

## CESROUTE

### Top-quality training



*The state must identify new road traffic management methods in order to meet requirements for safety and free flow.*

Road networks are an important factor for developing trade, the dynamism of the economy and social solidarity. As they allow people, and hence culture and in particular ideas, to travel, they help to reduce regional inequalities and thus constitute an essential condition for sustainable development.

The removal of barriers to the free circulation of persons and goods leads to increased traffic on road networks and therefore creates new demand for the development of road infrastructure.

At the same time, this situation should encourage the state administrative apparatus to identify new road traffic management methods, in order to meet requirements for safety and free flow, as well as new trade regulations. In order to achieve the desired change in road networks while maintaining safe and uncongested traffic, traffic management must be placed in the hands of competent and highly qualified managers and use the most modern technologies.

There is therefore a need for selected professionals working in the area of road infrastructure management to be able to access targeted high-level training. The training of road managers with a sound understanding of the topic and international experience is an indispensable factor which will increase the effectiveness of both administrations and private sector companies.

The CESROUTE advanced roads studies course focuses on the training of high level road managers and is administered in France in the framework of a partnership between the administration and the private sector.

Two representatives from the Czech state roads sector, Mrs Daniela Kovalčíková (Ministry of Transport) and Mr Ludvík Engel (Roads and Motorways Directorate), had the opportunity to take part in this training course in Paris. For several months they were able to immerse themselves in training focused on road management and acquire new knowledge and experience in the company of other professionals, originating in particular from new member countries of the European Union but also from Asia and Africa. They now belong to an international network of high-level managers that consists of roughly fifty other professional executives.

The training that CESROUTE provides should therefore be seen as an essential element in international training in the area of roads.

In conclusion, I would like to emphasize that the content and objectives of this course meet the expectations of all its trainees, whether they come from the private or public sectors.

I can only wish the CESROUTE programme all the best for the future.

**Milan Šimonovský,**  
Deputy Prime Minister and Transport Minister of  
the Czech Republic

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CESROUTE  
Since 1997, the French Roads Administration and participants from the public and private sectors gathered around ISTEED have proposed an international training course in road management, CESROUTE. This post-graduate training course aims to select, train and put in place an international network of high-level road managers. CESROUTE has already trained almost 50 executives from Africa, Europe and Asia.

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## CESROUTE: A high level international training course



Photo J.C. Gayraud / AODADDEZ

The firms which participate in the funding of CESROUTE are:

APPIA

ASFA

COLAS

EGIS

INGEROP

SER

USIRF

and in the near future:

MALET

and SECMAIR

*In 1997, the French Roads Administration and participants from the public and private sectors gathered around Isted with the aim of developing an international training course in road management.*

*The post-graduate CESROUTE training course aims to select, train and put in place an international network of high level road managers.*

Since it started, CESROUTE has had almost 50 trainees from Africa, Europe and Asia.

It targets French speaking and English speaking engineers and economists from public or private sectors with recognized professional experience and who wish to undergo high level training in the area of road and road infrastructure management.

CESROUTE receives financial support from key French public and private sector players in the field of roads and public works, including the Ministry of Public Works and Transport, road contractors, consultancy firms, motorway companies and road equipment manufacturers. The training receives financial assistance from the Ministry of Foreign Affairs in the form of grants to attend the course.

••• (Following on page 4)

## For good road management

CESROUTE has been running for eight years and has helped train about fifty high level road managers from a wide variety of countries. These managers form a new community and a potential network for the exchange and sharing of very diversified experience.

The road plays a fundamental role in economic development. At the last World Road Congress (Durban, 2003), a participant forcefully made this point with the following slogan-like sentence: "The road to development involves the development of the road". This is obviously the case for Third World countries, but it is equally true in developed regions such as the European Union. The latter considers that transport networks, in particular roads and motorways, are one of the key factors for its growth.

