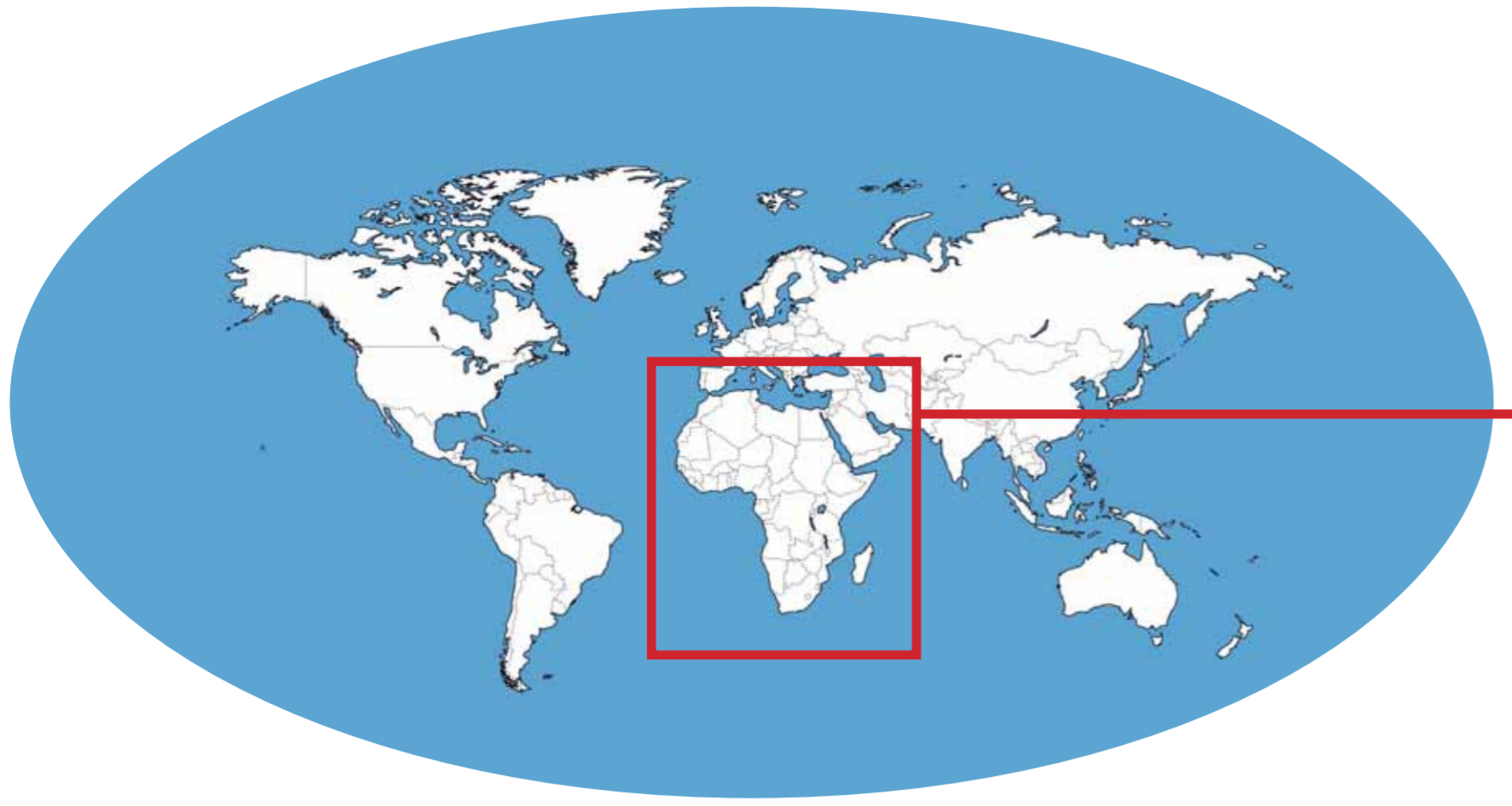


MALI



CM-AIPCR COMITE NATIONAL MALIEN

issadiallo@afribonemali.net

DONNÉES GÉNÉRALES - GENERAL DATA

CAPITALE/CAPITAL	Bamako
HAB./INHABITANTS	15 006 354 millions
SUPERFICIE/TOTAL AREA	1 241 238 km ²
DENSITÉ/DENSITY	8,87 hab/km ²
P.I.B/HAB. - GNP/PERSON	1200 USD (2010)
RÉSEAU ROUTIER ROAD NETWORK	18 709 km dont/among which: - 3 397 km de routes bitumées/ of paved roads - 11 148 km de routes en terre/ of unpaved dirt roads - 4164 km de pistes/of trails

ACTIVITÉS RÉCENTES - RECENT ACTIVITIES

Séminaire international 'Gestion des ressources humaines, Gouvernance et Commande publique'

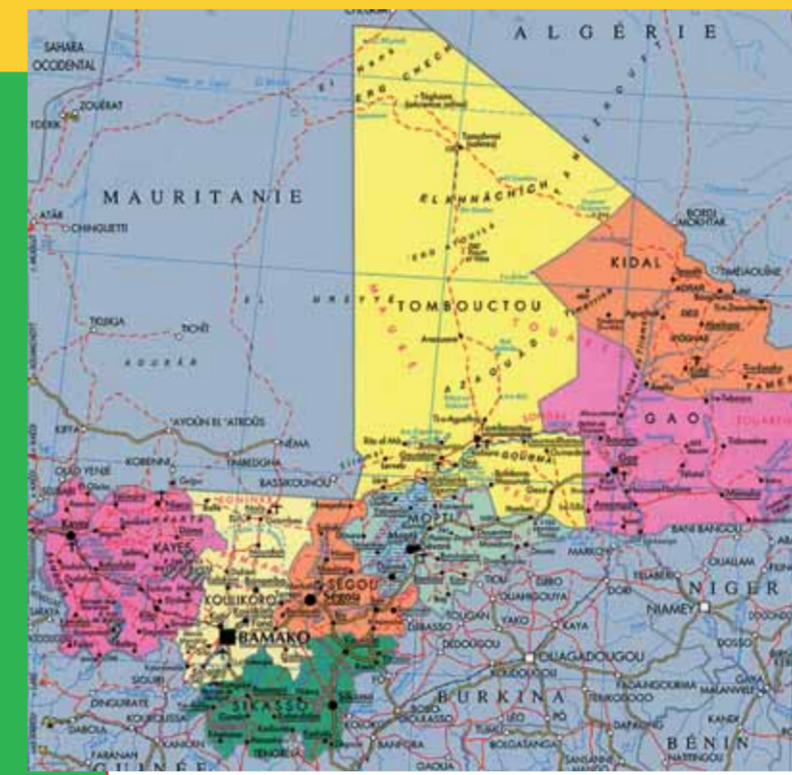
Bamako, Mali, 8-10 décembre 2009

Organisé conjointement par le Gouvernement de Mali, l'Association des Fonds d'Entretien Routier en Afrique (AFERA), l'Association des Gestionnaires et Partenaires Africains des Routes (AGEPAR) et le Comité technique de l'AIPCR B.1 «Bonne gouvernance des administrations routières».

International seminar on 'Human Resource Management, Governance and Public Procurement'

Bamako (Mali), 8-10 December 2009

Organized jointly by the Mali Government, the African Road Maintenance Funds Association (ARMFA), the Association of African Road Managers and Partners (AGEPAR) and the PIARC Technical Committee B.1 'Good Governance of Road Administrations'.



Le Mali, officiellement la République du Mali, est un pays d'Afrique de l'Ouest, frontalier de la Mauritanie et de l'Algérie au nord, du Niger à l'est, du Burkina

Faso et de la Côte d'Ivoire au sud, de la Guinée au sud-ouest et du Sénégal à l'ouest.

Mali, officially the Republic of Mali, is a landlocked country in Western Africa. Mali borders Algeria on the north, Niger on the east, Burkina Faso and the Côte d'Ivoire on the south, Guinea on the south-west and Senegal and Mauritania on the west.

Le transport routier est le principal moyen de transport de personnes et de marchandises au Mali. Il souffre cependant d'un réseau routier peu développé, composé essentiellement de routes non goudronnées, et de la vétusté du parc automobile.

Road transport is the primary way of transporting people and goods in Mali. However, it suffers from an underdeveloped road network, unpaved roads and many vehicles in poor condition.

Principaux axes routiers - Trunk roads

Bamako-Sikasso-Ouagadougou-Niamey : 1 426 km dont 1 144 km de routes revêtues (paved roads), 182 km de routes en terre (unpaved dirt roads) et 100 km de pistes (trails).

Bamako-Sikasso-Bouaké-abidjan : 1 184 km dont 1 050 km de routes revêtues (paved roads) et 134 km de routes en terre (unpaved dirt roads).

Bamako-Ségou-Koutiala-Bobo-Dioulasso : 610 km de routes revêtues (paved roads).

Bamako-Mopti-Gao-Niamey : 1 624 km dont 1 302 km de routes revêtues (paved roads) et 322 km de routes en terre (unpaved dirt roads).

