial means.

These problems should partly disappear with the new computerized BAAC system, which will allow some standardization of the recordings but will also facilitate coordination between the different entities in charge of registration. It should be noted, however, that the training of police officers and gendarmes in the use of this new system will be a condition sine qua non for its success.
2.4.1.2 Pilot project in Ouagadougou

Aware of the current limitations of the accident registration system, a computerized registration system for road accidents was tested in Ouagadougou between April and September 2015. In addition to the online geolocation of accident sites, interviews with different municipal actors have also been realized. All "accident" sections of police stations in Ouagadougou participated in this collection for six months.

Figure 24: Example of a screen of the accident localisation of roads in Ouagadougou (Source: http://traumatismes.africasys.com/main)

The main objective of the project was obviously the creation of an online surveillance platform for road accidents that can be fed directly by police officers. The latter reported the accidents directly using a "GPS" geolocation device equipped with a telephone chip capable of sending the position to a server for mapping (see Figure 25). At the same time, police officers also completed a questionnaire about the circumstances of the accident and the state of the people involved.

This pilot project has collected a large amount of data on a considerable number of road accidents. Thanks to this project, we have for the first time a more detailed view of the accidents in Ouagadougou, either on their location or on the characteristics of the users involved. Unfortunately, despite the interesting results coming out of this experience, this project did not have continuity. The information presented on the web platform has not been updated since 2015.
2.4.1.3 Database of other road safety indicators

2.4.1.3.1 DG of studies and sectoral statistics (Les Directions Générales des Études et des Statistiques Sectorielles)

The Directorate General of Studies and Sectoral Statistics (DGESS) is a transversal directorate, present within each ministry, responsible for studies and statistics in the ministry sector.

The DGESS of the Ministry of Transport collects the following data:

- road networks;
- the fleet of transport vehicles;
- transport activities (goods);
- economic data from the transport sector;
- data on the technical inspection and the control of the loads of the vehicles and axles, as well as on the accidents

The last report obtained dates from 2015, it takes into account the figures available from 2004 to 2014.

The DGESS of the Ministry of Health deals with the annual statistics as well as the studies and evaluations which are part of the national health development plan (PNDS). It collects data relating to road accident victims via the various medical structures in the country. The two main problems encountered by management are:

- The quality and timeliness of the data varies by location. Some isolated medical facilities are slow in transmitting data or transmitting incomplete data. It is important to note that these data are not transmitted in a computerized manner;
- Collaboration with other structures is not sufficient, if collaboration exists, there is unfortunately no sharing or exchange of direct information

2.4.1.3.2 National institute of statistics and demography

The National Institute of Statistics and Demography (INSD) publishes figures concerning the population (birth, mortality, age, ...). The last report dates from 2017 and takes the figures from 2006 to 2016. On their website (http://www.insd.bf/en/) this institute also publishes other statistics from Burkina Faso.

2.4.1.3.3 Traffic counts

As mentioned in point 2.3.1, the General Directorate of Road Maintenance carries out traffic counts twice a year, on the network classified under its responsibility. This information, however, remains for internal use and is not published in national statistics. We were not able to receive data.
2.4.1.4 Data on traffic violations

The police and the gendarmerie do not collect data concerning checks, fines or other punishments falling within the framework of road safety. For example, even in the Governance Dashboard, an INSD publication, figures for traffic offenses and accidents are not included.

2.4.2 Final results

According to WHO, Burkina Faso has a traffic-related mortality rate of around 30 deaths per 100,000 population. With this mortality rate, ten times higher than Sweden (2.8), Burkina Faso ranks 13th in the WHO countries with the worst road mortality rate.

ONASER, one of the bodies in charge of road safety in Burkina Faso, regularly publishes accident statistics that are then used to develop road safety policies, programs and campaigns. Viewing these reports provides an overview of the quality of the current registration system (see 6 and 7). In the 2011 statistical report, the absence of data for the year 2006 and the number of abnormally low deaths for the years 2005 and 2007 reflect the existence of gaps in the recording of accidents. Similarly, the number of fatalities and / or casualties for the same year can vary considerably depending on the reports or sources consulted, as can be seen from the comparison of the 2011 injury values in Table 6 and those of 8.

Table 6: Overview of road accidents in Burkina Faso (source: ONASER, 2012)

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal accidents</td>
<td>126</td>
<td>98</td>
<td>Nd</td>
<td>43</td>
<td>242</td>
<td>223</td>
<td>354</td>
<td>423</td>
</tr>
<tr>
<td>Accidents with injuries</td>
<td>2325</td>
<td>2181</td>
<td>Nd</td>
<td>695</td>
<td>6189</td>
<td>6579</td>
<td>9214</td>
<td>8253</td>
</tr>
<tr>
<td>Accidents without injuries</td>
<td>1815</td>
<td>1700</td>
<td>Nd</td>
<td>678</td>
<td>5736</td>
<td>8562</td>
<td>11132</td>
<td>8240</td>
</tr>
</tbody>
</table>

Table 7: Overview of accidents: which vehicles are implicated (source: ONASER, 2012)

<table>
<thead>
<tr>
<th>Type of conflict</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>4R×4R</td>
<td>1341</td>
<td>1195</td>
<td>Nd</td>
<td>74</td>
<td>1643</td>
<td>2358</td>
<td>1956</td>
<td>1707</td>
</tr>
<tr>
<td>4R×2R</td>
<td>1552</td>
<td>1506</td>
<td>Nd</td>
<td>161</td>
<td>2129</td>
<td>2893</td>
<td>2864</td>
<td>2366</td>
</tr>
<tr>
<td>4R×P</td>
<td>112</td>
<td>108</td>
<td>Nd</td>
<td>34</td>
<td>201</td>
<td>268</td>
<td>429</td>
<td>254</td>
</tr>
</tbody>
</table>
Table 8: overview of road victims (source: ONASER/DSI/SS)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>11983</td>
<td>16230</td>
<td>19770</td>
<td>19359</td>
<td>19473</td>
<td>18386</td>
</tr>
<tr>
<td>fatalities</td>
<td>999</td>
<td>958</td>
<td>1125</td>
<td>954</td>
<td>950</td>
<td>878</td>
</tr>
<tr>
<td>Injuries</td>
<td>11707</td>
<td>13643</td>
<td>16582</td>
<td>15580</td>
<td>16394</td>
<td>14997</td>
</tr>
</tbody>
</table>

Some elements explain these gaps. First, it seems that in Burkina Faso there is no consensus on the concept of “road traffic deaths”. Some define it as "a dead person on the spot" while others will take into account "any person who died within 24 hours of the accident report procedure". Also, the registration is not yet computerized, and the system faces other problems such as: lack of staff, lack of training and financial means much too weak.

2.4.2.1 Mortality rate and severe accidents

In 2015, ONASER recorded 950 road deaths for a population of 18,450,494 inhabitants, a rate of 5.1 deaths per 100,000 inhabitants. With this rate, identical to that of France, Burkina would rank among the 30 countries of the WHO with a rate of death of the lowest road.

It is important to note, however, that WHO uses the international definition of death. To do this, WHO applies a correction factor to the official figures for Burkina Faso, which gives a mortality rate of 30 road deaths per 100,000 inhabitants. The correction factor is calculated on a statistical model that is criticized by local organizations.
Table 9 and Figure 26 provide a comparison between the official mortality rate values and those estimated by WHO (9) and the World Bank (10).

Table 9: Mortality on the roads (source: C. Sanon/ONASER, WHO, WB)

<table>
<thead>
<tr>
<th>YEAR</th>
<th>ONASER fatalities</th>
<th>WHO fatalities</th>
<th>World Bank fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatality rate (par 100000 inh.)</td>
<td>Fatality rate (par 100000 inh.)</td>
<td>Fatality rate (par 100000 inh.)</td>
</tr>
<tr>
<td>2007</td>
<td>476 3.3</td>
<td>619 4.3</td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>601 4.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td>506 3.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>744 4.7</td>
<td>4566 27.7</td>
<td>5585 35.5</td>
</tr>
<tr>
<td>2011</td>
<td>999 6.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>958 5.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>1125 6.5</td>
<td>5072 29.3</td>
<td>32.2</td>
</tr>
<tr>
<td>2014</td>
<td>954 5.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>950 5.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>878 4.6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Despite this disagreement between mortality rates, the two data sources agree that the death rate from road accidents does not tend to decrease. The number of traffic-related deaths doubled between 2006 and 2011 and has remained almost constant until today.

2.4.2.2 Description of road accidents

Accident records contain a number of accident data, such as: location, types of users involved, consequences, and accident factors. However, some data seems to be missing from the registration system, including the gendered data and the age of the people involved.