Each year CESROUTE proposes specialized training in road and road network management to experienced road managers. In doing this it assists the dissemination of technical and managerial innovation and helps to advance good governance in the road sector. CESROUTE makes a contribution to development and plays a part in bringing about the objectives

of the major international financial institutions and the instruments that they have set up to achieve them, such as the PPIAF (Public-Private Infrastructure Advisory Facility), a programme affiliated to the World Bank.

Now that CESROUTE has proved its effectiveness, why not strengthen the partnership with these institutions?

Experience has shown that the initial wager can be won: what is essentially required is cohesion between the major partners. This type of long-term programme requires vision, tenacity and the leadership of a community that is turned towards France. We are at the half way stage. Egis, like a number of other companies which belong to ISTED, have been involved from the outset in funding CESROUTE. We would like other partners to join with us in order to speed up international recognition of the need for good road management.

*(Source: Michel Henry and Michel Ray, Egis group)*

### Further information may be obtained from:

#### Groupe Egis

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France has been particularly active in developing innovative techniques: close collaboration between the French Roads Directorate, motorway companies and contractors has made it possible, after the conduct of laboratory tests, to carry out full-scale trials on the road network. The entire process, which in particular involves a sharing of risk between client and contractor, is covered by the "innovation charter" system that has been operating for more than 10 years.

Most of the innovations of the last ten years stem from this process, which provides a framework for testing processes and products and validating their use.

It is therefore hardly surprising that the road firms that are engaged in exportation are involved in the CESROUTE study programme, via the USIRF: through the training of decision-makers from abroad, they see an opportunity, not only to make their products, technical procedures and achievements known, but also, above all, to disseminate a model of collaboration between contractors and their public sector clients.

Let us hope that CESROUTE trainees, who are future decision-makers in their respective countries, will be inspired by what is productive in this example that has been set by France.

*(Source: Jacques Saint-Raymond, General Delegate of the Union des syndicats de l'industrie routière française – USIRF)*

### Further information can be obtained from:

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## The involvement of road construction firms

In France, road construction firms are the largest component of the public works sector, as their turnover (11 billion Euros) accounts for half of that of the entire sector. These companies employ 90,000 persons and have a presence in all parts of the country.

In the last fifty years, the sector has undergone a process of concentration, which has led to the formation of three large groups. Their presence nevertheless leaves a considerable proportion of the French market to medium-sized and small contractors who perform about 50% of the construction and maintenance work on roads and airport runways.

The major groups have embarked on an active policy of having a presence abroad (by setting up subsidiaries, principally in North America and Europe).

Thus, the first two largest road construction companies in the world are French. Technical and contractual innovation gives France a considerable competitive advantage and permit development at national and international levels.

In the technical sphere, French companies have developed new and effective solutions: thin and ultra-thin surfacings, porous and skid-resistant surfacings, warm mixes, etc.

In the contractual sphere, the development of the motorway network has been made possible by the use of concessions. This mode of finance has also given road companies an opportunity of developing their know-how in a partnership framework.

I joined the civil service in 1985 and my first post was that of legal advisor at the Public Transportation Ministry. Three years later I was appointed General Director of the Legislation Division. Since August 2004 I have been Principal Private Secretary to the Minister with responsibility for Legislation, Strategy and European Affairs. I applied to take the CESROUTE course in

2000, mainly because I wanted to learn both about European Law and its application in the sphere of road transport and about public-private partnerships. I have put this training to good use since, in particular when preparing the bill relating to the granting of concessions for building, operating and maintaining motorways in the Czech Republic and the pilot project for Brno airport.