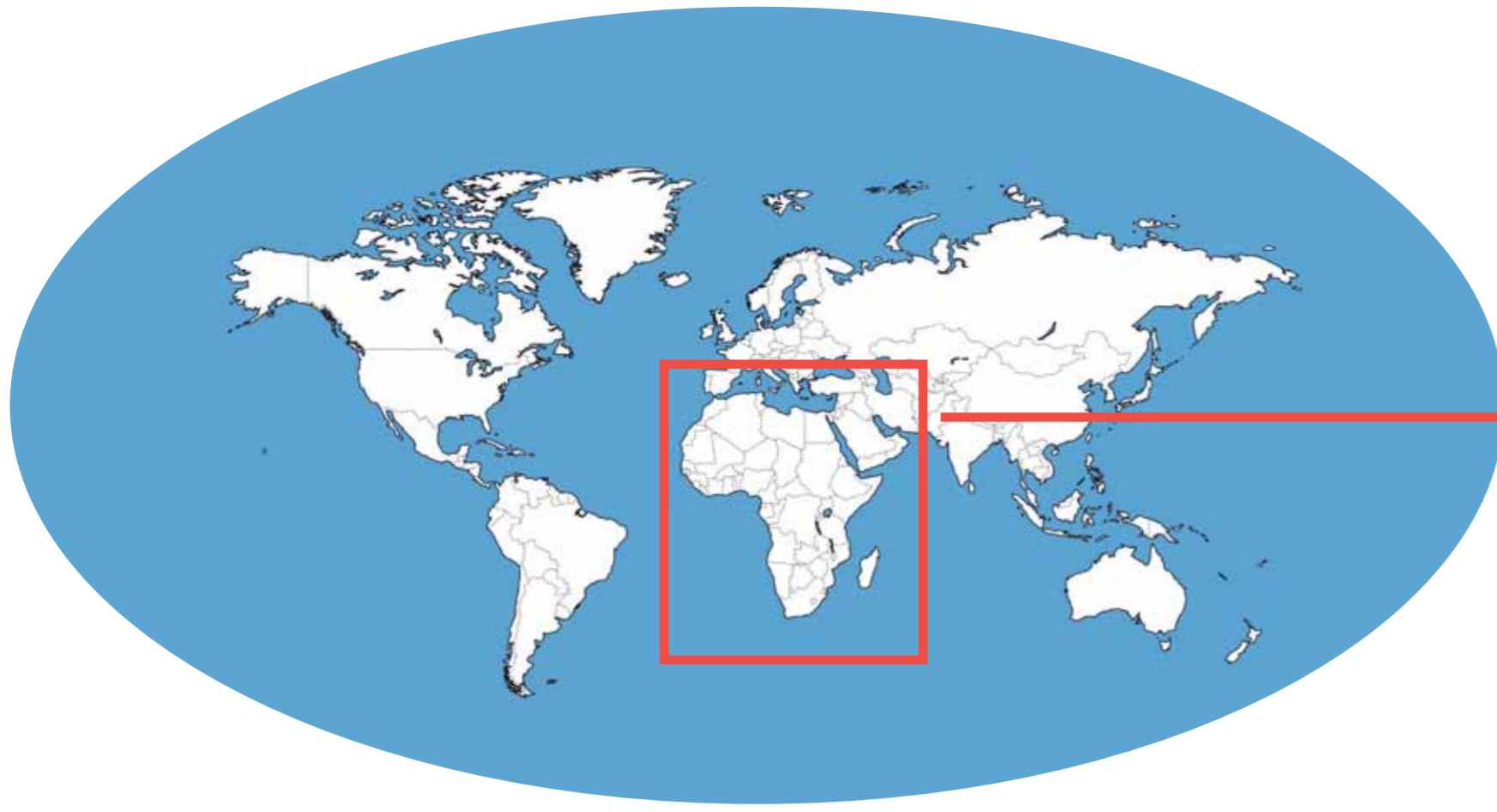
Les pistes sont difficilement praticables en saison des pluies. Trails are almost impassable during the rainy season.

Autres routes - Other roads

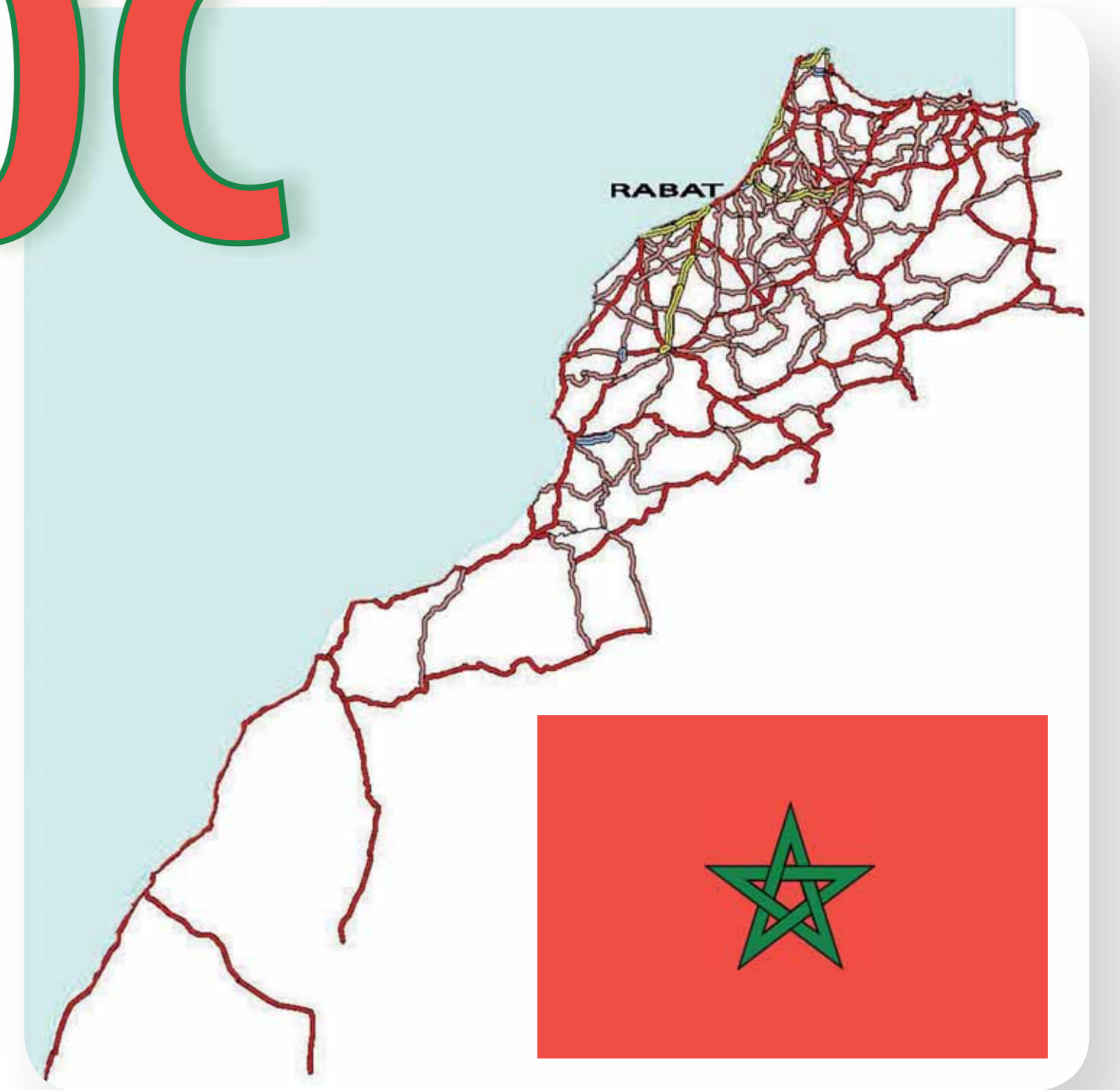
La route du poisson ("fish" road) traverse le Mali du nord-ouest au sud-ouest depuis Mopti, où arrive le poisson pêché dans le Bani, en direction du Burkina Faso qui n'a ni accès à la mer, ni fleuve majeur.

La Route nationale 6 (National Road 6) traverse le Mali depuis Bamako, la capitale, jusqu'à Gao. Suivant un axe Sud-Ouest/Nord-Est, parfois Ouest-Est, longeant plus ou moins le cours du Niger en restant sur sa rive droite, c'est l'un des principaux axes de transport du pays.





MAROC



ASSOCIATION MAROCAINE PERMANENTE DES CONGRES DE LA ROUTE

www.ampcr.ma

L'Association Marocaine Permanente des Congrès de la Route (AMPCR) a été fondée en 1984 par Feu Abdelaziz MEZIANE BELAFKIH, pour répondre



aux vœux exprimés par tous les intervenants du secteur routier

lors du premier Congrès

National de la Route, tenu en

février 1984 à Marrakech.

