



Planning of national transport infrastructure : Case of BENIN

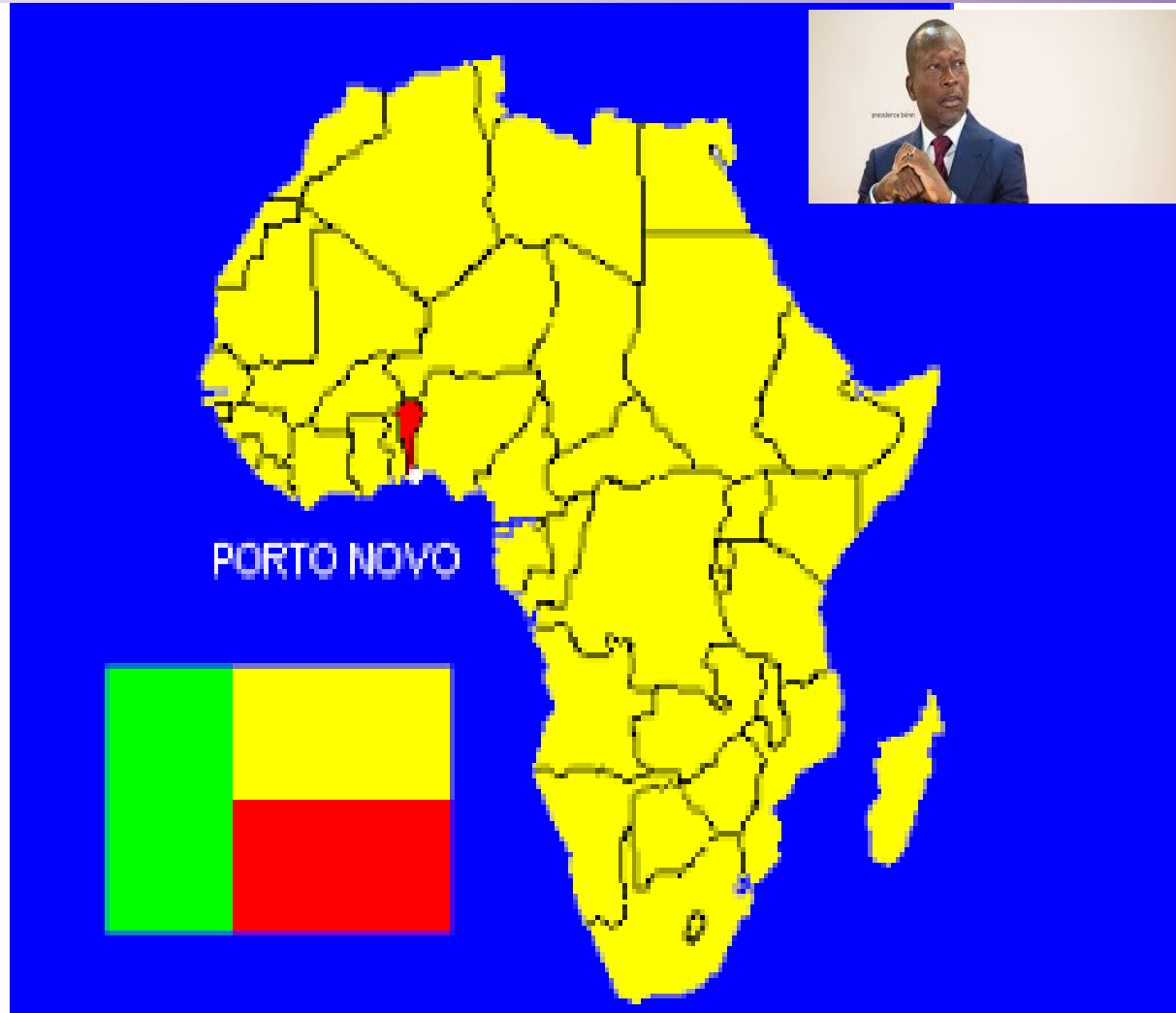
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OUTLINES

- Introduction
- Overview of transport modes
- Transport Problems faced
- Reforms made
- Concluding remarks

INTRODUCTION (1/5)



Benin Republic is a low income, peaceful & Democratic country located in west Africa, between Nigeria, Togo, Niger, Burkina Faso and Atlantic Ocean

