

Road safety and development



ISTED-VED

Roads in the developing countries are proportionally five to 10 times more lethal than in the developed countries.

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For several years now, Isted has been implementing a support programme for the Directorates of Land Transport in several countries of Western and Central Africa. One of the main components of this programme is the improvement of road safety. The interest shown in this action by the Ministries of Foreign Affairs and Public Works is greatly appreciated as road hazard has a dramatic impact on the development process.

At the last PIARC World Road Congress¹, safety issues were a focus of attention and some disturbing facts were highlighted.

Every year throughout the world, 700,000 people are killed in road accidents, but the death rate in the developing countries is proportionally far greater than in the developed countries – 5 to 10 times higher.

These accidents take a heavy toll on young people, which is obviously disastrous for new countries. The consequences are just as dramatic for the injured, who besides the suffering they endure, have to negotiate a gruelling obstacle course to get community care.

In countries with the highest car ownership, everyone has a high risk of at least 50% of being injured in a road accident at some time during his life. The outlook is consequently gloomy for developing countries where car ownership is set to increase sharply.

Although road risks are greater than in the other transport modes (rail or air), road transport of people and goods is the most popular mode and will always be a sine qua non for development. The eradication of road hazard is thus a real strategic challenge.

Isted contributes to this action by training people and by strengthening the expertise of partner countries' policy-makers in accident recording and analysis, driver training, accident prevention and awareness-raising. Isted's build-up of first-hand experience is a valuable asset in our continuing benchmark cooperation in this strategic area.

Michel Henry,
Director, Egis Group

¹ The 21st edition of the Congress of the World Road Association (PIARC) was held from 3 to 9 October 1999 in Kuala Lumpur (Malaysia).

Road safety issues

Road accidents take a heavy toll in Sub-Saharan Africa. Not only do these accidents generate great human suffering, but their economic cost to society is considerable. To combat this real scourge, road safety measures have been taken since the early 1990s, notably in Francophone West Africa.

The entire African continent is in the throes of galloping, uncontrolled urbanization, especially in the fringe areas of big cities. The phenomenon cannot be dissociated from increasingly heavy, chaotic traffic and worsening road hazard. This is particularly serious because the chief victims are pedestrians (half the fatalities), many of whom are children (they account for the majority of pedestrians killed or seriously injured).

To try and reverse this trend and reduce both the number and severity of accidents, the Directors of Land Transport (DTT) in French-speaking West and Central Africa¹ have taken steps to implement a common road safety strategy.

Their action forms part of the DTT support programme organized by Isted² and financed by the French Ministry of Foreign Affairs.

It is conducted in close cooperation with the DSCR (Directorate of Road Safety and Traffic) of the Ministry of Public Works, Transport and Housing, and the Public Works Regional Engineering Centres (Cete), the National Institute for Transport and Safety Research (Inrets), the Research and Technology Centre of Aix-en-Provence University (Cret), International Solidarity for Transport and Research in Sub-Saharan Africa (Sitrass) and the West African Economic and Monetary Union (UEMOA). The aims are to develop joint methods and tools for drawing up a road safety policy, to strengthen African skills, and to build up and optimize the benefits of experience.

Several pilot projects have been operated locally further to national consultations of key road safety players. They are all designed to be reproduced in the sub-region (subject to adjustments to specific national contexts) with a view



¹ The working group of Land Transport Directors (DTT) in Francophone West Africa was set up in January 1992 for the SITRASS 2 seminar (International Solidarity for Transport and Research in Sub-Saharan Africa), on the initiative of French Development Aid. In 1995, it was broadened to include the Francophone countries of Central Africa and now comprises 19 countries: Benin, Burkina Faso, Cameroon, Congo, Ivory Coast, Djibouti, Gabon, Guinea, Madagascar, Mali, Mauritania, Mozambique, Niger, Central African Republic, Democratic Republic of the Congo, Rwanda, Senegal, Chad and Togo.