DONNÉES GÉOGRAPHIQUES

SUPERFICIE	710 850 km ²
POPULATION	31,514 millions
DENSITÉ	44,3 hab./km ²
RÉSEAU ROUTIER	57 334 km dont 40 984 km revêtus
RÉSEAU AUTOROUTIER	1 096 km en service ; 492 km en construction
VOIES EXPRESS	494 km en service ; 181 km en construction
CIRCULATION	77,18 millions véh. km/jour
PARC AUTO	2,4 millions véhicules

ACTIVITÉS

L'AMPCR a pour objet :

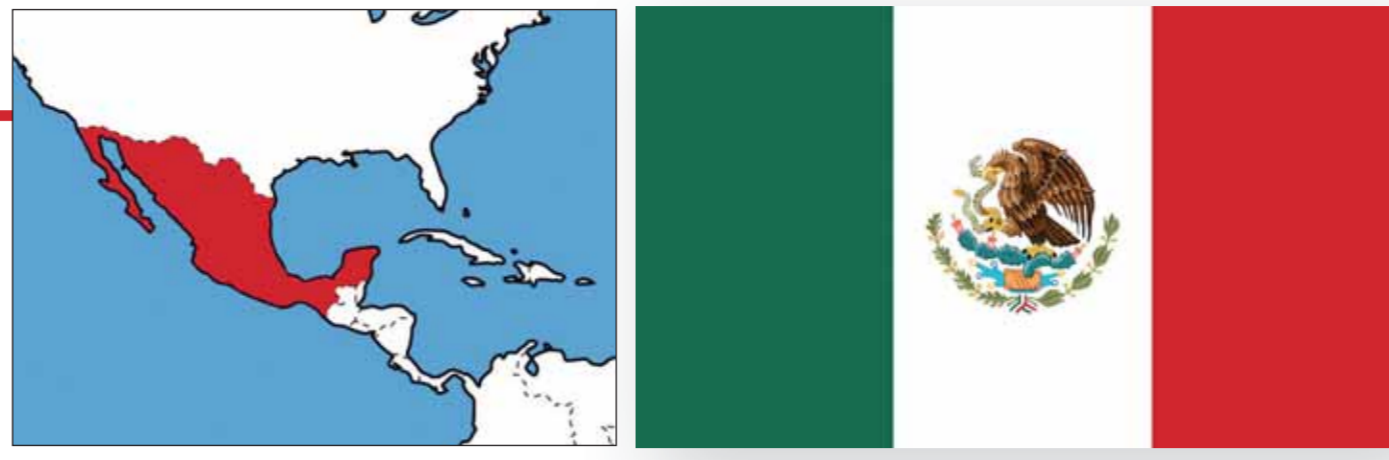
- de regrouper en son sein tous les professionnels de la route ;
- d'apporter un conseil organisé et soutenu par tous ses membres à toutes les œuvres d'intérêt général concernant le génie routier et les activités routières ;
- de promouvoir les échanges entre les maîtres d'ouvrage, les maîtres d'œuvre, les professionnels de l'industrie routière, les opérateurs des activités routières, les universités et les écoles d'ingénieurs et d'une manière générale les échanges entre spécialistes ;
- d'encourager les recherches scientifiques et techniques en ce domaine ;
- d'organiser toute manifestation susceptible de servir ces objectifs, notamment un Congrès National tous les 4 ans, pour faire le point sur la technique routière afin d'en extraire des recommandations pour la recherche et l'économie routière, les plaider auprès des autorités compétentes et les promouvoir durant la période séparant deux congrès nationaux.



L'AMPCR a organisé son 8^e Congrès National de la Route à Ifrane les 3 et 4 juin 2010 sous le thème « *Grands trafics routiers et structuration de l'espace* ».

Ce congrès a reçu plus de 500 personnes représentant 8 pays.

MEXICO



LOS TRANSPORTES EN MEXICO THE MEXICAN TRANSPORT SYSTEM

Inhabitants	113 000 000	Población
Total area	1 964 375 km ²	Territorio en km ²
GDP per person	13800 usd	PIB por habitante
Total roads	366000 km	Kilómetros de carreteras
paved	132000 km	Carretera pavimentar
unpaved	234000 km	Carretera sin pavimentar



La Asociación Mexicana de Ingeniería de Vías Terrestres, A.C. (AMIVTAC), es una organización técnica, no lucrativa y en sus objetivos está la promoción y desarrollo de la ciencia y la tecnología de la especialidad de vías terrestres. Creada en 1974 por 56 miembros fundadores, cuenta actualmente con 2947 asociados y 31 delegaciones estatales. Desde el 2005, se constituyó como Comité Nacional de la Asociación Mundial de Carreteras.



The Mexican Association of Roadways Engineering (AMIVTAC) is a technical and non-profitable organization. Its goals include the promotion and development of science and technology in the road sector. Created in 1974 by 56 founding members, it currently represents 2947 members and 31 state delegations. Since 2005, AMIVTAC was established as a National Committee of the World Road Association.

ACTIVITIES - ACTIVIDADES

Capcitación

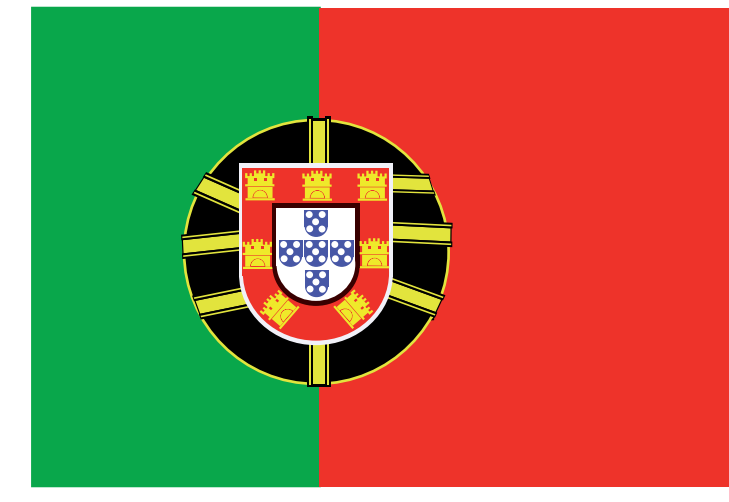
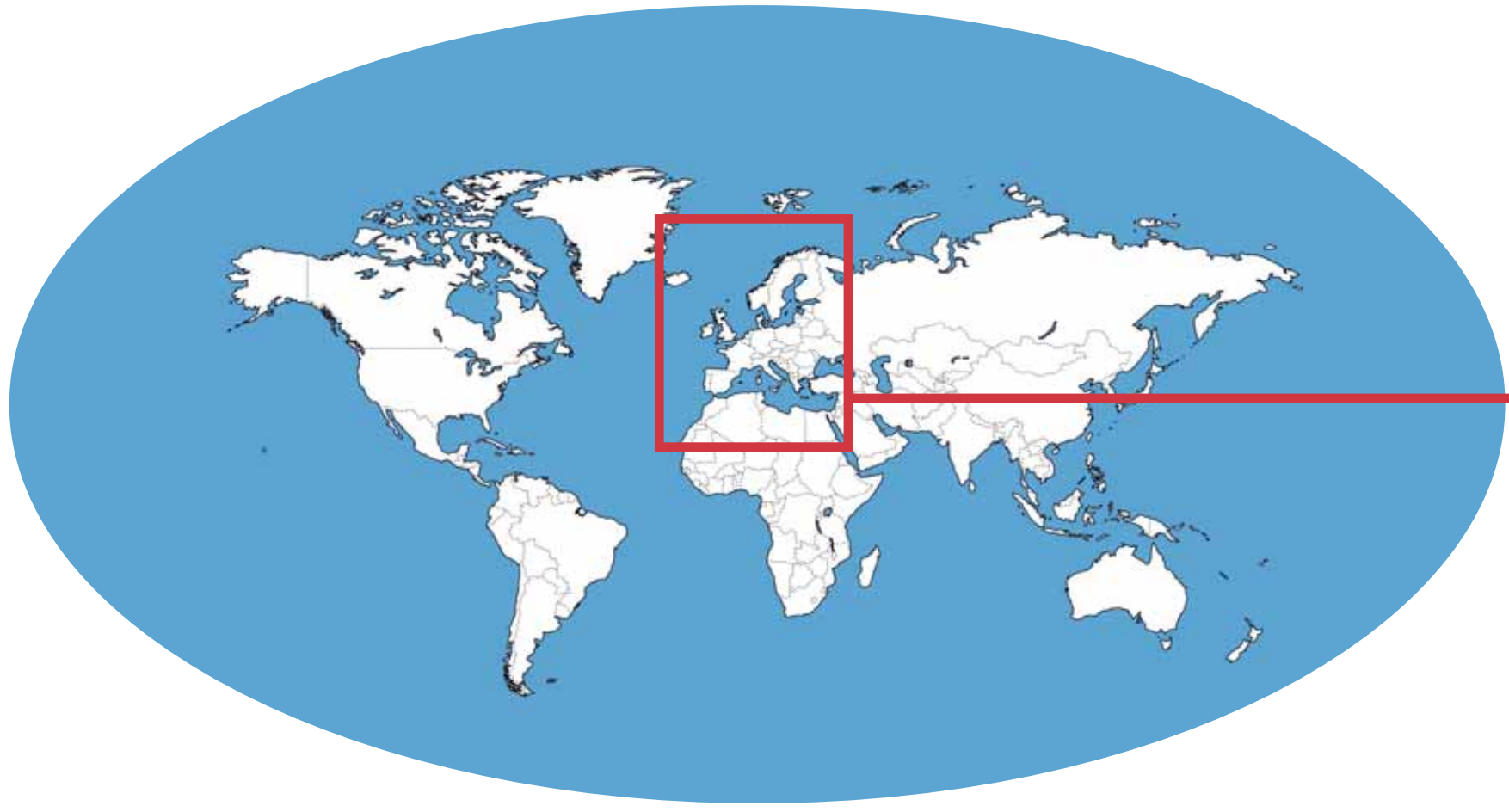
AMIVTAC ofrece cursos de educación continua y formación posprofesional enfocados a las necesidades de los ingenieros de las vías terrestres. Cada bienio organiza la Reunión Nacional, el Seminario de Ingeniería y las conferencias "Rodolfo Félix" y "Alfonso Rico", para honrar la memoria de estos dos distinguidos miembros.

Training courses

AMIVTAC regularly offers continuing education courses and post-professional training, focusing on the specific needs of roads engineers, students and teachers. Each biennium organizes the National Meeting of roads, the Engineering Seminar and the "Rodolfo Felix Valdes" and "Alfonso Rico Rodriguez" conferences, to honor the memory of these two distinguished members.



PORTUGAL



PORTUGUESE NATIONAL COMMITTEE

After a long thirteen year period of interregnum in which important road related technical forums didn't take place, Portugal was the venue of the IX World Road Congress in 1951.

During the IX Congress, two features were under the spotlight: the inclusion of the economic and financial return concepts in the implementation of road works and the establishment of Technical Committees.

