

THE CHARTER OF THE ASSOCIATION OF AFRICAN ROAD MAINTENANCE FUNDS (ARMFA)

1. The African Road Maintenance Funds Association, ARMFA, is a professional association of Road Maintenance Funds (or similar institutions) represented by their executive officials. Consequently, the decision to adhere to ARMFA belongs to each RMF (or equivalent) wishing to become member. This adhesion does not in itself engage the responsibility of their countries nor that of partners or administrative supervisors within the country.
2. Meanwhile, all requests for adhesion implies that the local situation for financing road maintenance in the country concerned is effectively registered in the movement of institutional progress which animates all action of the association, that is, the commercialisation of the road as specified later on.
3. Thus ARMFA regroups at the same time:
 - a) the second generation RMFs ;
 - b) financial institutions playing a similar role but not necessarily having all the fundamental characteristics. This is on condition that a reform process in the direction of commercialisation of the road is effectively engaged or in the process of being engaged in their countries. This political intention must at least have been expressed by the public authorities of the country, in one way or the other.
4. The respect of the conditions mentioned above is based on the good faith of the institutions requesting adhesion;
5. Regarding road and road maintenance financing, the basic principles that should motivate the activities of the association are the followings.

- 5.1. The overarching objective, as regards transport, is to ensure access to services and mobility at affordable prices. Road transport is to be seen as a necessary service for economic development and poverty reduction.
- 5.2. To this effect, countries should put in place and sustain:
 - A conducive policy framework
 - A suitable financing strategy
 - Appropriate institutional arrangements
 - Robust monitoring and evaluation arrangements
- 5.3. Policies must be comprehensive – must cover all networks, community, rural, urban and main – with due regard to their sustainability
- 5.4. Road programs must be designed and carried out with regard to cost effectiveness and value for money for end users
- 5.5. Maintenance of existing road infrastructure assets in maintainable condition must always been given priority in programs
- 5.6. Institutional arrangements must ensure efficiency and business-orientation as well as provide for decisions to be made at the most appropriate level – stakeholders must be involved in decision making at all levels and institutions must benefit from adequate funding for operations.
- 5.7. Policy and programs must be adopted and carried out in a transparent manner, with a presumption always in favor of disclosure of information with particular regard to policy statements, program documents, institution audited accounts etc.
- 5.8. Financing strategies will be constructed on the notion that:
 - (a) direct and/or indirect road user charges should fund at least the routine and periodic maintenance of the maintainable network including rural roads;
 - (b) budgetary resources and available external resources should cover economically viable rehabilitation, upgrading and new construction;
 - (c) local governments and communities should contribute to both the maintenance and rehabilitation of their networks.
6. Mutual assistance at professional level, within the association, should benefit as a priority to the member institutions involved in such reform processes, whatever they are creating a new “second-generation” RMF or

restructuring an existing “second-generation” RMF in accordance with the above principles.

Libreville, Gabon, December 18, 2003