² The support programme for DTTs in West and Central Africa was assigned to Isted in 1994 by the French Ministry of Cooperation (now the Ministry of Foreign Affairs).

to making the best use of limited resources and maximize investments. The emphasis is on priorities determined at the annual consultation meetings of the DTTs, which arise out of converging interests. French action is exclusively in the form of ad hoc expert assignments (the experts' tasks are two-fold: technical and educational) in support of local initiatives. The group of directors is in charge of evaluating all the projects.

Consultation at every level

Right from the preparatory stage of the pilot project, a national study and discussion seminar is organized (this was the case in Senegal in 1993 and in Mali three years later). This initial consultation brings together key road safety players in the countries concerned (ministries, technical departments, trade associations for both the formal and the more improvised business sectors, community groups, etc.) to evolve a national action plan. Steering and monitoring committees are then formed to carry the work through: testing the experimental methods, reforms, action assessment, building up and optimising the benefits of experience with a view to reproducing them in new countries. Partners and local experts are thus directly involved throughout the process.

Béatrice Adolehoumé - Isted



"Behaviour" is the number one accident factor, which makes it necessary to teach everyone road safety fundamentals right from early childhood.

Four components of these pilot projects have been identified: the building of a computerized accident file (Senegal, Burkina Faso, Mali, Guinea, Benin), driver training (Senegal, Guinea, Benin) – comprising the learning aspect, a reform of the driving licence, recycling and assessment of offending drivers (Senegal) –, youth prevention (Ivory Coast, Senegal) and awareness-raising campaigns.

Systematic accident reporting, the "BAAC project" (bulletin d'analyse d'accident corporel – casualty accident analysis bulletin) is a necessary step as it makes an objective record and poses the problems in terms of quantity and quality. It enables databases to be formed, which provide a valuable tool for assessing road safety policies.

The operation began to take shape in 1994 under a pilot project in Senegal. A Senegalese steering committee defined the content of the bulletin and the reporting circuit, with the help of a French expert as required. The bulletin contains four types of information: accident characteristics, locations, vehicles and users. ●●●

Global road safety partnership

More than 700,000 people die – 70% in developing countries – and 10 million are injured every year worldwide, such is the toll currently taken by road accidents. And the outlook for the coming decade is no more encouraging. At least 6 million people will be killed and 60 million crippled or injured. If present trends continue, it is estimated that by the year 2020, the ministries of health in developing countries will be spending 25% of their annual budgets on the treatment of physical injuries due to road accidents alone.

More than 70 organizations, convinced of the need to make road safety a global issue, have decided to set up the Global Road Safety Partnership (GRSP). This programme, which was officially launched in February 1999 by the World Bank, highlights effective solutions to reduce the numbers of people killed, injured and disabled, and the social costs associated with traffic accidents. It aims to foster collaboration among its participants and the coordination of their road safety related activities.

The GRSP operates under the framework of the Business Partners for Development (BPD) programme with the active participation of bodies from the private sector, civil society, governments, the World Bank group and bi- and multilateral international organizations.

Activities and major projects include areas as diverse as the road environment, road user behaviour, vehicle safety, special needs of developing countries, safety management and coordination, health education and promotion. The focus is on institutional aspects and enhancing local capacities in the area of road safety.

A Trust Fund has been established to implement initiatives and focus-projects within the GRSP strategy as determined by the Steering Committee. This "virtual" fund will cover administrative operating costs, partnership activities associated with focus-projects (visits, training workshops, monitoring and evaluation, etc.) and road safety projects. The fund receives input from GRSP participants and is composed of a mixture of monetary funds and pledges (which are made when the partners decide to support one of the selected projects). In addition to contributing to the Trust Fund, companies and organizations are encouraged to earmark resources for road safety activities, these funds being disbursed directly or via the GRSP Secretariat.

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D.P.R.

GRSP, which was officially established on 1 February 1999, brings together more than 70 organizations. Its Secretariat is based in Geneva (Switzerland).

••• The difficult part of a BAAC operation is to record the accidents. The police, who are often understaffed and under-equipped, are in charge of filling out the bulletins by hand. But they do not always consider road safety as an integral part of their mission on a par with organized crime control. The BAACs are then centralized for computerized data entry by the DTT, which also performs the statistical data processing (periodical reports and thematic studies).