## A few trainees

### Adébayo Samson BALOGOUN

**Year:** 2004  
**Country:** Bénin  
**Project:** Development of alternative multi-annual rehabilitation and maintenance strategies for the network of rural tracks in the Département of Zou-Collines  
**Organization:** Ministry of Public Works and Transport  
**Post:** Head of the Department providing assistance to municipalities

### Bouchra BENTALEB

**Year:** 2001/2002  
**Country:** Morocco  
**Project:** Drafting of a methodological guide for evaluating road safety improvements  
**Organization:** Regional Public Works Directorate of Rabat-Salé-Zemmours-Zaers  
**Post:** Government engineer, Chief Director of the Roads and Bridges Unit at the Rabat Regional Centre for Technical Studies (CERET)

### Nevil COAKLEY

**Year:** 2000/2001  
**Country:** Irlande  
**Project:** Specifying and introducing performance-based contracts for road network maintenance.  
**Organization:** Colas Teoranta  
**Post:** Project engineer

### Hitoshi YOSHIDA

**Year:** 2000/2001  
**Country:** Japan  
**Project:** Creating consensus for the construction of low-clearance motorway tunnels in Tokyo  
**Organization:** State metropolitan motorway company  
**Post:** Economic analyst for motorway projects

### Grzegorz BLASZCZYK

**Year:** 2002/2003  
**Country:** Poland  
**Project:** Technical measures for improving road safety on trunk roads  
**Organization:** General Directorate of National Roads and Motorways  
**Post:** Assistant Director



... (Following on from page 2)

## The training course

CESROUTE runs for 18 weeks and consists of two modules. It is based on the continuing training offered by the Ecole Nationale des Ponts et Chaussées (ENPC/ Ponts Formation Edition) and institutional and technical visits, organized by ISTED, which involve the course's public and private sector partners.

The training is highly personalized and allows all trainees to construct their CESROUTE, around a personal project, which is generally selected in agreement with the department the trainee works for. In the two training modules and in the inter-module period, trainees are able to profit from ENPC seminars and institutional and technical visits. In the first module, the visits are highly supervised, and in the second they are adapted to suit the interests and personal project of each trainee.

At the end of the course, all trainees present their work to a jury of professionals.

## Programme

### 1st module: initiating and developing a shared culture (8 weeks)

- The road sector in France – an introduction and presentation (1 week)
- Seminar on management in the road sector (2 weeks)
- Environmental impact studies (2 weeks)
- Institutional and technical visits and specifying the personal project (1 week)
- Traffic management and road operation (2 weeks)

### Module 2: in-depth training and completion and presentation of the personal project (10 weeks)

- Economic evaluation of infrastructure projects (2 weeks)
- Road maintenance and its management (2 weeks)
- Legal framework and the negotiation of international contracts or computing and road management (1 week)
- Individualized programme depending on the personal project (3 weeks)
- Presentation of personal projects to a jury (1 day)
- A seminar on road safety (2 weeks)

## Visits, presentations and meetings organized in 2004

### 1. During the induction week: institutional and technical visits

- The components of the roads administration: the Ministry of Public Works and its departments (Roads Directorate, DSCR, DAEI, SETRA), and research institution (LCPC);
- Presentation of the Union des syndicats de l'industrie routière française (USIRF) and of the Association des sociétés françaises d'autoroutes (ASFA);
- Engineering consultancies: Ingérop and the Egis group;
- A firm: Colas.

...

■ **A former trainee on the advanced roads studies course, you are now Director of Public Works at the Senegalese Ministry of Public Works. Could you briefly describe your career?**

On graduating from Thiès Ecole Polytechnique (first in the year, class of 1978), I joined the Saint-Louis Regional Public Works Department then the Directorate of Studies and Planning at the General Directorate of Public Works in Dakar. I then underwent one year's further training in the design of road works in Germany. On my return to Senegal was appointed engineer with responsibility for monitoring road strengthening works in the Kaolack region before becoming head of the Tambacounda Regional Public Works Department. After working at the Post and Telecommunications Office, I left for Djibouti where I was technical director of a civil engineering company. On returning to Senegal in 2000 I was made Technical Advisor to the Director of Public Works at the Ministry of Public Works and was responsible for the Administrative and Financial Division of the Public Works Directorate. My involvement in the CESROUTE training programme dates from then and continued until 2002. I have been Director of Public Works since 2003.