Precisely one year after the Lisbon Congress, in 1952, the Portuguese National Committee was constituted.



COMITÉ NACIONAL PORTUGUÊS

O IX Congresso Mundial da Estrada decorreu em Portugal, em 1951, após 13 anos de interregno, sem realização de fora técnicos relevantes ligados à estrada.

Dois aspectos relevantes evidenciaram-se neste Congresso: a consideração da rentabilidade económica e financeira como aspecto determinante nos trabalhos rodoviários e a constituição de Comités Técnicos.

Em 1952, um ano após o IX Congresso Mundial, foi constituído o Comité Nacional Português.

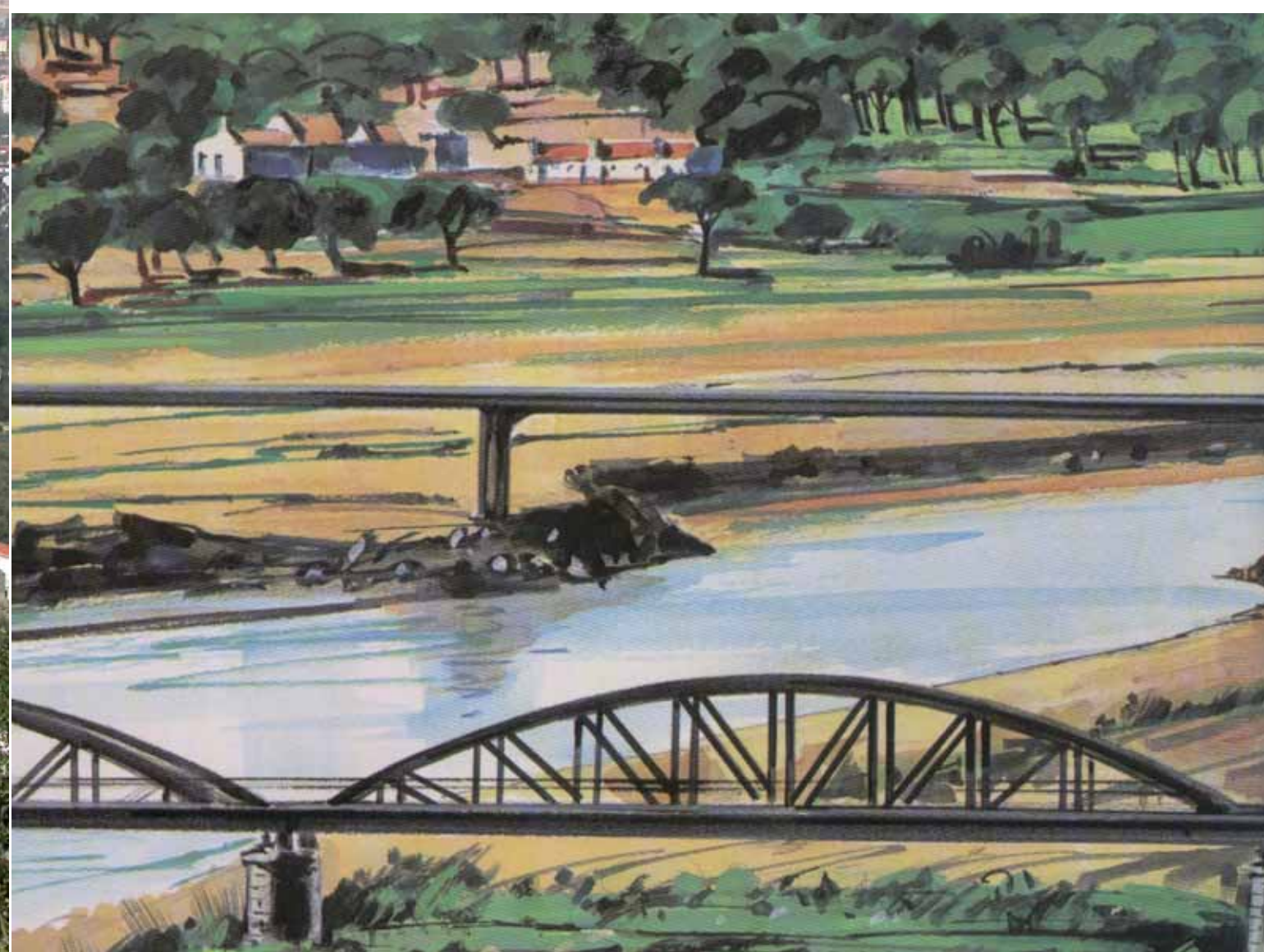
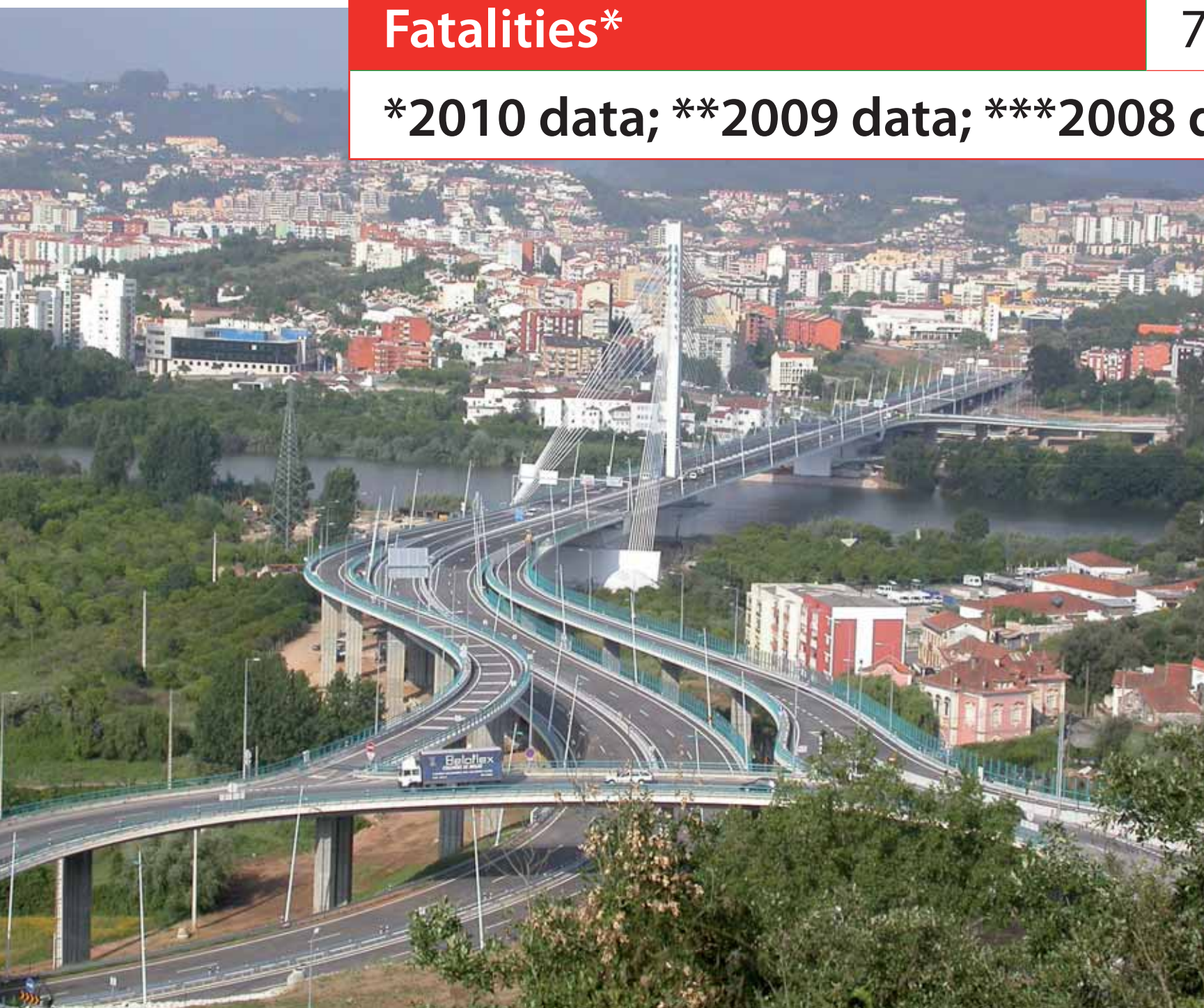
www.pt-aipcr.org/

THE PORTUGUESE ROAD SECTOR	
Inhabitants**	10.637.713
Total area	89.084,3 km ²
GDP per capita***	23.283 USD
National Road Network in operation*	13.480 km
Toll Highways*	1.966 km
Annual Toll Revenue*	725,3 millions of euros
Car ownership**	418,98
Internal transport of goods by road **	13.969.000.000 ton.km
Injured*	46.561
Fatalities*	741

*2010 data; **2009 data; ***2008 data

O SECTOR RODOVIÁRIO PORTUGUÊS	
População residente**	10.637.713
Superfície	89.084,3 km ²
PIB per capita***	23.283 USD
Rede Rodoviária Nacional em exploração*	13.480 km
Auto-estradas com portagem*	1.966 km
Receitas de portagem*	725,3 milhões de €
Taxa de motorização**	418,98
Tráfego interno de mercadorias por rodovia**	13.969.000.000 toneladas.km
Total de feridos*	46.561
Vítimas mortais*	741