Statistics show that there is a higher number of accidents in agglomerations, but that the severity of accidents is higher outside urban areas where the number of deaths and serious injuries is significantly higher. The victims most affected by road accidents with bodily injury (s) are the vulnerable users: pedestrians, cyclists and motorcyclists. Unfortunately, we do not have data for the whole country.

2.4.2.2.1 Road accidents in urban areas

According to figures from the Ministry of Transport, road accidents in urban areas are concentrated in the two main cities of Burkina Faso: Ouagadougou and Bobo-Dioulasso and involve mainly two-wheelers (63% of accidents).

In 2013, 13,979 accidents were reported in the cities of Ouagadougou and Bobo-Dioulasso alone. If from 2004 to 2010, the number of deaths of the road in the two cities remained more or less constant, from 2010 one observes:
an upsurge in the number of road deaths in Ouagadougou. With two peaks, in 2011 (the highest) and in 2013.

- a sharp increase in the number of road deaths in Bobo-Dioulasso

Between 2012 and 2013, there was a 35.4% increase in the number of deaths in Ouagadougou and 45.1% in Bobo-Dioulasso (see Figure 27).

This accident data from the Ministry of Transport, however, dates from 2013 and is limited in detail. The study conducted in Ouagadougou in 2015 (see also 2.4.1.2), however, provides more detail concerning the locations of bodily injuries occurring in the capital and the characteristics of the persons/users involved in accidents with bodily injury. The following results are the main results of this study.

The analysis of the GPS information collected revealed a concentration of accidents on paved roads, those with higher traffic volume and higher speeds (see Figure 28). Road accidents are thus concentrated in the city centre of the capital and along the penetrating axes and by-pass of the city. These accidents occur mainly on Mondays, Thursdays and weekends; between 17h and 19h at traffic lights and along the axes without specific arrangements for two wheels.
Figure 27: Geographical distribution of road accidents and the evolution of roads (2007—2015) (Source: Bonnet et al., 2017)

The analysis of users injured in a road accident in Ouagadougou (see Figure 29) tells us that 86% of bodily injuries relate to motorized two-wheelers, while more than 95% of the injured in road accidents in Ouagadougou are vulnerable users. These data confirm the overrepresentation of motorized two-wheelers in accidents occurring in urban areas in Burkina Faso.

Figure 28: Distribution of road victims in the city of Ouagadougou in 2015 (Bonnet & al., 2015)

There are more men (66%) among the road wounded and according to the demographic characteristics of Burkina Faso (see 2.1.2), are mainly young people under 29 who are among the wounded of the road.
The main factors of accidents occurring in Ouagadougou are: non-compliance with the Highway Code and inadequate road infrastructure for vulnerable users. The widespread use of motorcycle helmets could significantly reduce the consequences of accidents, but the application of the law remains weak (see 2.2.4.1).

2.4.2.2 Road accidents in rural areas

If the number of accidents outside agglomeration is lower, the consequences are much more severe. The rate of out-of-town injuries is thus twice as high as that of the urban area, while the death rate is five times higher.

Unlike accidents in urban areas where two-wheelers are involved in more than 80% of accidents, outside urban areas this figure drops to 53%. Non-agglomeration accidents involve more 4-wheelers than those occurring in built-up areas. Buses are also frequently involved in non-congested accidents with non-negligible consequences. The coaches would thus generate more than 25% of the deaths of the road outside the agglomeration.

Accidents outside urban areas are distributed along national roads (RN). In 2015, 85% of accidents occurred on an RN against 8% on rural roads and 6% on departmental roads. The most affected roads are the national roads connecting the capital with the other big cities of the country: Bobo-Dioulasso, Fada N’Gourma and Kaya-Dori. Accidents are concentrated on these axes within a radius of 100km around the capital (flows to the capital are important), but also at the level of congestion points made up of counters (= outlets). These are located on both sides of the road, often too close to the road and there is a large number of pedestrians on the roadway between vehicles but also many vehicles parked (totally or partially) on the roadway.

The three main causes of accidents are:
o speed.
o non-compliance with the signs.
o driving under the influence of alcohol.

However, it is important to note that signalling and visibility defects also play a role in accidents, but to a lesser extent. Human factors (incivism) remain preponderant in the causes of accidents. Finally, the dilapidated fleet also influences accidents and especially their consequences
3 Strategic priorities for a long-term investment

As a conclusion of this Capacity Review, a SWOT analysis (Strengths, Weaknesses, Opportunities and Threats) is summarized in Table 10, below.

Table 10: SWOT-analysis concerning the road safety management in Burkina Faso

<table>
<thead>
<tr>
<th>STRENGTHS</th>
<th>WEAKNESSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A National Road Safety Plan</td>
<td>Lack of resources for implementation</td>
</tr>
<tr>
<td>ONASER – database – new crash registration system in development</td>
<td>Lack of enforcement</td>
</tr>
<tr>
<td>laws on</td>
<td>Disunity of the power/interest about all aspect of Road Safety</td>
</tr>
<tr>
<td>o Safe vehicles</td>
<td>This ‘disunity’ is also visible in the government</td>
</tr>
<tr>
<td>o Driver’s license</td>
<td>The non-agreement between RS-organizations on some issues</td>
</tr>
<tr>
<td>o Helmets / safety belts / speeding / DUI / ...</td>
<td>Poor post-crash care organization</td>
</tr>
<tr>
<td>o Safe roads (motorcycling paths!)</td>
<td>Complacency with mixed transport</td>
</tr>
<tr>
<td>o ...</td>
<td>Widespread and resigned (almost atavistic) sense that safety is a problem</td>
</tr>
<tr>
<td>Different associations on Road Safety</td>
<td>due to noncompliance of road users to traffic law</td>
</tr>
<tr>
<td>(limited) attention to traffic regulation</td>
<td>Insufficient segregation of different road users</td>
</tr>
<tr>
<td>Knowledge of main road safety intervention principles</td>
<td>Guidelines are not adapted to the specific situation/context.</td>
</tr>
<tr>
<td>Willingness to make mid-term evaluation of the national Road Safety Plan</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OPPORTUNITIES</th>
<th>THREATS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growing concern about injuries and fatalities.</td>
<td>Specific situations of users of motorbikes</td>
</tr>
<tr>
<td>Growing number of experts in the field</td>
<td>Import of old cars from Europe and Japan</td>
</tr>
<tr>
<td>Growing collaboration with foreign and international organizations, in- and outside the field of Road safety</td>
<td>Poor economic situation</td>
</tr>
<tr>
<td>Growing concern of international agencies with road safety and increasing willingness to finance road safety programs</td>
<td>Low level of education</td>
</tr>
<tr>
<td></td>
<td>Poor layman respect for the Law</td>
</tr>
<tr>
<td></td>
<td>Non-uniformity of international transport regulations in neighbouring countries</td>
</tr>
<tr>
<td></td>
<td>Growing difficulties in managing urban planning in the largest cities</td>
</tr>
<tr>
<td></td>
<td>Emphasis on security missions’ conflicts with road traffic and safety assignment accomplishment</td>
</tr>
</tbody>
</table>
3.1 **STRENGTHS**

At the government level, efforts are being made to have an effective road safety structure and policy. There is thus a National Road Safety Plan with a number of detailed actions to improve road safety at the country level. Although the mid-term evaluation of the plan has not yet been carried out, it should be noted that some actions have already been implemented. Among these will be highlighted the creation of the National Council for Road Safety (2.2.1.3.1) and the National Road Safety Authority (Error! Reference source not found.), Two very important organizations for the implementation of the national road safety policy.

On the civil society side, there is growing interest in road safety. Many associations were created despite the government's nil or very limited subsidies. An umbrella structure, FAPSER (2.2.1.3.4) is trying to improve the coordination between these different associations working for road safety. In built-up areas, the population also assists police forces through the VADS "dressed in purple vests" which help regulate traffic but also road safety.

At the law enforcement level, the interest in road safety has also increased, both at the preventive and the repressive level. However, public safety concerns remain more important and priority.

Finally, we note the efforts made by the various actors for prevention. Efforts to raise awareness of road safety issues are important, whether through road safety campaigns or through interventions directly in schools (see 2.3.4.2).

3.2 **WEAKNESSES**

The application of certain aspects of the National Road Safety Plan is null or minimal, particularly as regards the application and control of the various traffic regulations. This is mainly related to the lack of financial resources as well as the lack of human and material resources. Indeed, the police do not always have the necessary devices to carry out the controls or are not properly trained to the specific controls.