■ **What was your personal project in the framework of CESROUTE?**

The economic and financial feasibility of a very concrete project the Dakar-Thiès motorway. This has now been taken over by Apix<sup>1</sup> and I am on the Steering Committee.

■ **What are your responsibilities as Director of Public Works?**

I have the normal duties: defining Senegal's highways policy, and monitoring its implementation, which includes all the issues associated with a quality approach.

I am also responsible for implementing the strategy for transport in rural areas and act as Senegalese Coordinator of the Rural Travel and Transport Program<sup>2</sup>, in the framework of the SSATP<sup>3</sup>. I am also a member of PIARC<sup>4</sup> Technical Committee 1.3 on the Performance of Road Administrations.

■ **What message would you like to send out to present-day and future CESROUTE trainees?**

One of encouragement. The trainees have the good fortune to benefit from high quality training which will equip them to take on major responsibilities. I therefore urge them to take full advantage of it.

■ **Can we expect to see new applicants from Senegal for the next sessions?**

Considerable efforts are currently being made to support Senegalese applications to take part in CESROUTE because of our high opinion of the programme. Unfortunately, the Government's resources are unable to meet our huge training needs. I would therefore like to take this opportunity to ask for French development aid to help people from my country take part in this high level training.

*(Statement collected by Armand Der Stepanian, Isted "Roads" Department during the SSATP annual meeting in Addis Ababa, Ethiopia, 24-29 September 2004)*

<sup>1</sup> APIX: Agency for promoting investment in works in Senegal

<sup>2</sup> RTTP / PTMR: Rural Travel and Transport Program / Programme de transport en milieu rural

<sup>3</sup> SSATP: Sub-Saharan Africa Transport Policy Program / Programme de politiques de transport en Afrique subsaharienne

<sup>4</sup> PIARC: World Road Association

...

**2. Mid-way through the first module**

- Presentation of the (Essonne Département Infrastructure Directorate) and a worksite (widening of a Trunk Road);
- Road signing: presentation of Asquer (Association pour la qualification des équipements de la route), visit to the SES factory in Tours;
- A presentation by the Roads Directorate on environmental impact studies;
- Visit to the SANEF motorway toll station at Senlis (partnership with ASFA);
- Road maintenance: the experience of the SSATP; road improvements for users;
- The use of geotextiles in road construction: a company visit to Bidim Geosynthetics.

**3. Personalized meetings and discussions organized during the two modules**

- Becoming acquainted with and forging links with the tutors: Secmair, Sofreavia, Ingérop, Louis Berger S.A., Roads Directorate;
- Organization of encounters with experts and key figures.

*(Source: Jean-Robert Vaux and Armand Der Stepanian, Isted "Roads" Department)*

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**CESROUTE network: meeting of Moroccan trainees**

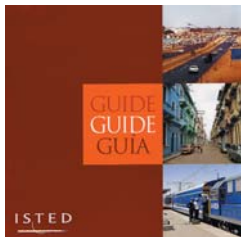
One aspect of the development aid strategy implemented by the Ministry of Foreign Affairs is to monitor the careers of former recipients of French government grants. The policy of receiving and training foreign elites in France will only realize its full potential if it is accompanied by a desire to form specific and lasting ties with the persons in question. The French-speaking networks that are formed in this way will become the primary interlocutors for the entire French cultural, scientific and economic presence abroad and an essential intermediary for development aid programmes.

With this in mind, the former Moroccan CESROUTE trainees were brought together at the French Embassy in Morocco in September 2004 on the initiative of Isted. Five out of the seven trainees (Mr Sbai, Mrs Bentaleb, Mr Boughrara, Mr Rahdouni and Mr Fancha) attended in the presence of Alain Lhéritier, the cooperation attaché, Abdennebi Rmili, Deputy Director of Roads, and Mohamed Oulkadda, Director of Staff and Training Affairs at the Moroccan Ministry of Infrastructure and Transport.