Population:
over 12
millions

GDP growth
rate : 5.5% in
2017

INTRODUCTION (2/5)



INTRODUCTION (3/5)

- ❑ **The issue of the free movement of persons and goods is a major challenge for the political and economic integration of the OIC Member Countries.**
- ❑ **The transport sector in general, and road transport in particular, plays an important role in this integration. It brings together markets, production areas and consumer areas.**

INTRODUCTION (4/5)

- ❑ In Benin, road transport supports most of the flows. About 80% of foreign trade in transit from ports and more than 90% of inter-regional trade passes through our roads.
- ❑ The transport sector contributes for 7.1% of GDP (Gross Domestic Product).
- ❑ It influences other sectors and has an impact on the well-being of the entire population.

INTRODUCTION (5/5)

❑ **Benin is a transit country for the landlocked countries of the West African sub region including Niger, Burkina Faso, Mali and Chad.**

❑ **It is characterized by a fairly diversified system of infrastructures (road, seaport, river, lake, lagoon, railways and air) which contribute to a large extent to the production of national wealth.**

Overview of transport modes (1/4)

➤ *Rail transport*

The railway network is currently in a state of serious deterioration due to the obsolescence of its rolling stock and the deterioration of its infrastructure (railways and wharves). It consists of two metric gauge lines namely Cotonou - Parakou (438km) and Cotonou-Pobè (105 km).

Overview of transport modes (2/4)

The quantity of goods transported by rail in recent years averages 79,069 tonnes between 2003 and 2014. The highest tonnage is 257,774 tonnes in 2012 and the lowest is 14,728 tonnes obtained in 2008. Two railway lines are operated. Regarding to the passenger train, more than 90% of demand for goods transport is provided by road.

Overview of transport modes (3/4)

➤ *Fluvio-lagoon transport*

Benin has an extensive network of more or less permanent watercourses with a total length of 7,000 km, distributed throughout the country in five main basins namely Mono, Couffo, Niger, Volta and the Oueme.

This network is particularly used for economic activities (agriculture, fishing, breeding, tourism, international transport, passenger and freight transport, artisanal navigation, etc.).

It is operated with a transport service still at the embryonic stage and craft. This does not allow it to contribute effectively to the economic development of Benin.

Overview of transport modes (4/4)

➤ *Road transport*

- Road transport remains the main mode of transportation because it carries most passengers and goods and is the only means of access to most rural communities. It is the predominant mode of travel at more than 80% that remains dominated in agglomerations by taxi-motorcycles that occupy more than 70% of the transport market share.
- Since the 1980s there has been a gradual disappearance of large public transport companies for small private transport companies which usually employ only one or two vehicles and operate in the informal sector.

PROBLEMS FACED

The main problems related to passenger and freight road transport are:

- ❑ the obsolescence of transport equipment;
- ❑ the weak organization of transport services;
- ❑ the weak development of public transportation;
- ❑ the transport system with very little regulation;
- ❑ insufficient road network;

REFORMS MADE (1/2)

- ✓ **Creation of a Land Transport Agency (ANaTT) for the operationalization of actions related to road transport: Issuance of driving license, authorization of transport, registration of vehicles, etc.**
- ✓ **Creation of a National Road Safety Center to ensure the management of the road safety component and any action to prevent traffic accidents;**

REFORMS MADE (2/2)

- ✓ **Creation of a training center for land transport and infrastructure;**
- ✓ **Establishment of a regulatory framework for the management of road transport of goods and passengers through the creation of the road transport directorate;**
- ✓ **Facilitation of transport and transit on corridors through the removal of gates and checkpoints;**
- ✓ **Establishment of toll stations and weighing.**

CONCLUDING REMARKS

- ✓ **The issue of the mobility of people and goods remains a major challenge to be addressed by the public authorities;**
- ✓ **The main challenge we are facing is how resources might be allocated & used to build sustainable infrastructures in order to attract investors that could create wealth and jobs for youth.**

CONCLUDING REMARKS

- ✓ Ultimately, transport is a vector of development and it is important to pay more than ordinary attention to its management in order to promote the socio-economic development of our countries.
- ✓ In this regard, Benin Republic needs more resources from OIC agencies to finance transport infrastructures projects.

Merci
Thank you