In other cases, as for two-wheelers, the problem is deeper and can be explained by the social difficulty of controlling and punishing the population. This laxness with respect to the rules (speed, helmet, ...) applying to motorized two-wheelers keeps in check the improvement of road safety. Indeed, motorized two-wheelers account for a significant share of traffic in built-up areas.

At the structural level, there are mainly weaknesses in the coordination of the different actors and the different countries of this African region. Despite the existence of organizations such as ONASER or CNSR, the various organizations and associations give the impression of working in silos with even sometimes conflicting interests. Overall, we observed a lack of dynamism in coordination / cooperation as well as some resignation in waiting for government intervention to act together.
However, it is important to note that at the individual level, we met a lot of very dynamic people with a lot of goodwill.

In the planning of actions and measures, we regret the poor quality of the data relating to road accidents. With the exception of a pilot project in Ouagadougou, accident data are still too limited for further analysis. As a result, the people interviewed generally attributed the accidents solely to the fact that “the users do not respect the rules”, without having the deep reasons. It should be noted that even at the level of the violation of the highway code, the data are not detailed. We thus have no information regarding the prevalence of the offenses, the checks carried out or the sanctions applied.

Finally, other issues also have a direct impact on road safety, including:

- poor condition and low maintenance of some roads;
- Insufficient sidewalks, use of existing urban sidewalks for other uses (e.g., business, parking cars) or the lack of segregation between vulnerable users and motorized traffic, on high speed roads;
- poor condition and maintenance of vehicles;
- the existence of mixed transport (transport of people and goods in the same truck), without the vehicles being adapted;
- The weakness of the first aid system and treatment and care for accident victims.

### 3.3 OPPORTUNITIES

There seem to be many opportunities to improve road safety in the country:

- a great interest in road safety among the various organizations and people met;
- several experts in their fields;
- International collaboration with several other countries.

### 3.4 THREATS

The economic situation in Burkina Faso is uncomfortable and this certainly represents a major obstacle to the deployment of the necessary resources.

The social situation also creates some difficulties. Many people have a very low level of education, up to illiteracy. The latter therefore certainly do not have access to official documents in French that are difficult to obtain. Poverty has led to a rural exodus to the big cities to the point that the government is having difficulties with the mastery of land use planning. Many informal neighbourhoods are created and generate serious concerns for road safety in particular.

The political history and the latest coup d’état have created a certain mistrust of the people vis-à-vis the authority and vice versa. This does not facilitate the implementation of new laws let alone the
control of these in the field. Results: the people do not submit to the rules and the government does not exercise the necessary repression for fear of a new popular uprising. This is particularly true of two-wheelers (the vast majority of the population). They neglect many rules while the police are not ready to intervene, except in case of accident.

This laxity is also reinforced by the behaviour of some police officers, who do not hesitate to negotiate the price of fines.
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5 List of acronyms

2RM : Deux-roues motorisés
4RM : Quatre-roues motorisés
AGEPAR: Association des Gestionnaires et Partenaires Africains de la Route
AICPR: Association Internationale Permanente des Congrès de la Route
AU: African Union
BAAC: Bulletin d'Analyse des Accidents de la circulation
BAD: Banque Africaine de Développement
CEDEAO : Communauté Économique des États de l'afrique de l'Ouest
CCVA : Centre de Contrôle des Véhicules Automobiles
CNSR : Conseil National de la Sécurité Routière
CFP: Centre de Formation Professionnelle
CFTRA: Centre de Formation en Transport Routier et Activités Auxiliaires
CITA: Comité International de l’inspection Technique Automobile
CO.NA.C.F.P : Coordination Nationale de Contrôle des Forces de Police
CREAT : Cercle de Réflexion, d’Expertise et d’Action en Transport et logistique
CTL: Centre for Transport and Logistics
DCRN : Direction de la Circulation Routière et de la Normalisation
DEL : Direction des Études de la Législation
DGEP : Direction Générale des Écoles de Police
GER : Direction Générale de l’Entretien Routier
DGESS : Direction Générale des Études et des Statistiques Sectorielles
DGIR : Direction Générale des Infrastructures Routières
DGNETC : Direction Générale de la Normalisation, des Études Techniques et du Contrôle
DGPN : Direction Générale de la Police Nationale
DGTTM: Direction Générale des Transports Terrestres et Maritimes
DISD : Direction des Statistiques et de la Documentation
DTMF : Direction du Transport Maritime et Fluvial
DTR : Direction des Travaux Routiers
EC : European Comission
EFP-TP : École de Formation et de Perfectionnement des Travaux Publics
EMGN : Etat-Major de la Gendarmerie Nationale
ERSO : European Road Safety Observatory
EU : European Union
FAPSER : Fédération des Associations pour la Promotion de la Sécurité Routière
FCFA: Franc de la Communauté Financière Africaine (dans les pays de l'Union Economique et Monétaire Ouest-Africaine) et Franc de la Coopération Financière en Afrique (dans les pays de l'Union Monétaire de l'Afrique Centrale)
HI : Humanité & Inclusion
IBSR/BIVV: Institut Belge pour la Sécurité Routière/Belgisch Instituut voor VerkeersVeiligheid
IFFSTAR: Institut Français des Sciences et technologies des Transports, de l'Aménagement et des Réseaux
IRAP: International Road Assessment Program
IRF: International Road Federation
KPI: Key performance Indicator
KRA: Key Result Area
LNEC: Laboratório Nacional de Engenharia Civil
MdT: Ministère des Transports
MNT: Maladies non transférables
OMS: Organisation Mondiale de la Santé
ONASER: Office National de la Sécurité Routière
ONU: Organisation des Nations Unies
OSRAO: Organisation pour la Sécurité Routière en Afrique de l'Ouest
OTRAF: Organisation des Transporteurs Routiers du Faso
PIB: Produit Intérieur Brut
RN: Route Nationale
RSM: Road Safety Management
RSMCR: Road Safety Management Capacity Review
SPI: Safety Performance Indicator
SP-PST: Secrétariat Permanent du Programme Sectoriel des Transports
SSATP: Sub-Saharan Africa Transport Policy Program
SWOV: Stichting Wetenschappelijk Onderzoek Verkeersveiligheid
UE: Union Européenne
UEMOA: Union Économique et Monétaire Ouest Africaine
UNECA: United Nations Economic Commission for Africa
UNECE: United Nations Economic Commission for Europe
WHO: World Health organization
WP: Work Packet
6 References

6.1 Documents


- ITF (2016). *Zero road deaths and serious injuries, leading a paradigm shift to a safe system*. Paris, France : éditions OCDE.


6.2 Law documents

• Ordonnance n°5/Pres.: http://www.onaser.bf/images/stories/Regles/OrdonnanceN5PRES18011967PCCONDITIONS.pdf

• Ordonnance n° 71010/Pres.: http://www.onaser.bf/images/stories/Regles/ORDONNANCE71010PRESJREPRESSIONINFRA.pdf

6.3 Press articles


6.4 Web sites

- [https://journals.openedition.org/vertigo/1467](https://journals.openedition.org/vertigo/1467)
- [https://www.populationdata.net/pays/burkina-faso/](https://www.populationdata.net/pays/burkina-faso/)
- [http://sil-burkina.org/en/content/about-us](http://sil-burkina.org/en/content/about-us)
- [http://lefaso.net/spip.php?article70151](http://lefaso.net/spip.php?article70151)
- [http://www.zoodo-asso.org/blog/2012/01/17/lanalphabetisme-au-burkina-faso/](http://www.zoodo-asso.org/blog/2012/01/17/lanalphabetisme-au-burkina-faso/)