Constantly evolving computer programmes

The computer programmes, developed with the aid of French exports and a local contractor, have several advantages: low cost, easy use for local appropriation, open-ended tools. They are constantly changing and improving. Recently, mapping software for the city of Dakar was used to integrate accident black spots into the BAAC.

There are still many problems in the reporting procedure (many accidents are not known or improperly reported), in locating accidents (addressing problem), and in maintaining and operating the system. Adopting a single BAAC for the sub-region would doubtless make monitoring and management easier – an idea that is gaining ground. The data collection method has already been adapted and reproduced in Mali, Benin, Guinea and Burkina Faso. And the Senegalese project is moving on to a new phase, that of decentralizing BAAC data entry to the regional transport departments.

Senegalese experience in driver training is highly instructive, as the problems encountered – such as the exceedingly heavy involvement of public transport vehicles in accidents – tend to be the same throughout the sub-region.

Before the reform, there was considerable opposition to the driving test as it was not considered to be objective or guarantee safe driving behaviour. The Senegalese authorities therefore decided that priority should be given to restoring credibility and transparency of the driving test.

Driving school instructors and driving licence inspectors were the first to benefit from this training, through hands-on courses organized with the help of French experts.

A driver-training programme was therefore drawn up for these sessions and the project led to a reform of the driving test. This was first experimented in the regions of Thiès and Dakar and then extended to the entire country in 1998. The Senegal DTT is now working on a new test designed for illiterate and/or non-Francophone people. A working group of professional specialists on illiteracy and from the state education system was formed for this purpose with help from an expert mission early in 1999.

Statistical analyses rank “behaviour” as the number one accident factor. This has led to a person-centred approach. The “educational continuum” consists in inculcating road safety fundamentals at various stages in life: early childhood (pedestrian/potential victim), adolescence (driver, cyclist),

China: BCEOM opts for synergy with Isis

The economic emergence of the old “central empire” has caused severe problems for transport and, above all, road safety. Within the framework of major road projects, the World Bank is financing a road safety project on the RN 320 in Zhejiang province. This project, which is coordinated by this province’s Directorate of Roads, was put out to tender and won by a group formed of BCEOM (French engineering firm) and Isis (Information systems and safety engineering).



To meet the specific requirements of Zhejiang province, French engineers have developed an accident database in Chinese.

The RN 320 is a four-lane road, with no central reservation or shoulders, which passes through population centres over the greater part of its length. It provides direct access to factories and businesses along its route and includes many intersections

with urban thoroughfares and rural roads. As the junctions have no amenities, the road is just treated as a strip of pavement, resulting in obvious crossing problems for local users. According to the 1997 statistics of the Jiaxing police, 245 people were killed and 434 injured over an 86 km section. This is slightly more than half the fatalities on rural roads in the Jiaxing district.

In 1998, the BCEOM/Isis group organized several assignments in China, backed by experts from Inrets (National Institute for Transport and Safety Research) and from the Bordeaux Cete (Public Works Regional Engineering Centre).

The first task was to train local road safety partners. Training modules were conducted locally for forty road engineers and police officers and several courses were organized in France for Chinese managerial staff.

The second task was to prepare an audit manual tailored to the context. It includes an audit on a project, an audit on an existing route and diagnosis of an accident cluster area. For the first two audits, a series of interrogations was proposed. This enabled the designers and/or inspectors to take proper stock of the input data and consequently to pose the problem correctly. It also enabled them to ensure that the project was adequate in terms of road safety. Diagnosis-wise, it showed how to make an analysis of accidents by reading reports and making field observations. A technical manual for road engineers was drawn up on the basis of the field observations and an analysis of Chinese standards. It particularly emphasizes the qualitative aspects that will ensure a good level of safety and comfort for road users.

Engineers from the Bordeaux Cete and from BCEOM developed a Chinese version of an accident database for Access. It enables engineers to monitor accident trends and prepare a safety diagnosis framework.

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learning-to-drive stage, qualified driving stage (after the driving test).

The first people concerned by road safety are professional drivers. In Senegal, the majority of those are involved in accidents tend to suffer very severe consequences. The working conditions of professional drivers alone (small businesses often branded as the informal sector) are a major factor of accidents: the obligation to give the owner predetermined daily takings, a long hourly time span, a lack of bus services and stops, obsolescent rolling stock, non wage-earning status and lack of social welfare. Where this is the case, awareness-raising primarily concerns owners and the "regulator".