During a round table discussion the trainees talked about their experience of the course and how it applied to their profession. They emphasized the benefit of disseminating their work at national level (seminars, guides, papers, etc.), as was done at the Agadir road congress in 2002, in particular when the work is compatible with the objectives of Franco-Moroccan technical cooperation.

*(Source: Jean-Robert Vaux and Armand Der Stepanian, Isted Roads Department)*

### ISTED GUIDE



Isted has recently published a new trilingual guide (in English, French and Spanish). It provides readers

with a basic account of the Association's missions and objectives and also practical information, in particular how to contact Isted managers. The guide is available free of charge on request from the Communication Department. It is also available on line on the Isted website.

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### MEETING OF THE LAND TRANSPORT DIRECTORS OF FRENCH-SPEAKING SUB-SAHARAN AFRICA

The land transport directors of French-speaking Sub-Saharan Africa met from 2 to 4 February 2005 at La Défense (France). This annual meeting, which is organized by Isted, provided an opportunity to take stock of the activities of the working group (Injury accident Register (BAAC) software, driver training, etc.) and present road safety programmes that are being undertaken in France, Africa and elsewhere, in particular by the GRSP (Global Road Safety Partnership, set up by the World Bank). Isted has been leading the land transport directors working group since 1994 and it now brings together 19 African countries with funding from the French Ministry of Foreign Affairs and the support of experts from the French Infrastructure Ministry scientific and technical network.

*The LTD working group is led by Isted and brings together 19 African countries.*



DR

*More information can be obtained from:*

[www.isted.com/pole-transport/pole-transport-appui.htm](http://www.isted.com/pole-transport/pole-transport-appui.htm)

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### ISTED HAS TWO NEW MEMBERS

Isted has two new members: the FNAU and Louis Berger SAS.

The **Fédération nationale des agences d'urbanisme (Fnau)** brings together 45 public bodies that are engaged in study and thought with regard to the planning and development of major French conurbations. This association of elected officials provides a forum for dialogue and is actively involved in major national and European debates about urban policy and the future of cities.

**Louis Berger SAS** is a French private sector consultancy company working in the areas of engineering, economics and planning that was set up in 1975. It is involved in drawing up and carrying through infrastructure projects and planning and development programmes in industrialized and emerging countries.

To find out more about Isted members go to our website at: [www.isted.com](http://www.isted.com)

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## Events

### IRF WORLD ROAD CONGRESS 2005



For the first time, Bangkok (Thailand) will host the 15th International Road Federation (IRF) World Road Congress from 14 to 18 June 2005. In addition to the congress information sessions, an exhibition will be held to present a large range of products and services offered by the international road and transport industry. Isted will organize a French pavilion.

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### PREDIT: HALFWAY FORUM



The halfway forum of the National Land Transport Research and Development Programme (PREDIT) is to be held on 15, 16 and 17 March 2005 in Clermont-Ferrand (France) with as its topic

"Research, Innovation and Public Policies: what transport for tomorrow?". The event consisted of three days of meetings, discussions and information organized around lectures, workshops and a large exhibition. It also provided an opportunity to present and discuss projects that have got under way since the launch of this interdepartmental programme in 2002.

ISTED is working in partnership with the PREDIT Permanent Secretariat to organize this event.

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risks; developing a risk management strategy and information and awareness raising tools. The sessions were run by professionals from the Institute for the Prevention and Management of Urban Risks (IPGR) and the European Risk Prevention Centre (CEPR). Professionals from Sub-Saharan Africa and Madagascar who attended the course have given a positive assessment.

The ISTED/Forhom partnership is planned to continue in 2005 with the organization of a training course on the same issues, whose extreme importance has been demonstrated by recent events.

