

THE FINANCING AND THE MANAGEMENT OF ROAD TRANSPORT INFRASTRUCTURES IN SUB-SAHARAN AFRICA: IMPACTS ON THE SECOND- GENERATION FUNDS IN IVORY COAST.

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ABSTRACT

A Well-maintained road networks that meet users' requirements is today a key factor of the development strategies for African countries. The good news is that African Governments are increasingly aware of the importance of investing in road infrastructure for economic growth, so much that the concept of "second generation" road funds in sub-Saharan Africa developed rapidly since it started being materialized in the early 90's and since the establishment of the first Zambia road fund in 1993. Today, there are at least 27 Road funds in sub-Saharan Africa, and that figure is expected to grow in the coming years because of the ongoing reforms in West and Central Africa.

This paper examines the criteria for assessing second-generation Road Funds and gives an overview of their performance regarding the financing and the management of roads in Africa. It also sorts out the difficulties encountered in the implementing this type of Road Funds in Ivory Coast. The objective here is to understand the best practice the country could draw from while creating or restructuring a road fund. This study presents findings from the analysis of a database used as a means of monitoring the progress of reforms that are being undertaken in 30 countries in sub-Saharan Africa, and particularly as far as road funds are concerned. These results are supported by visits made in some African countries as well as a survey carried out amongst the road fund managers in Ivory Coast to assess the performance indicators of the road sector institutions.

In general, road maintenance needs are better recognized. If the road funds are dependent on more stable and predictable financing for maintenance, progress are slightly different from one country to the other and the existence of a road fund does not necessary guarantee its effectiveness or full autonomy. In many cases, the lack of funds for road maintenance and road management did not find a solution with the establishment of a road fund. Furthermore, the results got so far show that more efforts need to be done to preserve and to make the most of the benefits we can draw from the improvement of the road management methods and the better use of the existing resources.