Monitoring the most accident-prone drivers

Measures in favour of professional drivers mainly take the form of traditional training and monitoring, particularly of the most accident-prone drivers. A close analysis of the learning procedures should identify the weak points and produce solutions such as the insertion of road safety messages or campaigns at the bus terminals.

To complete the measures, a "prevention" committee has been operating successfully since 1993. Its task is to foster awareness and to educate and train users through radio or television broadcasts and information campaigns.

The committee is also actively involved in schools. Practical and theoretical training has been provided for children and teachers in seven experimental schools in Greater Dakar. As accidents involving schoolchildren were shown to decrease sharply, these establishments mainstreamed road safety education into their programmes in 1998. The experience is soon to be extended to other schools. There remains the crucial problem of children not attending school, who are the most vulnerable because they are the most exposed to traffic.

All prevention measures are long-term operations requiring heavy, sustainable financial resources. The experiences in Senegal and Ivory Coast are consequently encountering practical difficulties. But this does not prevent them from producing significant results and serving as a reference for the "youth prevention" pilot project now beginning in Ivory Coast.

The development of a road safety culture is the most recent task in hand. It concerns all trades and occupations that may be involved in drawing up road safety programmes, such as the police, gendarmerie, public works employees, computer specialists, statisticians, teachers, the medical profession and journalists. The idea is simple. The managerial staff must integrate road safety concerns right from their initial training. This requires training modules for the schools concerned and continuous training programmes for the managerial staff in charge of road safety – an approach that is essential to the successful accomplishment of these projects. ●

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Franco-Moroccan cooperation on roads: safety on the agenda

Road safety is a new subject for Franco-Moroccan cooperation. It was placed on the agenda of the last triennial convention on scientific and technical collaboration (1997-2000) agreed between the French Directorate of Roads (DR) and the Moroccan Directorate of Roads and Road Traffic (DRCR). The aim is to improve safety on existing (or planned) infrastructure and make better use of accident files.

On the French side, the Road Safety and Traffic Directorate (DSCR) is responsible for this action. To implement the project, it calls on its experts and those of the Roads and Motorways Engineering Department (Setra), the General Council for Highways and Civil Engineering (CGPC), the Public Works Regional Engineering Centres (Cete) and the County Public Works Departments (DDE-CDES).

The first meetings between Moroccan and French partners took stock of the existing facilities in Morocco and examined French practices. They drew up an action plan based on four priorities:

Methodology for improving safety on existing infrastructure

Work aims to define measures, taking the analysis of accidents into account, and to monitor and evaluate them. The focus of study is the introduction of safety units in regional and provincial public works departments and the training of safety correspondents.

Organization and use of accident files

This project mobilizes the DSCR, the National Traffic Accident Prevention Committee (CNPAC) and all other key partners such as the police, gendarmerie and academics.

It has reached the important stage of providing information on French methods of accident data analysis and processing. The DRCR is planning to decentralize the accident file and to encourage the gendarmerie and police to computerize their data collection.

Audit methodology for road projects

The aim is to ensure that road projects meet minimum safety requirements. The operative standards at the DRCR must be analysed and a technical reference system drawn up for a safety-based project audit. This procedure, which associates the project designing and construction teams, requires tests to be conducted on a representative portion of the Moroccan road network.

Road marking

Surface marking is of prime importance to road safety. That is why a five-year comprehensive action programme has been drawn up. It mainly covers approval (choice of a new site, test on new products), training and the implementation of a quality approach.

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Information

News

WORLD ROAD CONGRESS IN KUALA LUMPUR



The well-organized, friendly set-up of the French pavilion undoubtedly facilitated contact.

Exhibition: A French pavilion

Every four years, the World Road Association (PIARC) holds its congress. The 21st edition took place from 3 to 9 October 1999 at the Putra World Trade Centre

in Kuala Lumpur (Malaysia). It was attended by a total of 2,700 delegates from all over the world. This outstandingly well-organized congress was accompanied by a vast exhibition with 250 exhibitors. All road techniques were thus on display including maintenance, safety, management, equipment, research and development and technology transfer.