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**TRANSPORT ECONOMICS  
SUMMER SCHOOL**

As part of the activities of the SITRASS network (International Solidarity for Transport in Sub-Saharan Africa), the Laboratoire d'Economie des Transports (LET) is running a training session for senior executives from Africa from 27 June to 22 July 2005 in Lyon (France).

The aim of this summer school is to bring order to and update existing knowledge and experience in the area of Transport Economics. Training will focus on land transport and be based on an understanding of analysis tools, concrete case studies and research results. It will also include lectures and technical visits to public bodies and firms.

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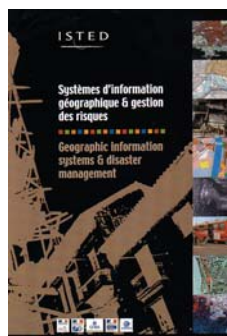
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[univete.htm](http://www.ish-lyon.cnrs.fr/let/francais/enseignement/univete.htm)

## Publications

**GEOGRAPHIC INFORMATION  
SYSTEMS AND RISK  
MANAGEMENT**



On the occasion of the second world conference on natural disaster reduction (18-25 January 2005, Kobe, Japon), ISTED, in collaboration with the National Council for Geographic Information Systems (CNIG) and the French Association for Geographic Information (AFIGEO), is publishing a book entitled "Geographic Information Systems and Risk Management"

This collection presents nineteen concrete case studies from France and abroad with a view to enriching thinking about the use of new information and communication technologies dedicated to the environment and sustainable development.

This bilingual publication in French and English has received assistance from the Ministry of the Environment and Sustainable Development, the Directorate of Research, Science and Engineering of the Ministry of Public Works, Transport, Housing, Tourism and the Sea (DRAST/METATM) and the French Space Agency (CNES),

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**DAEI ACTIVITY REPORT**

European and International issues are constantly becoming more important and more difficult to separate from the international activities of the Ministry of Public Works, Transport, Regional Planning, Tourism and the Sea (METATM). At the Directorate of International and Economic Affairs (DAEI), European and International questions are monitored by a staff of roughly fifty persons who have links with correspondents working in different sectors and a worldwide network of officials. This report presents the DAEI's activities in 2003, a year described as being "under the banner of reactivity".

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**PROCEEDINGS OF THE PRUD  
INTERNATIONAL SYMPOSIUM**



The publication of the proceedings of the symposium "Governing the Cities of the South – Challenges for Research and Action" (5-7 May 2004, UNESCO, Paris), represents the first stage in the promotion of the research carried out by PRUD – The Urban Development Research Programme.

This programme was set up by the French Ministry of Foreign Affairs' priority solidarity fund. In the framework of this concerted incentive action (2001-2004) that was led by GEMDEV (GIS for studying globalization and Isted, thirty research projects dealing with the cities of Africa, Maghreb/Near East, South-East Asia and the Caribbean have been completed by

## Training

**CITIES AND THE MANAGEMENT  
OF ENVIRONMENTAL RISKS**

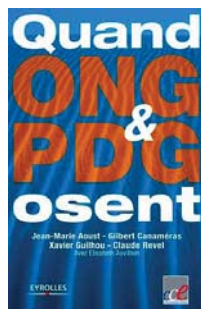
In the framework of its training activities, Institut Forhom (the Egis Group International Executive Training centre) joined forces with ISTED to offer a course on "Cities and the management of environmental risks". This three-week course was held in La Rochelle (France) from 29 November to 17 December 2004. Three main topics were covered: the basic principles of environmental management; urban development issues and the analysis of environmental

teams consisting of a North-South mix.

These proceedings have been published by the General Directorate for International Cooperation and Development (DgCID) at the Ministry of Foreign Affairs.

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#### WHEN NGOS AND CEOs DARE



“In principle they have nothing in common! Going beyond clichés, however, new types of cooperation are being born. Today, alongside Governments and International Organizations, firms and NGOs are daring to take on responsibilities together both as regards action in the field and drafting new standards.”

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