*2010 data; **2009 data; ***2008 data



ACTIVITIES OF THE PORTUGUESE NATIONAL COMMITTEE

TECHNICAL COOPERATION WITH THE AFRICAN PORTUGUESE SPEAKING COUNTRIES

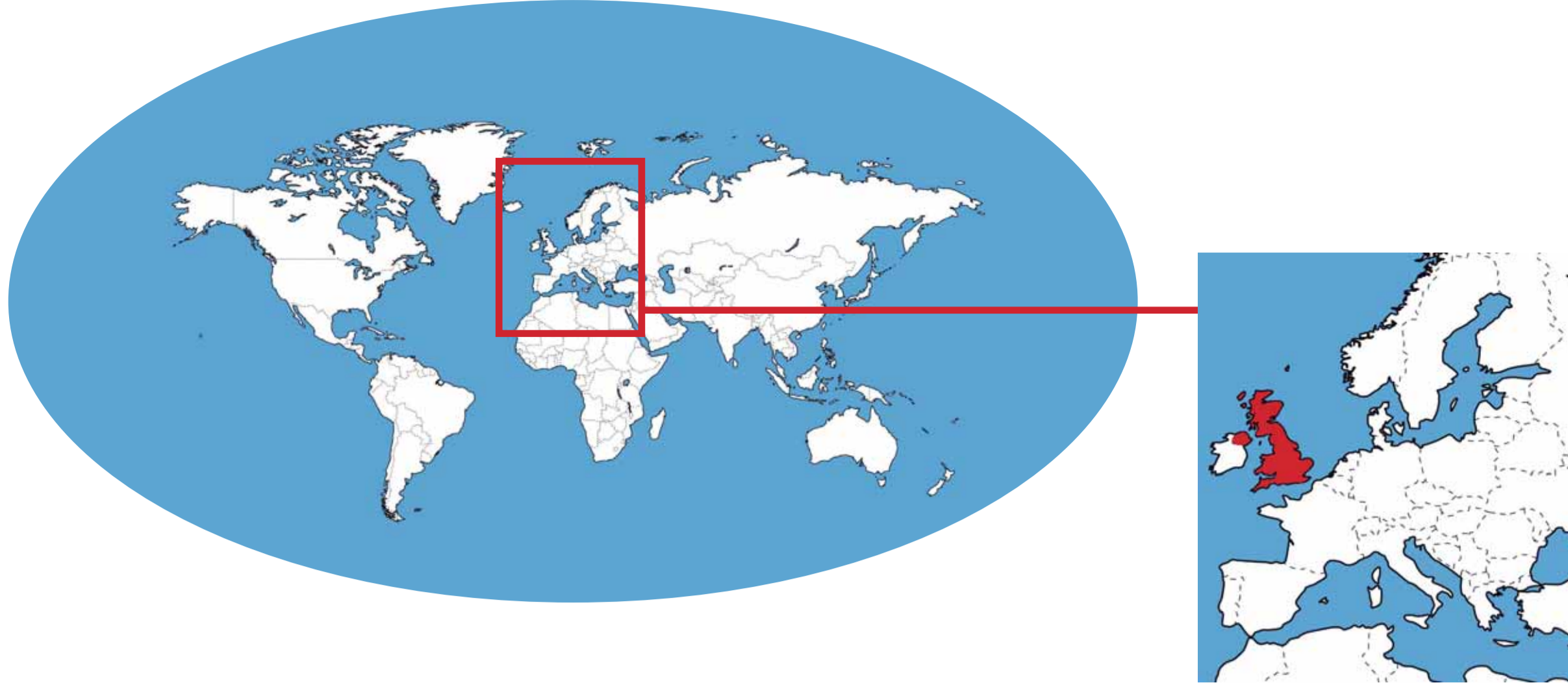
One of the main goals of the PNC is to promote and disseminate PIARC's goals and products, with special emphasis on promoting products in Portuguese and disseminating technical documentation and the Association awareness among Portuguese-speaking African countries and East Timor.

ATIVIDADES DO COMITÉ NACIONAL PORTUGUÊS

COOPERAÇÃO TÉCNICA COM OS PAÍSES DE EXPRESSÃO PORTUGUESA

A promoção e divulgação dos objectivos e produtos da AIPCR, constituem objectivos prioritários do CNP. Destaca-se, como enfoque especial, a promoção e divulgação de documentação técnica em língua portuguesa e da Associação, junto dos países africanos de língua oficial portuguesa e Timor-Leste.

UNITED KINGDOM



UNITED KINGDOM COMMITTEE (WRA UK)
www.piarc.co.uk

The World Road Association of the United Kingdom exists to disseminate the work of PIARC to its members, and represent the interests of the UK within PIARC. It also has objectives to support the work of WRA and its Executive Committee; to promote and organise National Congresses and other meetings; and to support and guide UK members on international committees. It also co-ordinates and promotes the UK presence at World Road Congresses. WRA UK assists with the transfer of UK knowledge and expertise to other countries and we aim to learn from other countries to ensure an improved operation of the transport network within the UK.

THE TRANSPORT SYSTEM OF GREAT BRITAIN

Inhabitants (inc N. Ireland)	61.8 million
Total Area	242,910 km ²
GNP per capita	\$37,600
Total Roads	392,000 km
Motorways	3,528 km
A Roads	46,600 km
Total vehicle ownership	34 million
Vehicles per inhabitant	0.55
Annual car-kilometers	399 billion vehicle km
Annual kms traveled	554 billion vehicle Km
Annual goods transport	92.9 billion vehicle Km
Injured per year	220,000
Fatalities per year	2,200
Modal split car transport	85%
Modal split public transport	14%

The Engineering Council is the UK regulatory body for the engineering profession. It holds the national registers of 235,000 Chartered Engineers (CEng), Incorporated Engineers (IEng), Engineering Technicians (EngTech) and Information and Communications Technology Technicians (ICTTech).

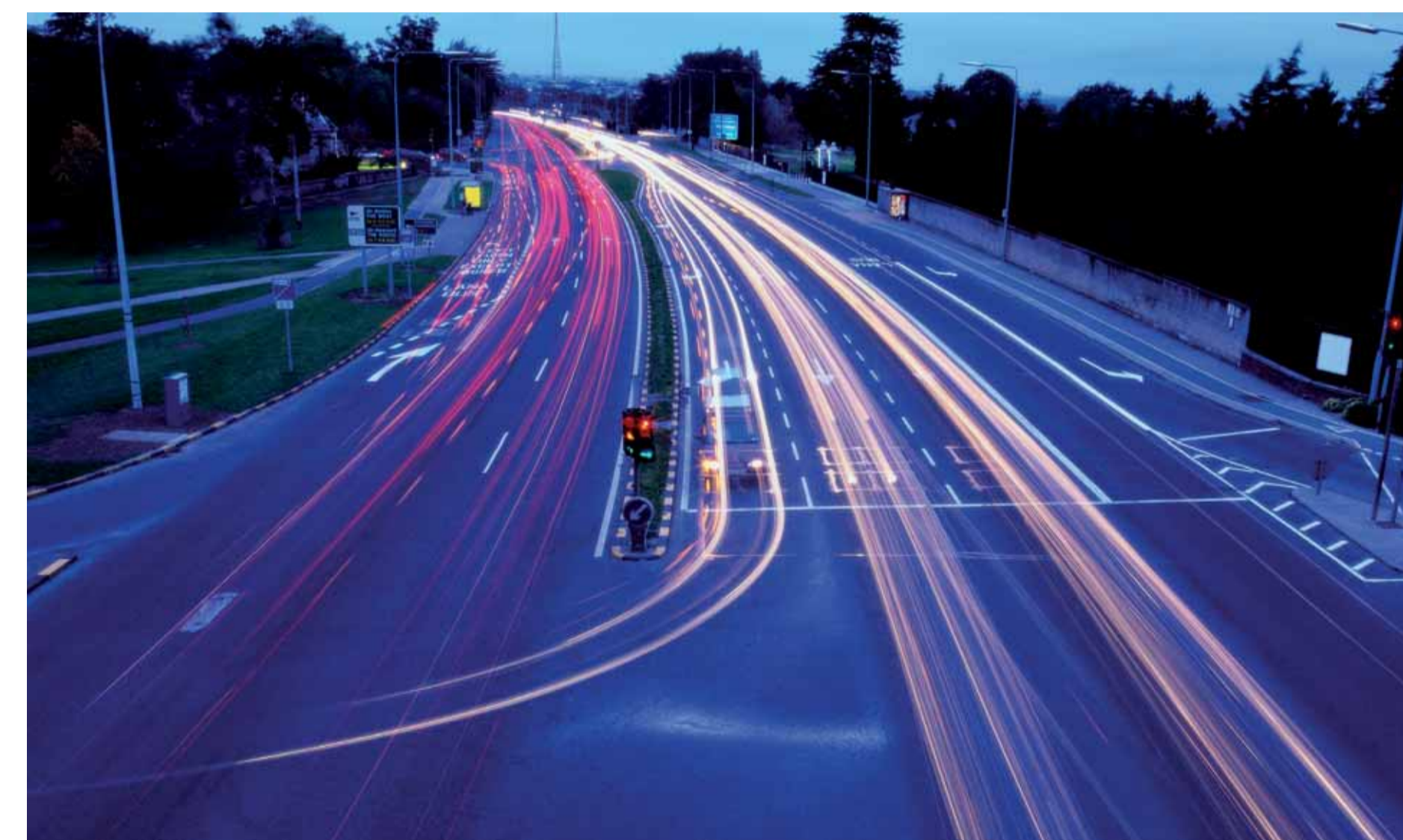


There are over 60 companies engaged in the Roads and Road Bridges sector. The top companies, all having UK Headquarters, have a total fee value of over £1.1 billion from commissions in the roads sector both in the UK and overseas. They employ over 55,000 professional staff.

RECENT ACTIVITIES

KEEPING IN CONTACT

WRA UK host an annual technical representatives meeting and ask for updates from the representatives for the bi-annual newsletter that goes out the WRA UK membership. There are three meetings a year of the WRA UK National Committee and there are plans to align the work of the national committee more closely to the work of the UK Roads Liaison Group.