At the request of the PIARC French committee, Isted organized the French pavilion, which brought together public¹ and private² partners under the auspices of the Directorate of Roads of the Ministry of Public Works, Transport and Housing. This area was a real showcase for French knowhow on roads, on the subject "Dialogue with users and sustainable development". More than 3,000 visitors came to the French pavilion, which acted as a meeting place and an information area.

A CD-Rom was specially produced for this event with the help of CFME-Actim (Agency for international promotion of French technologies and businesses). Designed to optimize the presence of companies and organizations on the French pavilion, it makes a friendly presentation of each of the participants with texts, photos, useful addresses and direct access to their Internet sites. It was distributed (free of charge) on the French pavilion throughout the event and is still available from the Isted Communication Department.

Activities of the C3 committee

The C3 Committee on Technological Exchanges and Development was present at Kuala Lumpur with all the other PIARC committees and working groups. It focused on successful instances of technology transfer methodology and the role of regional associations. The committee stressed the need for greater understanding and knowledge of these associations, their aims and activities, and the opportunities for partnerships. It considered the possibility of organizing seminars jointly in developing countries, as these

¹ Ministry of Public Works (DR - Directorate of Roads and DSCR - Directorate of Road Safety and Traffic), Certu (Centre for Studies on Road Networks, Transportation, Urban Planning and public construction), Cnps (National Centre for Emergency Bridges), Lcpc (Central Road Research laboratory), Setra (Roads and Motorways Engineering Department).

² Ceca, Cofiroute, Colas, Ermont-Rincheval, Eurovia, Hydrogreen, Ingérop, Jean Lefebvre, Prosign, Rgra, Route Actualité, Secmair, Ses-Siat, Sir, Sma, Sterela, Usirf/Atr, Vectra.

associations can provide valuable help both in identifying a region's specific requirements and disseminating seminar output. In its conclusions, the committee also emphasized the importance of regional and national technology transfer centres for disseminating technology and information and developing exchanges of experience. PIARC set the target of establishing 20 new transfer centres in developing countries before the next world road congress (Durban, South Africa, 2003). Reminder: since 1996, the Isted "Roads" Department is in charge of the C3 Committee secretariat.

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THE ISTED BUREAU: BALANCING THE PUBLIC AND PRIVATE SECTORS

Membership of the Isted bureau was confirmed by the Administration Board at the last meeting. It now includes two vice-presidents and a treasurer from the private sector:

- **president:** Jean Smagghe, coordinator of international affairs, General Council for Highways and Civil Engineering (CGPC),
- **"Cities" vice-president:** Georges Cavallier, General Highways Engineer,
- **"Roads" vice-president:** Philippe Léger, head of international affairs at the Directorate of Roads, Ministry of Public Works, Transport and Housing,
- **"Transport" vice-president:** Michel Henry, director, Egis group,
- **"Communication" vice-president:** Jean-Marie Aouit, director, International Department, Vivendi, representative of the Association of International French Contractors (SEFI),
- **Secretary:** Jean-Yves Perrot, director of economic and international affairs, Ministry of Public Works, Transport and Housing,
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Sub-Saharan Africa LAND TRANSPORT



Left to right: Jean Smagghe, president of Isted, Christian Djotohou, technical adviser on transport (Benin), Calixte Tossou, director of land transport (Benin).

The annual meeting of West and Central African land transport directors, organized by Isted, was held on 5 November in Cotonou (Benin). It followed the 10th session of the Steering Committee of SSATP-Urban Mobility (Sub-Saharan Africa Transport Policy Programme, 30-31 October) and the Sitrass 5 seminar (International Solidarity for Transport and Research in Sub-Saharan Africa, 2-4 November) also organized in the Benin capital. The work, jointly presided over by Jean Smagghe, president of Isted, and Calixte Tossou, director of land transport in Benin, brought together representatives of 17 countries in Sub-Saharan Africa. For the first time, Mozambique, Djibouti and Madagascar were present. The participants reviewed ongoing pilot projects, particularly in the field of road safety. The main subjects addressed were: accident recording, reforming the driving test, recycling professional drivers, re-registration experiences, and difficulties specific to transit towards landlocked countries. Detailed minutes of this meeting are available from the Isted "Transport" Department.