## Annexes

### Annexe 1 : Organisations et experts rencontrés

<table>
<thead>
<tr>
<th>N°</th>
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<tr>
<td><strong>Ministère des Transports, de la Mobilité Urbaine et de la Sécurité Routière</strong></td>
<td></td>
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</tr>
<tr>
<td>1-</td>
<td>Direction générale des transports terrestres et maritimes</td>
<td>ZONGO Jean Claude, Administrateur des services financiers, Directeur de la circulation routière et de la normalisation</td>
</tr>
</tbody>
</table>
| 2- | Office national de la sécurité routière | Mamadou OUATTARA, Directeur général DG: [onaser.bf@gmail.com](mailto:onaser.bf@gmail.com)  
- Auguste Seydou KAFANDO, Directeur du suivi des opérations et de l'évaluation  
- Aboubacar FOFANA, Directeur des systèmes d'informations  
- Mahadjou HAMADI, Chef de service des études et de la planification |
| 3- | Centre de contrôle des véhicules automobiles | Bamba KANVALY, Directeur général [ccva-bf@fasonet.com](mailto:ccva-bf@fasonet.com)  
- Mamadou DIALLO, Directeur technique |
| 4- | Organisation des transporteurs routiers du Faso | Kassoum SIMPORE, Secrétaire Général  
- Honoré YONLI, Secrétaire Général Adjoint  
- Ali OUEDRAOGO, VP Fret  
- KOGO Karim, Responsable fret |
| 5- | Fédération des associations pour la promotion de la sécurité routière au Burkina Faso | Tiémogo Remy SERME, Président [fapser_bf@yahoo.fr](mailto:fapser_bf@yahoo.fr)  
- Alexandre Adama ZERBO, Secrétaire national chargé de la communication [abserbf@yahoo.fr](mailto:abserbf@yahoo.fr) |
| 6- | Association des auto-écoles du Burkina | Abraham ZERBO, Président  
- Dramane OUEDRAOGO  
- Lamine LAKOANDE  
- Jean Bosco ILBOUDO  
- Eric BATIONO  
- Martial ZOUBGA  
- Salif ILBOUDO |
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<td>7</td>
<td>Association des moniteurs d’auto-écoles</td>
<td>Amos ZOMA, Amadou KIRAKOYA</td>
</tr>
<tr>
<td>8</td>
<td>Cercle de réflexion, d’expertise et d’actions en transport et logistique</td>
<td>Eddy BADO, Président,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Frédéric KABORE, Secrétaire général</td>
</tr>
<tr>
<td>9</td>
<td>Ministère des infrastructures</td>
<td>Pako Franck Olivier TOE</td>
</tr>
<tr>
<td></td>
<td>Secrétariat Permanent du Programme Sectoriel des Transports</td>
<td>Secrétaire permanent (<a href="mailto:pst-2@pst.bf">pst-2@pst.bf</a>)</td>
</tr>
<tr>
<td>10</td>
<td>Direction générale des infrastructures routières</td>
<td>DAILA Kolou, Chef de service travaux routiers,</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:k.daila@yahoo.fr">k.daila@yahoo.fr</a>, ZANGRE Roger chef de projet,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>OUEDRAOGO Soulaymane chef de projet,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gomsida Michel</td>
</tr>
<tr>
<td>11</td>
<td>Ecole de formation et de perfectionnement des travaux publics</td>
<td>OUEDRAOGO Inoussa Directeur de la formation initiale,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ZONGO Apollinaire Moniteur d’auto-école (<a href="mailto:jczongo1@gmail.com">jczongo1@gmail.com</a>)</td>
</tr>
<tr>
<td>12</td>
<td>Ministère de la santé</td>
<td>Constant DAHOUROU, Directeur général,</td>
</tr>
<tr>
<td></td>
<td>Direction Générale du Centre hospitalier Universitaire Yalgado Ouédraogo</td>
<td>Dr David KAMGOYE, directeur de la santé publique,</td>
</tr>
<tr>
<td>13</td>
<td>Service de la traumatologie orthopédie</td>
<td>Professeur Christophe DA, Chef de Service</td>
</tr>
<tr>
<td>14</td>
<td>Direction générale des études et des statistiques sectorielles</td>
<td>NITIEMA P Abdoulaye, Directeur général,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>M. TIENDREBEOGO, responsable finance,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Nana Hubert, Agent</td>
</tr>
<tr>
<td>15</td>
<td>Ministère de la sécurité</td>
<td>Colonel Major Saturnin PODA, Directeur,</td>
</tr>
<tr>
<td></td>
<td>Direction de la police judiciaire à l’Etat-major de la gendarmerie nationale</td>
<td>Major Ali SAWADOGO, Adjutant-chef Daouda BEN</td>
</tr>
<tr>
<td>N°</td>
<td>Structure</td>
<td>Participants aux entretiens</td>
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<tr>
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<td>---------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| 16-| Coordination de contrôle des forces de police                            | - M. Mamoudou BARRY barrysibi58@yahoo.fr  
     |                                                                           | - ???                                                                                     |
| 17-| Section accidents du Commissariat central de police de Ouagadougou        | - Officiel de police Pulchérie DOMBA/ GOURANE, Chef de la section accident                   |
|    | **Ministère du commerce, de l’industrie et de l’artisanat**               |                                                                                            |
| 18-| Centre de formation en transport et activités auxiliaires                 | - Denis BAMBIO, Directeur  
     |                                                                           |   (denis.bambio@cci.bf )  
     |                                                                           | - YAOLIRE Charles, Chef de service de la formation |
|    | **Autres institutions et personnes de ressource**                        |                                                                                            |
| 19-| ICI-Santé                                                                 | - Jean-Baptiste GUIARD-SCHMID, Directeur général  
     |                                                                           |   (jbgs@ici-sante.com )                                                                 |
| 20-| Humanité & inclusion                                                      | - Philippe ALLARD, Directeur de programme  
     |                                                                           |   - Clément BAGNOA, Coordonnateur technique santé et réadaptation                  |
| 21-| BAMAS Stanislas                                                           | - Enseignant-chercheur en géographie à l’Université de Ouagadougou, Expert en sécurité routière |
7.2 Annex 2: Capacity Review Team

Joao Cardoso (Inec)
Ludo Kluppels (Vias)
Félix Vandemeulebroek (Vias)

With help from:

Casimir Sanon (Humanité & Inclusion)
Thierry Zagré (ICI-santé)
7.3 Annexe 3: Dimensions maximales autorisées des véhicules lourds pour le transport de marchandises

A - Longueur hors tout.

- Véhicule à moteur isolé : 12,00 m
- Véhicule articulé : 18,75 m
- Train routier (véhicule porteur + remorque) : 18,75 m
- Train double pour le transport de containers : 24,20 m

B - Largeur hors tout.

- Véhicule de transport sous température contrôlée : 2,65 m
- Autres véhicules : 2,55 m
- Véhicule porte containers avec « twist lock » : 2,70 m

Hauteur hors tout.

- Tous véhicules : 4,50 m

Charge maximale autorisée à l’essieu (CMAE).

- Essieu simple avant : 6.0 t
- Essieu simple intermédiaire ou arrière :
  - Roue unique : 11.5 t
  - Roues jumelées : 12.0 t
- Essieu double (tandem) intermédiaire ou arrière :
  - Type 1 : 11.5 t
  - Type 2 : 16.0 t
  - Type 3 : 18.0 t
  - Type 4 : 20.0 t
- Essieu triple (tridem) :
  - Type 1 : 21.0 t
  - Type 2 : 25.0 t
  - Type 3 : 31.5 t

Poids total autorisé de quelques véhicules courants.

- Véhicule P11, à moteur isolé à 2 essieux (9 ; 23 t) : 18 t
| Véhicule P12, à moteur isole à 3 essieux dont 1 tandem type 4 (9 ; 23 t) : | 26 t |
| Véhicule P13, à moteur isole à 4 essieux dont 1 tridem type 2 (9 ; 27 t) : | 31 t |
| Véhicule P112, à moteur isole à 4 essieux dont 1 tandem type 2 (9 ; 12 ; 23 t) : | 31 t |
| Remorque R11, à 2 essieux (9 ; 12 t) : | 18 t |
| Remorque R12, à 3 essieux dont un tandem (9 ; 23 t) : | 26 t |
| Véhicule articulé T11S1, à 3 essieux simples (9 ; 12 ; 12t) : | 30 t |
| Véhicule articule T11S2, à 4 essieux dont 1 tandem type 4 (9 ; 12 ; 23t) : | 38 t |
| Véhicule articulé T11S3, à 5 essieux dont 1 tridem type 2 (9 ; 12 ; 27t) : | 43 t |
| Véhicule articulé T12S2, à 5 essieux dont 2 tandems type 4 (9 ; 23 ; 23t) : | 46 t |
| Véhic. articulé T12S3, à 6 essieux dont 1 tandem type 4 et 1 tridem type 2 (9 ; 23 ; 27t) : | 51 t |
| Train routier P11R11 à 4 essieux (9 ; 12 ; 12 ; 12t) : | 38 t |
| Train double T11S1S1 à 4 essieux simples (9 ; 12 ; 12 ; 12t) : | 38 t |
| Train routier P12R11 ou P11R12 à 5 essieux (9 ; 20 ; 9 ; 12 ou 12 ; 9 ; 20t) : | 44 t |
| Train double T11S2S1 ou T12S1S1 à 5 essieux (9 ; 12 ; 23 ; 12 ou 9 ; 23 ; 12 ; 12t) : | 44 t |
| Train routier P12R12 à 6 essieux (9 ; 23 ; 9 ; 23) : | 44 t |
| Train double T12S2S1 à 6 essieux (9 ; 23 ; 23 ; 12t) : | 44 t |
| Train routier P13S2 à 6 essieux (9 ; 27 ; 23) : | 51 t |
| Véhic. articulé T12S3, à 6 essieux transport hydrocarbures (9 ; 23 ; 31.5t) | 59 t |
| Véhic. articulé T11S3, à 5 essieux container en transport combiné (9 ; 12 ; 31.5t) | 46 t |
| Véhic. articulé T12S3, à 6 essieux container en transport combiné (9 ; 23 ; 31.5t) | 56 t |
| Train double T12S2S2, à 7 essieux container en transport combiné (9 ; 23 ; 23 ; 23t) | 64 t |
| Train double T12S3S2, à 8 essieux container en transport combiné (9 ; 23 ; 31.5 ; 23t) | 75 t |
| Train double T12S3S3, à 9 essieux container en transport combiné (9 ; 23 ; 31.5 ; 31.5t) | 80 t |
7.4 Annexe 4 : Vue d'ensemble des instructions de mise en œuvre de la Banque mondiale pour le système de gestion de la sécurité routière