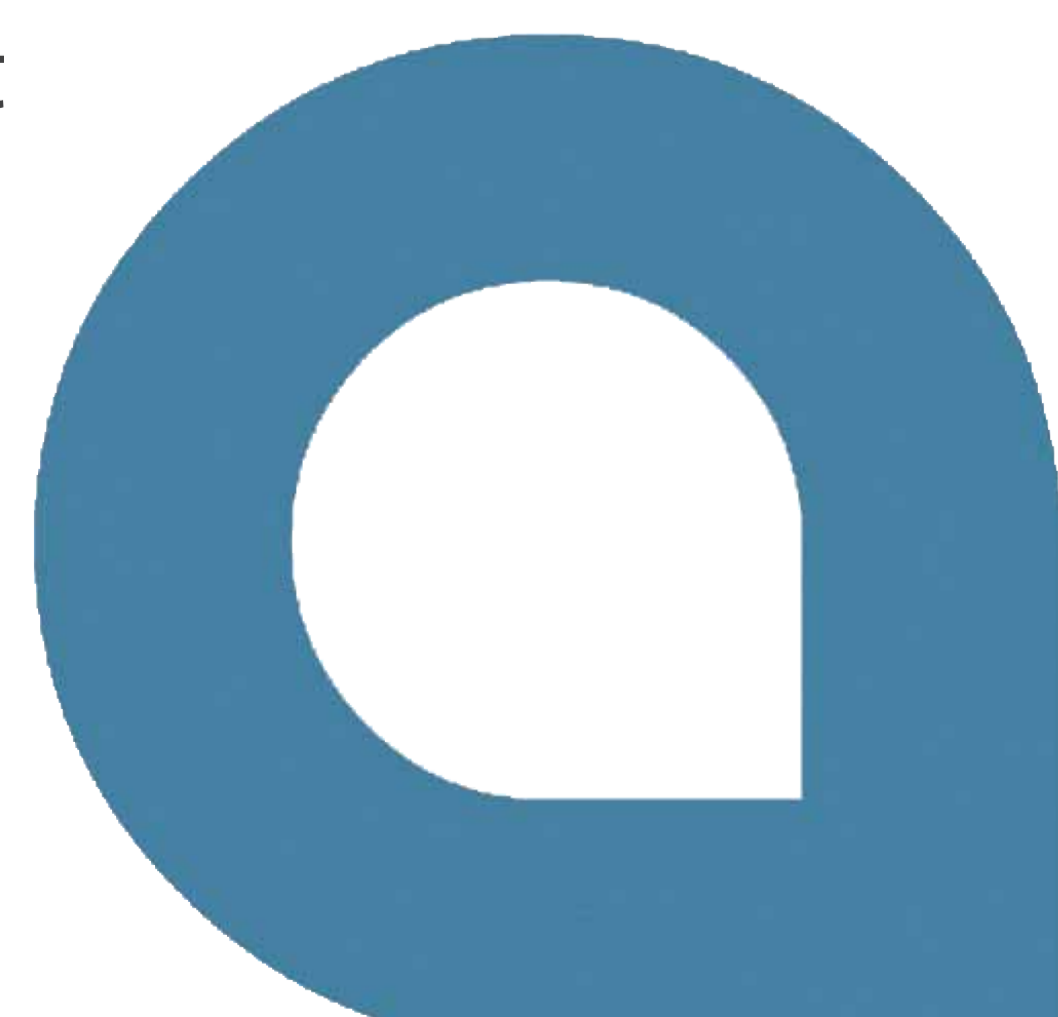
AN ANNUAL CONGRESS EVENT SHARING INTERNATIONAL GOOD PRACTICE

In 2010 the Executive Committee hosted their annual congress event and the theme for this year was on road safety. In coordination with the congress event, the UK hosted the meeting of the Technical Committee C1 Safer Roads Infrastructure. The integration of the two events meant that congress was able to draw on international good practice for road safety. The congress event was very successful and to disseminate the learning more widely, after the event, the Executive Committee made all the

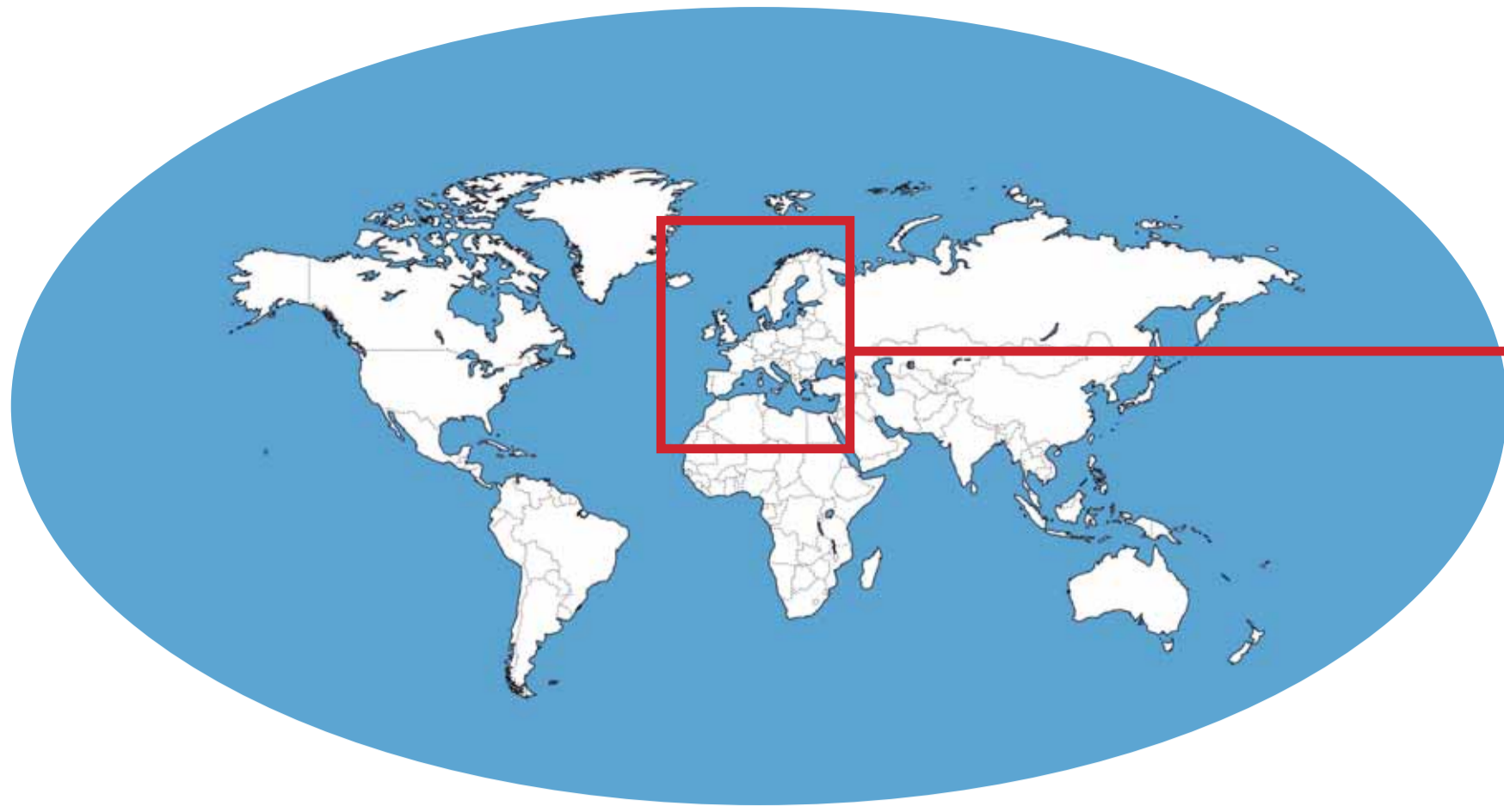
slides and audio clips available from their website www.piarc.co.uk

INFORMATION SHARING THROUGH SOCIAL NETWORKING

The Committee continue to publish their newsletter which helps keep the community of members up-to-date with the activities of WRA UK and this is published online. The Committee has also gained support from the Department for Transport, the UK Roads Liaison Group and the Transport Research Board (United States) to stream a live twitter update feed on the homepage of the WRA UK website thereby enabling a live news environment to be shared with the WRA community from the UK.



ROMANIA



ROMANIAN NATIONAL COMMITTEE

www.apdp.ro

The National Council of the Professional Association of Roads and Bridges from Romania represents the Romanian National Committee of the World Road Association (AIPCR/PIARC).

The Romanian National Committee was acknowledged by AIPCR/PIARC at the meeting of the Executive Committee in October 2001. The Professional Association of Roads and Bridges from Romania (A.P.D.P.) was founded based on the Romanian Laws on April 28, 1990. A.P.D.P. is a non-profit apolitical professional organization and it represents the professional interests of the specialists working in the roads and bridges industry.

ROMANIA - SYNTHETIC DATA	
TOTAL AREA	238,351 km ²
INHABITANTS	21,680,000
TOTAL NATIONAL ROADS	16,780.44 km
- MOTORWAYS	321.98 km
- EUROPEAN ROADS	6181.70 km
- MAIN NATIONAL ROADS	4127.50 km
- SECONDARY NATIONAL ROADS	6149.26 km

RECENT ACTIVITIES

The XIIIth National Congress of Roads and Bridges took place in September 2010, four strategic themes (A-B-C-D) according to PIARC being discussed. More than 100 works showing the concerns of both the Romanian and of the invited specialists from abroad were presented and a technical exhibition was organized.