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CESROUTE

The third session of Cesroute ("Roads" advanced study course) began on 15 September 1999 at the Ecole Nationale des Ponts et Chaussées (ENPC) with a class of

eight people: Bassirou Guisse (Senegal), Hubert Lorougnon Aguy Toussaint (Ivory Coast), Rasmane Ouedraogo (Burkina Faso), Marius Popovici (Rumania), Cezary Saganowski (Poland), Masaru Seino (Japan), Aram Vardanian (Armenia), Mimoun Zemzani (Morocco). A call will soon be made for applications for the fourth session of Cesroute which will begin in September 2000.

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A NEW COORDINATING COMMITTEE FOR ADAR

Following the General Assembly of the Association of African Road Directors (Adar), held in Yamoussoukro (Ivory Coast) on 19 and 20 August, a new coordinating committee was elected. Its members are: president: Karim Ghellab (Morocco), 1st vice-president: Gabone Keita (Mali), 2nd vice-president: Jean-Paulin Nkili (Gabon), advisers: Télé David Olodo (Benin), Richard Randrianarisoa (Madagascar). The Ivory Coast was chosen to take on the executive secretariat, under the management of Gnesson Désiré Gnonkonte.

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FRANCE-JAPAN TECHNICAL COOPERATION

On 12 October 1999, Hisakazu Ohishi, director general of roads of the Japanese Ministry of Construction, and Patrick Gandil, director of roads of the French Ministry of Public Works, Transport and Housing, signed a notice of intention with a view to strengthening technical cooperation on road techniques between Japan and France. The main thrusts will cover:

- planning, financial resources and environmental problems in urban and interurban networks,
- road safety,

- technical research and development for the transport of dangerous materials,
- maintenance and management of roads and engineering structures,
- evaluation of road projects,
- intelligent transport systems.

This administrative arrangement covers all the more specialized agreements previously signed in the road sciences and techniques sector. In the first phase, contacts with experts and joint seminars on specific subjects will benefit and enrich both partners in technical and human terms. Proposals for the coming year have been made to the directors and are now being validated. This cooperation will also be an opportunity for exchanges of students and young engineers over the longer term. Masaru Seino, an engineer from the Public Corporation of Metropolitan Motorways, is already participating in the 1999-2000 session of Cesroute (see above).

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DELEGATED MANAGEMENT OF PUBLIC SERVICES

A one-day event for discussion and study on the delegated management of public services will be held in March 2000 at the headquarters of the French Development Agency (AFD) in Paris (France). It is organized jointly by the Ministry of Foreign Affairs, the Directorate of Economic and International Affairs of the Ministry of Public Works (DAEI-METL) and Isted. Based on feedback of French experience throughout the world, two round tables are scheduled, the first on operation preparation and selection and contract negotiation, and the second on the duration of a concession and regulation. Donors, institutional partners, private operators, experts and local elected representatives of developing countries will be invited to this event.

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Events

PUBLIC WORKS SEMINAR

The Public Works seminar will be held on 16 and 17 March 2000 in Warsaw, Poland. The Directorate of Economic and International Affairs (DAEI) of the French Ministry of Public Works, Transport and Housing is organizing the seminar in partnership with the Warsaw French Trade Office. Isted is in charge of carrying out this event, which will include conferences and debates in the fields of construction work, buildings, public works, road safety and land and maritime transport. At the same time, there will be an exhibition of equipment and knowhow and customized meetings between Polish and French companies.

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INTERTRAFFIC 2000



Intertraffic 2000, the international professional exhibition of traffic and transport infrastructure management, will be held in Amsterdam (Netherlands) from 11 to 14 April 2000. The exhibition programme will include: automation, vehicle counting, equipment systems control, urban development, road maintenance and marking, new transport systems, road call-out and emergency services, public transport, road construction components, pavement construction, vehicle pooling, public lighting, traffic management and signs, street

furniture, traffic control, traffic information systems, winter service. Isted is the organizer of the French pavilion at Intertraffic 2000.