Le groupe de travail 5 du projet SaferAfrica a retenu les procédures décrites dans les instructions de la Banque mondiale (Bliss et Breen, 2009). Le système de gestion de la sécurité routière (RSMS, Road Safety Management System - voir Figure A-1) développé par la Banque mondiale (Bliss et Breen, 2009) comprend beaucoup de composantes génériques, ce qui permet de l'utiliser dans tous les pays, indépendamment du statut de développement ou du degré de performance en matière de sécurité routière du pays. Ce système a d’ailleurs été utilisé à travers le monde dans des pays à revenu faible, moyen et élevé.

Figure A-1: Système de gestion de la sécurité routière (Bliss et Breen, 2009, Sources Breen et Bliss, Building on the frameworks of Land Transport Authority, 2000; Wegman, 2001, Koornstra et. al 2002; Bliss, 2004)

Le RSMS aborde la sécurité routière de la même manière qu’un processus de production traiterait n’importe quel bien ou service. Ce processus de production est dépeint comme un système de gestion comprenant trois niveaux : les fonctions de gestion institutionnelle qui conduisent à des
interventions qui donnent à leur tour des résultats. Le RSMS est un modèle générique qui se revendique comme neutre vis-à-vis des structures et des cultures du pays, et qui façonne le fonctionnement des institutions et des objectifs fixés et atteints. Le système de gestion peut être utilisé pour examiner la capacité de gestion de la sécurité routière d'un pays et préparer en conséquence les stratégies et les programmes, indépendamment du niveau de développement de la sécurité routière du pays en question.

Les recommandations de la Banque mondiale fournissent des instructions de mise en œuvre pour les projets d'examen sur la capacité de gestion de la sécurité routière. Le projet SaferAfrica ayant des ambitions similaires quant à l'examen de la gestion de la sécurité routière dans un certain nombre de pays africains, les recommandations de la Banque mondiale ont été adoptées et serviront de base à la conduite de ces évaluations.

Au cours des interactions entre l'équipe de projet et ses consultants spécialisés sur le RSMCR (c'est-à-dire Jeanne Breen et Martin Small), il a été décidé d'aligner le modèle RSMS original (en particulier le niveau sur les interventions) sur les bases fondamentales mises en avant par l'acte d'accord de l'ONU (Organisation des Nations Unies, 2011) et le résultat est présenté ci-dessous (Breen et Small, 2017). Il en a résulté un modèle de gestion légèrement adapté (voir les figures ci-dessous) qui correspond davantage aux aspirations de la plupart des pays africains qui ont adopté l'acte d'accord de l'ONU comme la clé de voûte des stratégies de sécurité routière spécifiques à chaque pays.
Système de gestion de la sécurité routière

Sécurité Routière
est produite

Résultats

Interventions

Fonctions de gestion institutionnelles

Système de gestion du système sûreté

Résultats

Objectif à long terme
Aucun tué et blessé grave

Objectifs intermédiaires
Réduction du nombre de tués et de blessés graves

Objectifs de résultats intermédiaires
Activité mesurable liée aux objectifs intermédiaires

Objectifs de résultats institutionnels
Activité mesurable relative aux résultats intermédiaires
Système de gestion du système sûr

Sécurité de l'environnement routier
Vitesses adaptées
Sécurité des véhicules
Sécurité des usagers de la route
Soins post-accident

Interventions
Ce modèle de gestion de sécurité routière est basé sur les travaux de Bliss et Breen (Banque mondiale, 2009), adapté par Breen (2017) dans le cadre de son cours « Système sûr » donné à Loughborough University Design School.

Un cadre d'évaluation (voir Annexe 2) a été mis à jour pour le projet SaferAfrica pour apporter de l'aide dans les interactions entre l'équipe chargée de l'examen de la sécurité routière, celle chargée de l'examen de la capacité de gestion du trafic et les hauts fonctionnaires (Breen et Small, 2017).

Appréciation des résultats au niveau du système

Une appréciation des résultats au niveau du système fait appel à l'utilisation de la liste de contrôle appropriée des bonnes pratiques décrites dans l'annexe 2. Cette liste couvre dans son ensemble ce qui concerne la performance actuelle d'un système (de sécurité) routier. Elle se concentre sur les questions liées à l'établissement des objectifs de sécurité routière, à la responsabilisation, à la surveillance et à la déclaration. Elle amène à une discussion initiale sur les sources de données. Si certaines sources de données sont manquantes, des experts locaux sont consultés pour identifier les groupes d'utilisateurs à haut risque, les sections de route dangereuses, les infractions graves, etc.
Evaluation des résultats au niveau de la gestion institutionnelle

Après l’appréciation initiale au niveau du système, les fonctions de gestion institutionnelle sont à leur tour évaluer en utilisant les sections appropriées du cadre d’évaluation décrit dans l’annexe 2, pour apporter des réponses aux questions concernant les fonctions de gestion institutionnelle actuelle et leur lien avec les interventions souhaitées et leur objectif.

Lors de cette phase d’évaluation, les questions servent à guider l’examen approfondit des sept fonctions principales de gestion institutionnelle qu’un organisme leader devrait accomplir. Les questions permettent l’évaluation des différentes dimensions de ces fonctions et, considérées collectivement, elles donnent une indication sur la situation d’un pays en matière de gestion de la sécurité routière. Ces fonctions institutionnelles qui sont axées sur les résultats et guidées par les objectifs sont résumées ci-dessous (Bliss et Breen, 2009) :

Orientation vers le résultat

Dans l’idéal, l’orientation stratégique est telle que toutes les interventions effectives et potentielles sont liées aux résultats, les analyses révèlent les objectifs et définissent un cadre de gestion axé sur les performances pour la mise en œuvre des interventions et l’atteinte des objectifs intermédiaires et finaux. Cette orientation stratégique n’est pas simplement une déclaration ou un objectif visionnaire, c’est l’expression mesurable de l’objectif que le pays veut atteindre, des moyens qu’ils comptent utiliser pour l’atteindre ainsi que la manière avec laquelle il compte mesurer sa progression vers ce dernier. C’est une approche par la performance, avec des objectifs et des cibles qui sont contrôlées pour mesurer la performance réelle.

Coordination

Il est ici question de la façon avec laquelle le pays, à travers son gouvernement et ses organisations, organise et gère ses interventions et ses efforts visant à corriger les problèmes liés à l’insécurité routière.

Législation

Cette fonction définit le cadre légal dans lequel les organisations et les institutions responsables de la sécurité routière doivent fonctionner. Elle encadre la responsabilité, l’intervention et les fonctions de gestion institutionnelle nécessaires pour atteindre le résultat souhaité.

Financement et allocation des ressources

Il s’agit ici du financement du (ou des) budget(s) opérationnel(s) de (ou des) l’organisation(s) en charge de la gestion de la sécurité routière et des interventions associées nécessaires pour atteindre les résultats escomptés de manière durable. Cette fonction concerne également l’allocation
efficiente des ressources sur la base d'un cadre d'évaluation rationnel (c'est-à-dire basé sur une évaluation quantitative des coûts et des avantages par rapport aux objectifs fixés).

**Promotion**

Cela concerne le processus de communication avec le public sur les questions de sécurité routière qui devrait être une activité centrale du gouvernement et de la société. Cette fonction consisterait à souligner la responsabilité sociale partagée afin d'élaborer, de mettre en œuvre et de soutenir les initiatives de sécurité routière.

**Contrôle et évaluation**

Le contrôle et l'évaluation traitent de la mesure continue et systématique des indicateurs et des mesures de performance de la sécurité routière afin de maitriser et évaluer l'efficacité des mesures et des interventions introduites.