In June 2010, the meeting of the Technical Committees of AIPCR – Strategic Theme D – Quality of Road Infrastructure took place in Timisoara.

The Romanian National Committee coordinated the organization of the international working sessions of the following Technical Committees:

- the 3rd working meeting of the Technical Committee A.4 Rural Road Systems and Accessibility to Rural Areas
- the 6th meeting of the Technical Committee B.3 – Improved Mobility in Urban Areas
- the first International Seminar AIPCR with theme TC C.3 regarding the Managing Operational Risk in National and International Road Operations
- the working international meeting of TC AIPCR D.3 Road Bridges
- an international seminar with theme Environment and Durable Transport.

Training Courses

The Romanian National Committee in partnership with the technical universities from the country, organized training courses for specialists of road and bridge industry.





SÉNÉGAL



CNS-AIPCR COMITE NATIONAL SÉNÉGALAIS

ssic@orange.sn

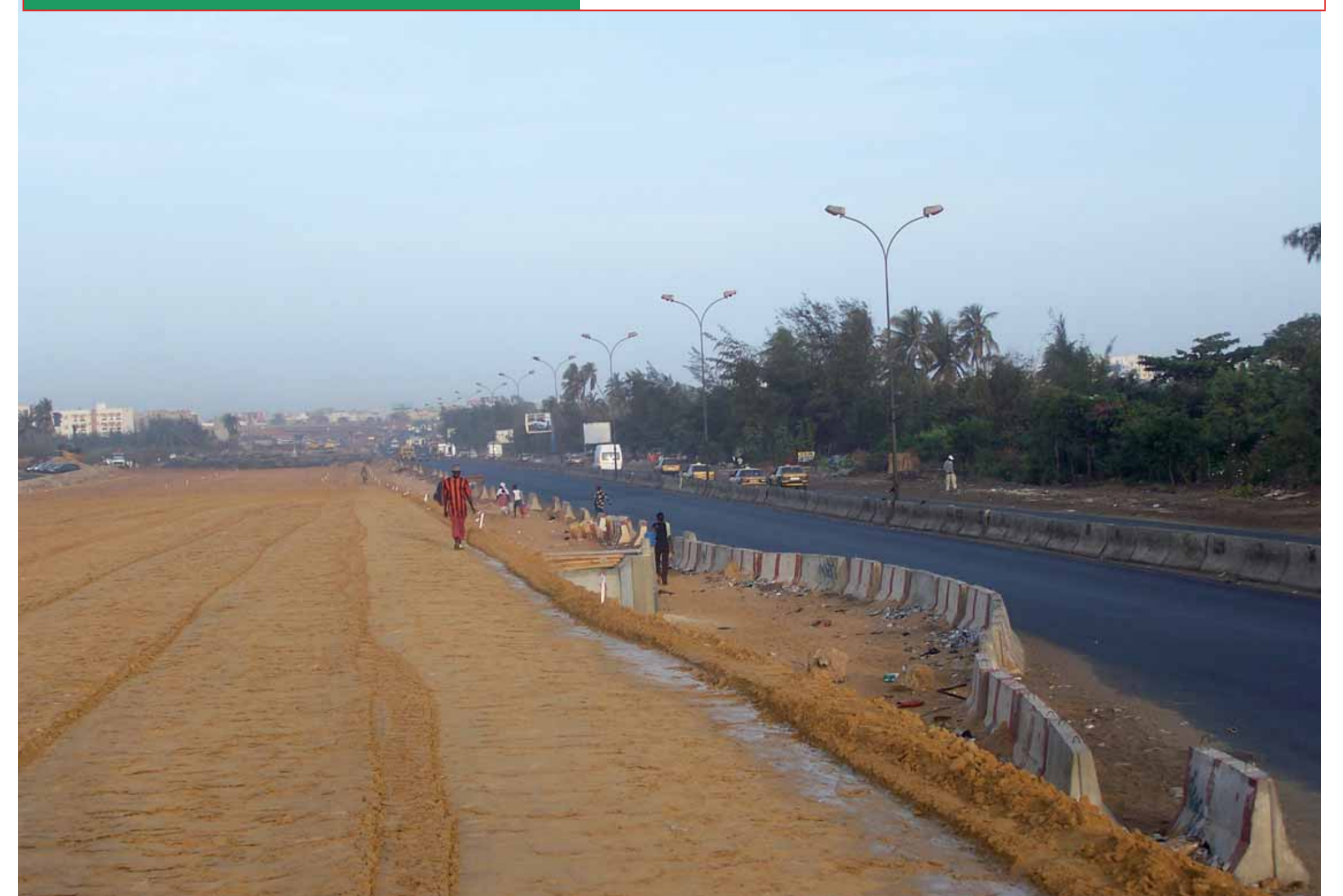
DONNÉES GÉNÉRALES - GENERAL DATA

CAPITALE/CAPITAL	Dakar
HAB./INHABITANTS	14 086 103
SUPERFICIE/TOTAL AREA	196 192 km ²
DENSITE/DENSITY	66,58 hab/km ²
P.I.B./HAB. - GNP/PERSON	1700 USD (2009) <small>Source: CIA World Factbook</small>
RESEAU ROUTIER ROAD NETWORK	13 576 km (2003) dont/among which: - 3 972 km de routes bitumées/ of paved roads - 9 604 km de pistes/of trails

Le Sénégal, officiellement la République du Sénégal, est un pays d'Afrique de l'Ouest, bordé par l'océan Atlantique à l'ouest, la Mauritanie au nord et l'est, le Mali à l'est et la Guinée et la Guinée-Bissau au sud. La Gambie forme une quasi-enclave dans le Sénégal, pénétrant à plus de 300 km à l'intérieur des terres (et séparant du reste du pays la région naturelle de Casamance).



Senegal, officially the Republic of Senegal, is a country south of the Sénégal River in western Africa. It owes its name to the river that borders it to the east and north. Senegal is externally bounded by the Atlantic Ocean to the west, Mauritania to the north, Mali to the east, and Guinea and Guinea-Bissau to the south; internally it almost completely surrounds The Gambia, namely on the north, east and south, exempting Gambia's short Atlantic Ocean coastline.



Construction de la première autoroute à péage - Construction of the first toll highway (2008) © Rignese

Les moyens de transport au Sénégal restent souvent traditionnels (charrette, pirogue), même si de nombreux projets d'équipement sont en cours (autoroute, nouvel aéroport). Les réseaux sont plus denses à l'Ouest du pays et la circulation des marchandises et des personnes est particulièrement difficile vers Dakar et la presqu'île du Cap-Vert. Les infrastructures sont plus rares dans le Sénégal oriental et le désenclavement de ces régions constitue un véritable défi.

La première autoroute sénégalaise à péage consiste en un tronçon de 34 km entre Dakar et Diamniadio, desservant également le nouvel Aéroport international Blaise Diagne, situé à 42 km de Dakar (Ndiass). La mise en service de cette autoroute est prévue pour 2012.

Au Sénégal le réseau routier est très étendu, selon les standards de l'Afrique de l'Ouest. Des routes goudronnées permettent d'atteindre les plus grandes villes de chaque région, qu'elles relient aux pays limitrophes et en particulier à l'ouest de la Gambie.

Les taxis sont un mode de transport populaire. Les célèbres taxis jaunes et noirs sont omniprésents dans la capitale et dans toute la presqu'île du Cap-Vert, mais on en trouve aussi à Ziguinchor, Kaolack, Saint-Louis, Touba, Tambacounda, Thiès et Fatick. Leur utilisation est souvent collective. Le taxi-brousse permet de parcourir de longues distances à travers le pays.

Abondamment décorés et couverts d'inscriptions religieuses (Alhamdoulillah !), les bus font partie intégrante du paysage sénégalais.

On les appelle aussi *mille-kilos* ou *22-places*. Ils sont utilisés pour des trajets urbains ou interurbains.



Piste en latérite reliant la Gambie (Njau) au Sénégal
Rural road in laterite linked Gambia (Njau) to Senegal

