

# INFORMATION SHEET – TEST FOR BENIN

## I – PRESENTATION OF THE COUNTRY

### 1. Geography – Population – Resources

#### 1 – 1 – Borders

North	=	Burkina and Niger
South	=	Atlantic Ocean / Gulf of BENIN
East	=	Nigeria
West	=	Togo

1 – 2 – Land Surface = 112,000 km<sup>2</sup>

1 – 3 – Population =

1 – 4 – Main resources and activities = Agriculture, Small Industry, Commerce, Mines and Transportation

### 2. Strategic Objectives in the area of Transportation Infrastructure

Preservation and improvement of the comparative advantage in the competition in the Transportation Sector:

- contribute to the sub-regional integration
- increase the effectiveness of the role of transit corridor for the countries in the sub-region having no outlet unto the sea (Burkina Faso, Niger and even Chad)

### 3. Road Network

#### 3 – 1 – Administrative Classification (See Decree N° 2001 of February 29<sup>th</sup>, 2001)

Inter State National Roads (ISNR)	=	2,178 km
National Roads (NR)	=	3,898 km
<b>TOTAL</b>	=	<b>6,076 km</b>

#### 3 – 2 – Technical Classification

Paved Roads	=	8,295 km
Roads being paved	=	173 km
Dirt Roads	=	4,286 km
<b>TOTAL</b>	=	<b>6,076 km</b>

#### 3 – 3 – Priority Road Network

- Now 3,425 km
- Anticipated annual increase of 300 km

## **4. Organisation of Road Maintenance**

### **4 – 1 – Recent Institutional Reforms**

The last reforms date back to the setting up of the Sectorial Transportation Project:

- refocusing of activities of administrative structures (conception, management, control and follow-up)
- calling upon the private sector to carry out road maintenance work
- the annual amount of works kept at 1 billion Cfa francs

### **4 – 2 – Road Network Management**

- Road maintenance:  
National Direction of Road Maintenance and Rural Roads (DNERPR) and its Territorial Structures
- New road building  
Direction of Major Road Projects (DGPR)
- Other Directions:  
There are still no other road management structures. The Decentralisation is advancing, for sure, however, the question of breaking down certain road management structures into territorial representations is still for the future.

## **II - THE ROAD FUND**

### **1 – Creation and Restructuring**

- Decree N° 84 – 98 of February 20<sup>th</sup>, 1984 and 85 – 214 of June 4<sup>th</sup>, 1985
- Decree N° 96 – 373 of August 29<sup>th</sup>, 1996, approving the Statutes of the Road Fund, thereby cancelling out the previous contrary clauses and beginning the Second Generation ROAD FUND

### **2 – Legal Status**

- The Statutory Entity and Financial Autonomy
- Structure administered by Private law, and
- Under the control of the State

### **3 – Role**

- the financing of road network maintenance programmes to be paid by the MTPT
- the management of concession agreements for toll booths

### **4 – Structures**

- Management Organism = Review Council and Management Committee
- Direction Organism = Director, Accountant and Management Controller

### **5 – Resources for the Road Fund**

The resources for the Road Fund are made up of the following:

- assigned resources
- the Fund's resources

- subsidies
- outside contributions
- funds from co-operation programmes, gifts and donations
- local loans
- other financial resources eventually

## **6 – Means of Collection of financial resources**

- Assigned resources = defined by an agreement between the Road Fund and the State
- Concession Fees = defined in the concession agreements

ALL RESOURCES ARE KEPT IN A COMMERCIAL BANK ACCOUNT IN THE NAME OF THE ROAD FUND

## **7 – Eligible roadwork**

- Road network maintenance programmes to be paid by the MTPT

## **8 – Programming Procedures**

- Elaboration of the road maintenance programme by the National Direction of Road Maintenance and Rural Roads
- Verification by the Road Fund concerning the coherence of the programme using the objectives defined by the PST
- Arbitration and approval of the programme by the Management Committee, having considered budgetary capacity and planning, and
- The technical evaluation and application of the maintenance work by the DNERPR, of the approved programmes

## **9 – Financial Management**

- The financial year begins January 1<sup>st</sup> and ends December 31<sup>st</sup>
- The accounting standards are those of the NATIONAL ACCOUNTING PLAN
- After road maintenance work has been accomplished by Small and Medium-Sized Businesses, and the work has been approved by the DNERPR, the Road Fund covers the payment

## **10 – Supervision and Auditing**

- The Road Fund proceeds to the technical supervision of the maintenance work accomplished under the control and responsibility of the DNERPR, and also order financial auditing of the payments authorised by the DNERPR
- The Road Fund accounts are controlled by accounts commissioner, and the auditing is done by an outside Accounting Office that has been selected by the Management Committee