**R&D et transfert des connaissances**

Cette fonction désigne une composante intégrale et essentielle de tout système de gestion de la sécurité routière. Elle concerne le développement de nouvelles techniques et méthodes, l'application et le transfert de celles-ci pour améliorer continuellement l'efficacité et l'efficience du système dans le but de continuer à atteindre les résultats souhaités.

**Evaluation des résultats au niveau des interventions**

Renseignée par le système et les différents niveaux d'évaluations de gestion institutionnelle, l'évaluation se concentre ici sur les résultats au niveau de l'intervention. Le cadre original de la Banque mondiale (Bliss et Breen, 2009) distinguait trois grands domaines d'intervention. Le premier était la planification, l'exploitation, la conception et l'utilisation. Le second était relatif aux véhicules et aux conducteurs. Le troisième s'intéressait au rétablissement et à la réadaptation des victimes d'accident. Aux fins du projet SaferAfrica, ces champs d'intervention ont été modifiés en mettant l'accent sur l'utilisation sécuritaire de la route, la sûreté de la chaussée et des bas-côtés, la sûreté des vitesses, des véhicules et des soins post-accident.
### 7.5 Annexe 5: Cadre d’évaluation

**Liste de contrôle 1 : Résultats au niveau du système : leadership, but et établissement des objectifs**

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
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</thead>
<tbody>
<tr>
<td>Est-ce que les données sur le dénombrement des blessés graves et des décès de la route sont aisément accessibles via les forces de l’ordre et les secteurs de santé ?</td>
<td></td>
<td></td>
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<tr>
<td>Est-ce que les risques pour les différents types d’usagers, motorisés ou non, ont été bien identifiés ?</td>
<td></td>
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</tr>
<tr>
<td>Est-ce que l’objectif d’atteindre, à long terme, zéro mort et blessé grave de la route a été formellement adopté ?</td>
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</tr>
<tr>
<td>Des objectifs quantitatifs de sécurité routière, limités dans le temps, ont été fixés dans les projets, les stratégies nationales, les programmes et les plans pour des :</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>1. Objectifs finaux :</td>
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</tr>
<tr>
<td>Nombre de morts et de blessés graves.</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coût socio-économique des morts et des blessés graves.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Objectifs intermédiaires :</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indicateurs ayant une relation causale avec la prévention des morts et des blessés graves de la route p. ex. des scores de sécurité pour les véhicules et les routes, le taux du port de casque de protection, le niveau de respect des limitations de vitesse.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3. Objectifs concernant l’intervention :

   Actions qui contribuent à accomplir des objectifs intermédiaires p. ex. l’utilisation de la caméra de surveillance sur certaines tranches horaires.

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que des évaluations régulières pour mesurer la progression et inciter les améliorations, dans le but d’atteindre les objectifs fixés, sont effectuées ?</td>
<td></td>
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<tr>
<td>Est-ce que tous les organismes responsables de l’amélioration des résultats en termes de sécurité, ont été identifiés ? Sont-ils officiellement tenus responsables dans l’atteinte ou non des objectifs fixés (autoroutes, police, transports, planification, justice, santé, sécurité et santé au travail, éducation).</td>
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<tr>
<td>Est-ce qu’un organisme leader de la sécurité routière a officiellement été créé pour diriger et être tenu responsable de l’effort national ?</td>
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<tr>
<td>(Voir la liste de contrôle 13 sur l'organisme leader pour connaitre la distribution de ses fonctions clés).</td>
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<tr>
<td>Est-ce que le rôle de l’organisme leader est défini dans la législation et/ou dans les documents de politique et les accords annuels de performance ?</td>
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<tr>
<td>Est-ce que tous les organismes clés, responsables de l’amélioration des résultats en termes de sécurité, ont été identifiés ? Sont-ils officiellement tenus responsables dans l’atteinte ou non des objectifs fixés ? (p. ex. autoroutes, police, transports,</td>
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<tr>
<td>Questions réservées à l’équipe examinant la faisabilité</td>
<td>Oui</td>
<td>Partiellement</td>
<td>En cours</td>
<td>Non</td>
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<td>--------------------------------------------------------</td>
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<tr>
<td>planification, justice, santé, sécurité et santé au travail, éducation, autres)</td>
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<tr>
<td>Est-ce que le leadership au niveau de la prestation des interventions en matière de sécurité routière est évident dans tous les secteurs clés ?</td>
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<tr>
<td>Est-ce que les objectifs des organismes du secteur public en matière de sécurité routière sont énoncés dans leur attente de rendement ?</td>
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<tr>
<td>Est-ce que les organismes ont identifié des obstacles dans la gestion pour obtenir de meilleurs résultats en matière de sécurité routière ? Si oui, quels sont-ils ?</td>
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<tr>
<td>Y a-t-il une volonté de mettre en place des capacités clés pour améliorer les résultats ?</td>
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</tbody>
</table>

**Interventions :**

**Liste de contrôle 2 : Sûreté des chaussées et des bas-côtés**

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que des normes et/ou des règles de sécurité avec des résultats attendus associés ont été établis pour la planification, la conception, l'exploitation et l'utilisation des routes ? Pour les routes nationales, régionales et municipales ?</td>
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<td>Question</td>
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<tr>
<td>Est-ce qu'une approche de Système Sûr a été adoptée dans la planification et la classification en cours du réseau routier ?</td>
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<tr>
<td>Est-ce que des limitations de vitesse ont été fixées pour toutes les routes ? Sont-elles alignées sur les principes du Système Sûr ?</td>
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<tr>
<td>Pour chaque catégorie de routes, existe-t-il des régimes de conformité pour assurer le respect des normes et des règles de sécurité spécifiées afin d'atteindre les objectifs fixés ?</td>
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<tr>
<td>Est-ce que les normes et règles de sécurité spécifiées et les régimes de conformité correspondants, répondent clairement aux priorités de sécurité des types d'usagers de la route à haut risque ?</td>
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<tr>
<td>Est-ce que les instruments de gestion du trafic et de gestion de la sécurité sont déployés pour garantir des niveaux optimaux de sécurité routière ?</td>
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<tr>
<td>Est-ce que les normes et règles de sécurité spécifiées et les régimes de conformité correspondants semblent adaptés quand on les compare aux pratiques internationales reconnues comme efficaces ?</td>
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<tr>
<td>Est-ce que les ressources humaines existantes ont les compétences et la formation nécessaires pour gérer efficacement la sécurité routière du réseau routier ?</td>
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</tbody>
</table>
### Liste de contrôle 3 : Sûreté relative à la vitesse

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que les limitations de vitesse et leur application, sont alignées sur les principes du Système Sûr ?</td>
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<tr>
<td>Est-ce que les politiques nationales de gestion de la vitesse traitent clairement de la sécurité des piétons ?</td>
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<tr>
<td>Y a-t-il des programmes de réduction des limitations de vitesse en place ?</td>
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<tr>
<td>Est-ce que le niveau de non-respect des limitations de vitesse est mesuré pour différents types de routes ?</td>
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<tr>
<td>Est-ce que les sanctions pour non-respect des limitations de vitesse sont suffisamment dissuasives ?</td>
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<tr>
<td>Est-ce que les limiteurs de vitesse sont adaptés pour les transports commerciaux et les transports publics.</td>
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<tr>
<td>Y a-t-il un système de contrôle électronique de vitesse dans les transports commerciaux et publics ?</td>
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<tr>
<td>Est-ce que la gestion de la vitesse semble adaptée quand on la compare aux pratiques internationales reconnues comme efficaces ?</td>
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<tr>
<td>Y a-t-il des obstacles au progrès ? Si oui, quels sont-ils ?</td>
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<tr>
<td>Questions réservées à l’équipe examinant la faisabilité</td>
<td>Oui</td>
<td>Partiellement</td>
<td>En cours</td>
<td>Non</td>
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<tr>
<td>Est ce qu’il existe des normes et règles de sécurité sur les véhicules ainsi que des objectifs de performance associés, afin de régir la construction et l'utilisation d'équipements de sécurité (casques de sécurité, par exemple) et de véhicules de tous types sur les routes publiques ?</td>
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<tr>
<td>- Approbation / certification des nouveaux types de véhicule ?</td>
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<tr>
<td>- Ancienneté des véhicules importés ?</td>
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<tr>
<td>- Contrôle technique annuel ?</td>
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<tr>
<td>Est-ce qu’il existe un système pour tester la conformité continue des véhicules privés, commerciaux et publics ainsi que celle des équipements de sécurité ?</td>
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<tr>
<td>- Inspection des véhicules ?</td>
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<tr>
<td>- Contrôles routiers ?</td>
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<tr>
<td>Est-ce que l’amélioration de la sécurité des véhicules est un objectif du marché public des services de transport ?</td>
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<tr>
<td>Est-ce que les normes et règles de sécurité spécifiés et les régimes de conformité associés semblent adaptés quand on les compare aux pratiques internationales reconnues comme efficaces ?</td>
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</tr>
<tr>
<td>Est-ce que les ressources humaines existantes ont les compétences et la formation nécessaires pour gérer efficacement la sûreté des véhicules sur le réseau routier ?</td>
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</tbody>
</table>
Liste de contrôle 5 : Sûreté de l’utilisation des routes