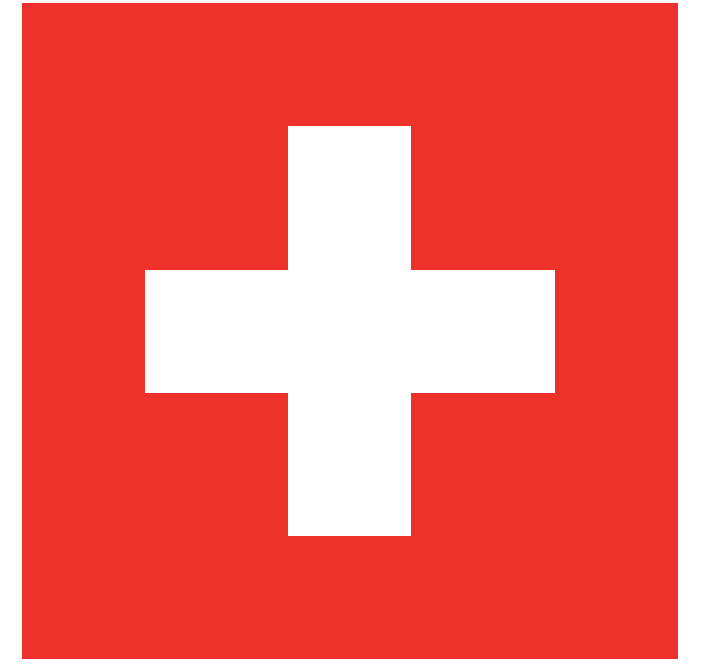
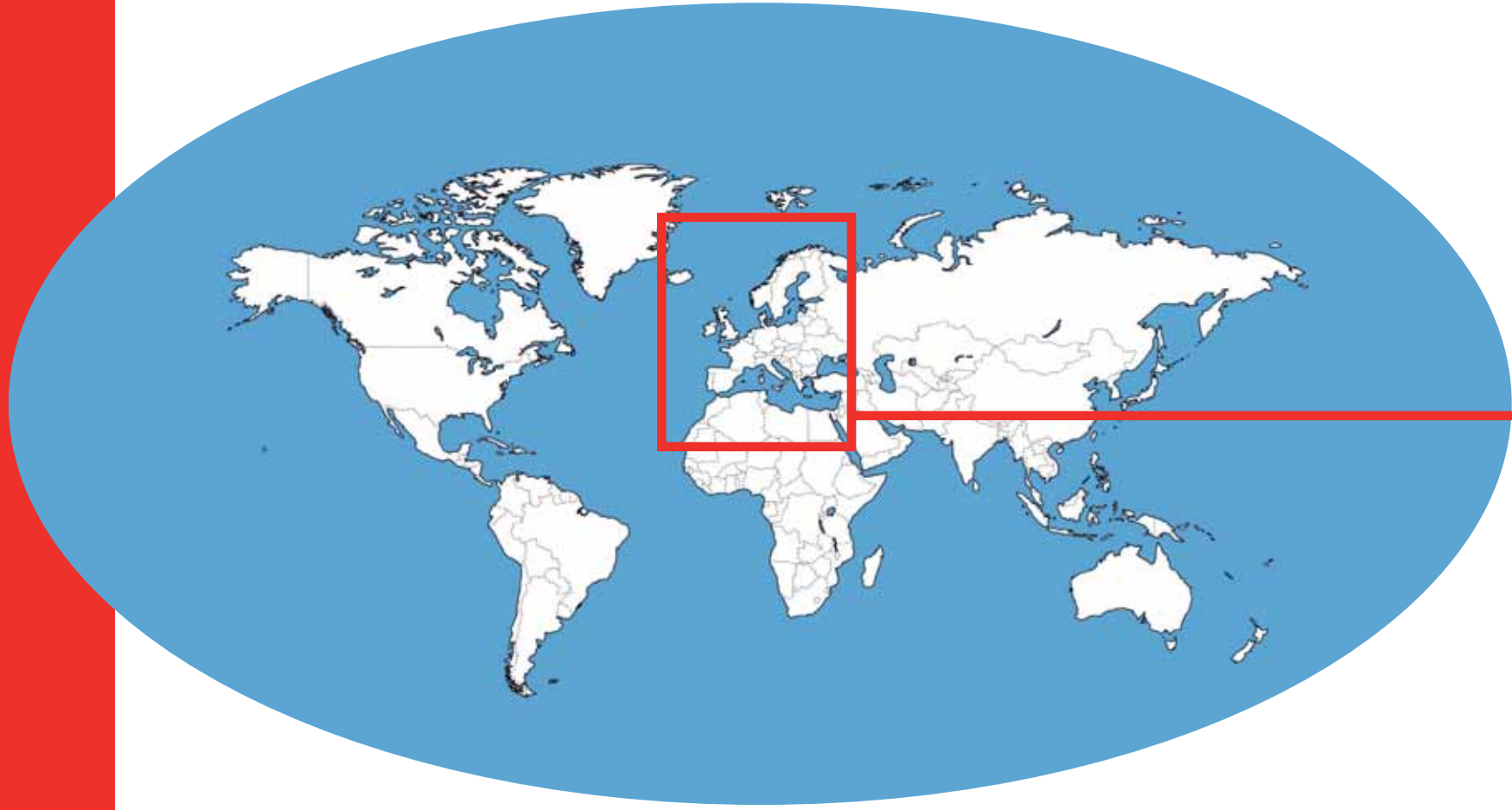


Taxi © Ji-Elle



Un bus blanc aux environs de Thiès - A white bus around Thiès

SWITZERLAND



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Federal Roads Office FEDRO

Swiss Confederation

SWISS NATIONAL COMMITTEE

www.astra.admin.ch

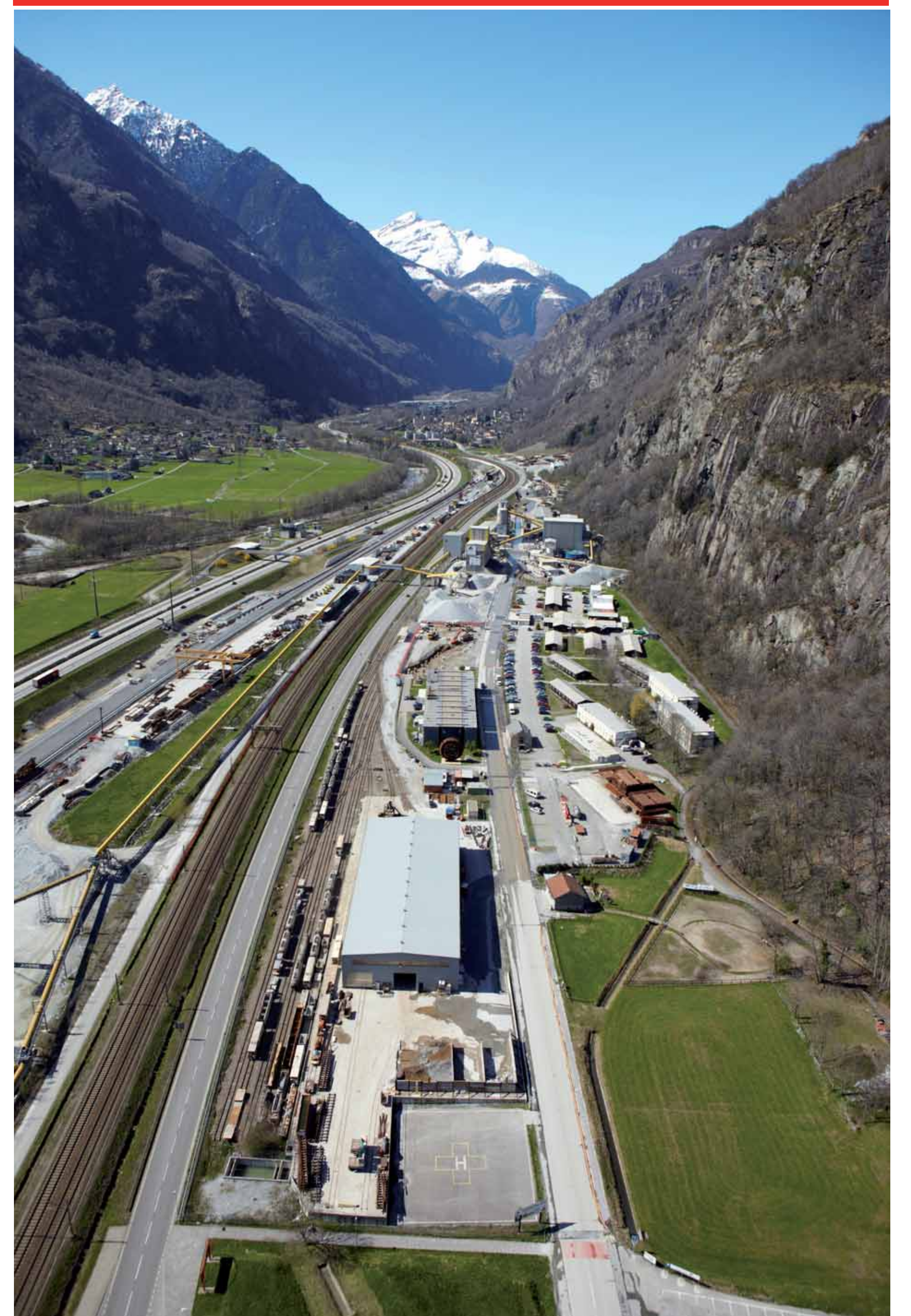
www.aipcr.ch



Switzerland has been a member of PIARC since 1932 and as such is one of the oldest member countries. Members of PIARC's technical committees work closely with the Federal Roads Office FEDRO in a number of areas. With its highly developed road network Switzerland can make valuable contributions in the technical committees and can also benefit from the experiences of other countries, which are of great interest to Switzerland.

For more information, please visit our stand.

SWITZERLAND	
INHABITANTS	7,7 Mio
TOTAL AREA	41,285 km ²
GPD PER CAPITA	43,903 USD
TOTAL NETWORK - MOTORWAYS	1,790 km
TOTAL MOTOR VEHICLES	5,273,297
VEHICLES PER 1000 INHABITANTS	514
INJURED ON ROAD PER YEAR	20,506
FATALITIES ON ROAD PER YEAR	349



The Saint-Gotthard range makes for a natural barrier between northern and southern Europe.
This shot was taken near the southern entrance to the rail tunnel.
© Alp Transit Gotthard AG



RECENT ACTIVITIES

Speed checks over a length of road – A first in Switzerland

Since January 2011, FEDRO has been testing the first average speed enforcement system with driver recognition. The principle of the new installation is not to measure speed at one particular point, but instead to measure average speed over a set distance.

Gotthard road tunnel refurbishment

The Gotthard road tunnel has now been in operation for around 30 years. By the end of 2009 over 159 million vehicles had passed through the tunnel. Between 2020 and 2025 the tunnel will have to undergo extensive refurbishment. The refurbishment will consist of structural renewal measures and upgrading work to ensure compliance with enhanced safety standards and regulations.

Natural Hazards along Switzerland's motorways

Around 240 kilometers of Switzerland's motorway network have to be protected against natural hazards such as rockfalls, landslides and mudslides, etc. Every eighth kilometer is exposed to such potential hazards, and the risks are particularly high for stretches in mountain regions.