



C2.4 Freight Transport and intermodality Subgroup 1 : Evolution of freight logistics

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Members of Subgroup 1

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Work of Subgroup 1

2 international Seminars of 2 days

- **Ouagadougou, Burkina Faso in 2005 :**
focus on West Africa
- **Ulaan Bator, Mongolia in 2006**
focus on enclaved countries

During the previous cycle, evolution of freight logistics had been exhaustively studied in developed countries

As a consequence, it has been decided for this cycle :

- **not to update the previous report on developed countries**
- **focus on the specificities of African countries**
- **creation of a 4th subgroup for guidance for the developing countries to building a sustainable freight transport system**



Main Specificities of African countries

Importance of having administrative rules

- at a national level
- at a regional / multinational level

But it is even more importance to enforce these laws

One specificity for enclaved countries : „dry ports“

Importance to have an efficient, reliable and durable transport system

Potential difficulties

Overweight

Overloaded vehicles have dramatic consequences on the infrastructure

importance to check vehicle weight and dimension

Checkpoints

In some countries, numerous check points can be observed, along with administrative „tracasseries“ with either police, customs or gendarmery

The consequences are huge loss of time and little reliability, huge increase in the cost of transport and also for the goods transported on the roads

The example of Guinea shows that significant progress can be made on this subject



Importance to have reliable and commom data

Members of the subgroup want to stress the importance to have precise and reliable data to make good analysis and strategy

It is also important that neighbouring countries of countries of a same regional area have similar data to make global analysis and strategy



On behalf of all members of subgroup 1

Thank you for your attention