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que des normes et des règles de sécurité avec les objectifs associés ont été établies pour le passage des tests de conduite et l’octroi du permis pour la conduite sur le réseau routier public ?</td>
<td></td>
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<tr>
<td>Est-ce que les normes et les règles de sécurité pour les tests de conduite et l’octroi du permis, ainsi que les régimes de conformité, répondent avec clarté aux priorités de sécurité liées aux usagers à risque à risque de la route ?</td>
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<tr>
<td>Est-ce qu’un système de pénalité à points est en place pour gérer l’invalidation des permis de conduire pour les contrevenants de la route ?</td>
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</tbody>
</table>
| Est-ce que des programmes de conformité sont en place pour assurer le respect des principales règles de sécurité :  
  - Limitations de vitesse sur les différents types de route  
  - Ceinture de sécurité et sièges adaptés aux enfants  
  - Port du casque ?  
  - Consommation de drogue et consommation excessive d’alcool ?  
  - Gestion de la fatigue ?  
  - Utilisation du téléphone au volant ?  
  - Gestion des conducteurs de véhicules lourds et de tourisme ?  
  - Sécurité au niveau des passages piétons ? | | | | |
<p>| Est-ce que le contrôle par la police, de l’application des principales règles de sécurité, est coordonné avec les campagnes de publicité ? | | | | |
| Est-ce que les programmes d’actions sont révisés et orientés par l’utilisation de données pertinentes ? | | | | |</p>
<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que les équipements visant à faire appliquer les principales règles de sécurité sont adéquats et régulièrement adaptés ?</td>
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<tr>
<td>Est-ce que les normes et règles de sécurité spécifiés et les régimes de conformité associés semblent adaptés quand on les compare aux pratiques internationales reconnues comme efficaces ?</td>
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<tr>
<td>Est-ce que les policiers sont formés de manière adéquate pour exercer leurs fonctions ?</td>
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<tr>
<td>Est-ce que des objectifs sont fixés pour réduire la non-conformité aux principales règles de sécurité ?</td>
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</tbody>
</table>
### Liste de contrôle 6 : Soins dispensés post-accident

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y a-t-il un numéro unique pour contacter les services d’urgence ?</td>
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<tr>
<td>Est-ce qu’il existe des normes et des régimes de conformité pour les soins pré-hospitaliers, hospitaliers et de longue durée ?</td>
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<tr>
<td>Est-ce que les services d’urgence peuvent subvenir aux besoins sur les portions de route à risque élevé/trafic dense ?</td>
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<tr>
<td>Est-ce que le délai d’intervention médicale d’urgence entre la notification de l’accident et l’arrivée des secours sur les lieux de l’accident sont contrôlés ?</td>
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<tr>
<td>Est-ce que la formation pour les premiers intervenants est dispensée aux conducteurs de transports commerciaux et publics ?</td>
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<tr>
<td>Y a-t-il des enregistrements informatisés des traumatismes pour surveiller les résultats et la performance des soins prodigués post-accident ?</td>
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<tr>
<td>Est-ce que les normes et règles de sécurité spécifiés et les régimes de conformité associés semblent adaptés quand on les compare aux pratiques internationales reconnues comme efficaces ?</td>
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</table>
Liste de contrôle 7 : Coordination

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que les interventions sont coordonnées horizontalement entre les organismes et les ministères afin d’atteindre les objectifs de sécurité fixés ?</td>
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<tr>
<td>Est-ce que les interventions sont coordonnées verticalement entre les différents niveaux hiérarchiques du gouvernement afin d’atteindre les objectifs de sécurité routière fixés ?</td>
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<tr>
<td>Est-ce que de solides partenariats, pour la prestation d'interventions, ont été mis en place entre les organismes, l'industrie, les collectivités et le secteur privé pour atteindre les objectifs fixés ?</td>
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<tr>
<td>Est-ce qu'un comité parlementaire a été formé pour la politique de sécurité routière ?</td>
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<tr>
<td>Est-ce que la sécurité routière s’est alignée sur les autres politiques gouvernementales et les ODD pour réaliser des co-bénéfices et construire des analyses de rentabilisation p. ex. au niveau des :</td>
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<tr>
<td>▪ Politiques de santé publique et de prévention des blessés</td>
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<tr>
<td>▪ Politiques de réduction de la pauvreté</td>
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<td>▪ Politiques de santé et de sécurité au travail</td>
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<td>▪ Politiques environnementales et antipollution</td>
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<td>▪ Politiques des villes où il fait bon vivre</td>
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<td>▪ Politiques actives sur les voyages</td>
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<td>▪ Politiques de prévention de la criminalité</td>
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<tr>
<td>Existe-t-il une coordination entre les bailleurs de fonds pour le développement international, les donateurs, etc., sur des approches axées sur les résultats, fondées sur des</td>
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</table>
### Liste de contrôle 8 : *Législation*

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que les procédures et les instruments légaux qui soutiennent les interventions et les fonctions de gestion des organismes gouvernementaux sont suffisants pour accomplir les tâches et les objectifs de sécurité routière établis ?</td>
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<tr>
<td>Est-ce que la législation et les procédures associées sont régulièrement revues et, le cas échéant, réformées pour continuer à atteindre les objectifs fixés ?</td>
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</table>

### Checklist 9 : Financement et allocation des ressources

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que des mécanismes de financement soutenant les interventions et les fonctions de gestion institutionnelle sont en place pour atteindre les objectifs fixés (p. ex. budget central, fonds pour les traumatismes routiers, amendes, fonds routier, assurance, etc.) ?</td>
<td></td>
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<tr>
<td>Existe-t-il des procédures officielles d'allocation des ressources qui soutiennent les interventions et les fonctions de gestion institutionnelle pour atteindre les</td>
<td></td>
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<tr>
<td>Questions réservées à l’équipe examinant la faisabilité</td>
<td>Oui</td>
<td>Partiellement</td>
<td>En cours</td>
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<tr>
<td>objectifs fixés (p. ex. analyse coût-avantage, coût-efficacité, multicritère) ?</td>
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<tr>
<td>Est-ce que le coût des accidents de la route a fait l’objet d’une valorisation économique et existe-t-il officiellement une valeur de la vie statistique, sur lesquelles les décisions d’allocation des ressources sont fondées ?</td>
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<tr>
<td>Est-ce que les avantages à très long terme (par exemple au-delà de 20 ans) des investissements en ingénierie de sécurité sont pris en compte dans les évaluations de projets ?</td>
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<tr>
<td>Est-ce que les mécanismes de financement et les procédures d’allocation des ressources sont suffisants pour atteindre les objectifs fixés ?</td>
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</tr>
<tr>
<td>Existe-t-il des mécanismes et des contrôles en place pour minimiser les risques de corruption liés à l’attribution de contrats de transport, à la délivrance et au traitement des amendes, etc.</td>
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</tr>
<tr>
<td>Est-ce que les procédures d’appel d’offres sont ouvertes, transparentes et accessibles au public ?</td>
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<tr>
<td>Est-ce que les projets d’amélioration financés pour les autoroutes répondent de manière satisfaisante à la prévention des blessures graves et mortelles ?</td>
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</table>
**Liste de contrôle 10 : Promotion**

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que la sécurité routière est régulièrement soutenue par le gouvernement pour atteindre les objectifs fixés ?</td>
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<tr>
<td>▪ Objectifs généraux et responsabilité partagée pour la prestation ?</td>
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<tr>
<td>▪ Interventions spécifiques ?</td>
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<tr>
<td>▪ Groupes ciblés spécifiques ?</td>
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**Liste de contrôle 11 : Contrôle et évaluation**