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ROAD MAINTENANCE CONGRESS

The fifth edition of the Road Maintenance Congress will take place in Paris - Le Bourget (France) from 14 to 16 November 2000. At the same time, a professional exhibition will be held for all public or private organizations in charge of maintaining and operating a road network in France or abroad.

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IRF 2001 WORLD ROAD CONGRESS



Paris (France) will host the XIVth World Road Congress of the International Road Federation (IRF) from 11 to 14 June 2001. The congress information sessions will be completed by an exhibition of a wide range of products and services in the international road and transport industry. Isted is planning to coordinate a French pavilion bringing together companies wishing to promote their skills, around the technical services of the Ministry of Public Works.

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Training

INTERNATIONAL CONTINUOUS TRAINING PROGRAMMES



The new issue of the catalogue of "International Continuous Training Programmes" is now available. This brochure presents all the courses offered in 2000 by ENPC (Ecole Nationale des Ponts et Chaussées). These include management, engineering structures, roads, the environment, urban management, real property and transport.

► **Contact:**
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TRANSPORT ECONOMICS AT THE SERVICE OF DEVELOPMENT IN AFRICA

Within the framework of Sitrass network activities (International Solidarity for Transport and Research in Sub-Saharan Africa), the LET (Transport Economics Laboratory) has been organizing a summer school since 1991 for senior African managers in the transport sector. The session 2000 will take place from 26 June to 22 July in Lyon (France) on the theme "Transport economics at the service of development in Africa". This course focuses on land transport and addresses the mastery of analysis tools with actual case studies and research findings. It is completed by conferences and technical visits to public organizations and transport companies.

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Publications

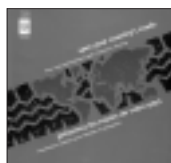
URBAN TRANSPORT AND SUSTAINABLE CITIES



The *Villes en Développement* bulletin has devoted its 44th issue to urban transport, with an editorial signed by Jean-Claude Gaysot, Minister of Public Works, Transport and Housing. Table of contents: Urban morphology and sustainable development (Yves Egal, Orbanis), Transport and the city: Why this dichotomy – Developed countries / developing countries? (Jean-Christophe Hugonnard, Systra), Is the World Bank anti-metro? (Chantal Barbieux), Livable autos... for livable cities (Simone Feitler, Renault), Specific features of urban transport in Sub-Saharan Africa (Patrick Bultynck, World Bank).

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SAVE YOUR COUNTRY'S ROADS How road maintenance gets transport moving



This bilingual French-English document on road maintenance financing has been drawn up in

connection in connection with work of the C3 Committee of PIARC (World Road Association) on technological exchanges and development. It is intended for policy-makers and road managers and shows why efficient road network management is necessary and how to achieve it.

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LATIN AMERICA AND EASTERN EUROPE: COUNTRY RISKS AND FACILITIES

Two "country risks" reports have just been published by the Observatory of the International Construction Market (OBSIC). The first is devoted to Central and Eastern Europe (except CIS and Bulgaria), the second to Latin America (Argentina, Brazil, Chili, Mexico, Peru). They outline the main macroeconomic aggregates, the outlook for the building sector, competition, the position of Coface and other foreign export credit agencies for these countries, and projects financed by international and regional organizations.

► **Contact:**
OBSIC – 10, rue Washington
75008 Paris – France
Tel.: 33 (0)1 42 89 55 20
Fax: 33 (0)1 42 89 55 16
E-mail: obsic@compuserve.com
Unit price: FRF 800 tax excluded

PRIVATE AND PUBLIC OPERATORS OF URBAN SERVICES IN FRANCE



This summary document, drawn up by the Directorate of Economic and International Affairs (DAEI) of the Ministry of Public Works, Transport and Housing, gives the key figures for urban services in France for 1997: water, waste, energy and transport.

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Isted, a non-profit association, is a platform for study and debate, information and action, at the service of its public and private members in the public works, transport, planning and environment sectors. It facilitates their international activities, optimizes the use of French knowhow throughout the world and helps to implement international programmes with third country leaders.

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