

# INFORMATION SHEET – TEST FOR TOGO

## I – PRESENTATION OF THE COUNTRY

### 1. Geography – Population – Resources

#### 1 – 1 – Borders

North	=	Burkina
South	=	Atlantic Ocean / Gulf of BENIN
East	=	Benin
West	=	Ghana

1 – 2 – Land Surface = 56,600 km<sup>2</sup>

1 – 3 – Population = 4,700,000 about

1 – 4 – Main resources and activities = Agriculture, Small Industry, Commerce, Mines and Transportation

### 2. Strategic Objectives in the area of Transportation Infrastructure

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- Pursuit of the restoring of the great macro-economic equilibrium in view of creating the indispensable conditions for sustained and durable growth for the population
- Contribution to sub-regional integration and offer access to the Port of Lomé
- Serve as a transit corridor to countries of the sub-region (Burkina Faso, Niger, Mali and even Chad) who have no outlet onto the ocean

### 3. Road Network

3 – 1 – Administrative Classification (See Decree N° 68-155 /CAB /PR /MTP/TP of August 20<sup>th</sup>, 1968 and Decision N°005 / MEPT)

National Roads	=	km
District Roads	=	km
<b>TOTAL</b>	=	<b>km</b>

#### 3 – 2 – Technical Classification

Paved National Roads	=	1,633.40 km
Non-paved National Roads	=	1,439.70 km
<b>TOTAL</b>	=	<b>3,965.20 km</b>

#### 3 – 3 – Priority Road Network

This is the road network defined here above, with a total length of 3,965 km.

## **4. Organisation of Road Maintenance**

### **4 – 1 – Recent Institutional Reforms**

The most recent institutional reforms date back to the setting up of the Road Transport Project:

- Refocusing of the activities of the general direction of Public Works (conception, programming, management, control and follow-up)
- Calling upon the private sector to carry out the road maintenance work

### **4 – 2 – Road Network Management**

- At the central level, there are four Directions (Planning and Programming, Roads, Rural Roads, Control and Management)
- At the decentralised level, there are five Regional Directions (Maritime, Plateaux, Central, Kara and Savannah)

The classified and non-classified road network remains under the responsibility of the State.

## **II - THE ROAD FUND**

### **1 – Creation and Restructuring**

Law N° 97-02 of January 10<sup>th</sup>, 1997

### **2 – Legal Status**

A public establishment endowed with corporate characteristics and financial autonomy, placed under the tutelage of the Ministry in charge of Public Works.

### **3 – Role**

- The financing of road maintenance work

### **4 – Structures**

- Management Organism = Surveillance Council and Road Council
- Direction Organism = Director, Head of the Administrative Service and Procedures and the Head of the Financial and Accounting Service

### **5 – Resources for the Road Fund**

The resources for the Road Fund are made up of the following:

1. The road user fees on petroleum products and the toll booths by special authorisation counter to the general principles applicable in Public Accounting
2. Damage and interest payments made by drivers who have damaged road network property, duly notified and determined by an expert or the courthouse
3. State contributions
4. Contributions, gifts and donations from international organisations

5. Contributions within the framework of bilateral and multilateral aid

#### **6 – Means of Collection of financial resources**

- Road user fees are collected at the source within each petroleum company, and this is done by the Togolese Warehousing Company (STE), who make monthly payments to the Road Maintenance Fund.

ALL RESOURCES ARE KEPT IN A COMMERCIAL BANK ACCOUNT IN THE NAME OF THE ROAD FUND

#### **7 – Eligible roadwork**

- Road Network Maintenance Programmes come under the responsibility of the Ministry of Equipment, Mines, Post and Telecommunications

#### **8 – Programming Procedures**

- The elaboration of a road maintenance programme by the General Direction of Public Works
- Arbitration and approval of the programme by the Programming Conference bringing together all the Directions (Central and Regional) of the General Direction of Public Works and the various organisms of the FER (Surveillance Committee, Road Council and Direction),
- The technical evaluation and application of the maintenance work by the DNERPR, of the approved programmes

#### **9 – Financial Management**

- The financial year begins January 1<sup>st</sup> and ends December 31<sup>st</sup>
- The accounting standards are those of the private commercial rules and regulations
- After road maintenance work has been accomplished by Small and Medium-Sized Businesses, and the work has been approved by the DGTP, the Road Fund covers the payment

#### **10 – Supervision and Auditing**

- The Road Fund proceeds to the technical supervision of the maintenance work accomplished under the control and responsibility of the DGTP, and also order financial auditing of the payments authorised by the EGTP.
- The Road Fund accounts are controlled by an accounts commissioner, and the auditing is done by an independent accountant from an outside Accounting Office.