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce que des systèmes pour surveiller et évaluer régulièrement les performances de sécurité globales par rapport aux objectifs sont en place ?</td>
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<tr>
<td>Pour toutes les catégories de routes, est-ce que des systèmes durables pour collecter et gérer les données sont en place pour les accidents de la route (accidents graves et mortels, routes / environnement / véhicule / système médical d'urgence / caractéristiques des usagers de la route) et la mobilité (comptage du trafic, longueur du réseau routier, répartition modale et utilisation des véhicules, etc.) afin de suivre l'avancement et évaluer les objectifs fixés ?</td>
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<tr>
<td>Pour tous les types de routes, existe-t-il des systèmes durables en place pour surveiller et gérer les données sur le trafic routier (la vitesse des véhicules, l'utilisation des ceintures de sécurité, le port du casque, etc.) afin</td>
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<tr>
<td>Questions réservées à l’équipe examinant la faisabilité</td>
<td>Oui</td>
<td>Partiellement</td>
<td>En cours</td>
<td>Non</td>
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<tr>
<td>d’évaluer les performances par rapport aux objectifs fixés ?</td>
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<tr>
<td>Est-ce que toutes les routes sont régulièrement inspectées et vérifiées pour s’assurer de la conformité aux normes de sécurité (conception) et y a-t-il un programme d’ingénierie corrective en place ?</td>
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<tr>
<td>Est-ce que des enquêtes sont régulièrement menées pour connaître les niveaux de sécurité sur le réseau routier principal, pour la cartographie des risques et la détermination de scores de protection routière ?</td>
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<tr>
<td>Pour chaque catégorie de services après accident (soins pré-hospitaliers, hospitaliers ou de longue durée), existe-t-il des enquêtes systématiques et régulières pour évaluer le respect des normes et pour établir les objectifs ?</td>
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<tr>
<td>Pour chaque catégorie de routes, est-ce que des systèmes sont en place pour collecter et gérer les données sur le nombre d’interventions de sécurité mises en œuvre pour atteindre les objectifs ?</td>
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<tr>
<td>- Traitements d’ingénierie de sécurité ?</td>
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<td>- Opérations policières ?</td>
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<td>- Activités éducatives ?</td>
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<tr>
<td>- Activités promotionnelles ?</td>
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<tr>
<td>- Formation du conducteur ?</td>
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<tr>
<td>- Essais de véhicules ?</td>
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<tr>
<td>- Services médicaux d’urgence ?</td>
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<tr>
<td>Est-ce que tous les ministères et organismes participants ont un libre accès à toutes les données recueillies ?</td>
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<tr>
<td>Questions réservées à l’équipe examinant la faisabilité</td>
<td>Oui</td>
<td>Partiellement</td>
<td>En cours</td>
<td>Non</td>
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<tr>
<td>Est-ce que des enquêtes régulières sont mises en place pour suivre et évaluer les comportements de la collectivité envers les interventions de sécurité routière pour atteindre les objectifs ?</td>
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**Liste de contrôle 12 : R&D et transfert des connaissances**

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Est-ce qu’une stratégie nationale de recherche sur la sécurité routière traitant de l’intervention à l’échelle du système et de la prestation institutionnelle associée existe et a-t-elle un budget ?</td>
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<tr>
<td>Y a-t-il intégration de la recherche nationale avec les réseaux internationaux de recherche sur la sécurité routière ?</td>
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<tr>
<td>Est-ce que les programmes de démonstration en renforcement de capacités et les programmes pilotes sont largement utilisés et sont-ils menés dans le cadre d’un financement national pour atteindre les objectifs fixés ?</td>
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<tr>
<td>Existe-t-il une liste d’orientations nationales sur les principaux sujets liés à la sécurité routière et à la prévention des blessures graves et mortelles ?</td>
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<tr>
<td>Est-ce que des mécanismes et des médias sont en place pour diffuser les résultats de la R&amp;D en matière de sécurité routière afin d’atteindre les objectifs fixés ?</td>
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</tbody>
</table>
Liste de contrôle 13 : Rôle et fonctions de gestion institutionnelle de l’organisme leader

<table>
<thead>
<tr>
<th>Questions réservées à l’équipe examinant la faisabilité</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
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</thead>
<tbody>
<tr>
<td>Est-ce que l’organisme leader (ou les organismes leaders) contribue(nt) efficacement à la fonction de gestion « axée sur les résultats » ?</td>
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<tr>
<td>▪ Évalue-t-il le rendement actuel en matière de sécurité routière au moyen d’un examen stratégique de haut niveau ?</td>
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<tr>
<td>▪ Adopte-t-il une vision ambitieuse de la sécurité routière à plus long terme ?</td>
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<tr>
<td>▪ Analyse-t-il ce qui pourrait être réalisé à moyen terme ?</td>
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<tr>
<td>▪ Fixe-t-il des objectifs quantitatifs par consentement mutuel à travers le partenariat en sécurité routière ?</td>
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<tr>
<td>▪ Établit-il des mécanismes pour assurer la responsabilisation des parties prenantes à l’égard des résultats ?</td>
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<tr>
<td>Est-ce que l’organisme leader (ou les organismes leaders) contribue(nt) efficacement à la fonction de gestion de la « coordination » ?</td>
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<tr>
<td>▪ Y a-t-il une coordination horizontale au sein du gouvernement central ?</td>
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<tr>
<td>▪ Y a-t-il une coordination verticale du gouvernement central vers les niveaux régionaux et locaux ?</td>
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<tr>
<td>▪ Existe-t-il des partenariats spécifiques entre le gouvernement, les organisations non gouvernementales, les collectivités et les entreprises aux niveaux centraux, régionaux et locaux ?</td>
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<tr>
<td>▪ Existe-t-il des relations parlementaires aux niveaux centraux, régionaux et locaux ?</td>
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<tr>
<td>Questions réservées à l’équipe examinant la faisabilité</td>
<td>Oui</td>
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<tr>
<td>Est-ce que l'organisme leader (ou les organismes leaders) contribue(nt) efficacement à la fonction de gestion de la « législation » ?</td>
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<tr>
<td>Révise-t-il la portée du cadre législatif ?</td>
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<tr>
<td>Développe-t-il la législation nécessaire pour la stratégie fixée de la sécurité routière ?</td>
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<tr>
<td>Y a-t-il des besoins, en termes de législation, pour atteindre les résultats fixés par rapport à d’autres</td>
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<tr>
<td>Y a-t-il besoin d’une consolidation de la législation ?</td>
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<tr>
<td>Y a-t-il une sécurisation des ressources de législation de la sécurité routière ?</td>
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<tr>
<td>Est-ce que l'organisme leader (ou les organismes leaders) contribue(nt) efficacement à la fonction de gestion du « financement et de l'allocation des ressources » ?</td>
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<tr>
<td>Assure-t-il l’utilisation de sources de financement durables ?</td>
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<tr>
<td>Etablit-il des procédures pour guider l'allocation des ressources entre les différents programmes de sécurité ?</td>
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<tr>
<td>Est-ce que l'organisme leader (ou les organismes leaders) contribue(nt) efficacement à la fonction de gestion de la « promotion » ?</td>
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<tr>
<td>Promeut-il une vision ou un objectif ambitieux en matière de sécurité routière ?</td>
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<tr>
<td>Exerce-t-il une promotion de grande qualité ?</td>
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<tr>
<td>Exerce-t-il une promotion multisectorielle avec une intervention efficace et une responsabilité partagée ?</td>
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<tr>
<td>Montre-t-il l'exemple avec ses politiques internes de sécurité routière ?</td>
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</table>
### Questions réservées à l’équipe examinant la faisabilité

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<thead>
<tr>
<th>Question</th>
<th>Oui</th>
<th>Partiellement</th>
<th>En cours</th>
<th>Non</th>
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</thead>
<tbody>
<tr>
<td>Développe-t-il et soutient-il des programmes de notation en matière de sécurité et publie-t-il les résultats ?</td>
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<tr>
<td>Conduit-il des publicités nationales ?</td>
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<td>Encourage-t-il la publicité locale ?</td>
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</table>

- Est-ce que l'organisme leader (ou les organismes leaders) contribue(nt) efficacement à la fonction de gestion du « contrôle et de l'évaluation » ?
  - Établit-il et soutient-il des systèmes pour fixer et contrôler l'atteinte des résultats intermédiaires et finaux ?
  - Examine-t-il de manière transparente la stratégie nationale et les performances en matière de sécurité routière ?
  - Fait-il les ajustements nécessaires pour atteindre les résultats souhaités ?

- Est-ce que l'organisme leader (ou les organismes leaders) contribue(nt) efficacement à la fonction de gestion de la « R&D et du transfert des connaissances » ?
  - Développe-t-il la capacité de recherche multidisciplinaire et celle du transfert de compétences ?
  - Créé-t-il une stratégie nationale de recherche sur la sécurité routière ?
  - Sécurise-t-il les sources de financement durables pour la recherche sur la sécurité routière ?
  - Existe-t-il des échanges professionnels et une formation en matière de sécurité routière ?
  - Fixe-t-il des recommandations sur les meilleures pratiques à adopter ?
  - Met-il en place des projets de démonstration ?