2.3 Burkina Faso Road Network

- Distance Matrix
- Road Security
- Weighbridges and Axle Load Limits
- Road Class and Surface Conditions

For the government, it is essential to open the country by launching road projects to boost the local economy, to expand the regional trade and to reduce transport delays for goods imported and exported through the different main corridors (Togo, Benin & Côte d’Ivoire). In addition, the population will benefit from improved road safety and better access to the regional market. However, the government is facing some delays to achieve projects due to the recent Covid 19 pandemic, security issues in some area or complex coordination among numerous institutions and stakeholders. The past 2016-2020 Plan National de Développement Économique et Social (PNDES) included under the strategic response #3 to “develop quality infrastructure and resilient, to promote structural transformation of economy”. For the next five years, the government is now working on a new plan called 2021-2025 RND up to 19030.70 Billion FCFA and has forecasted 105 billion of FCFA to improve the national road network through different projects:

- upgrade of the National Road NR#23 Ouahigouya - Djibo and the National Road NR# 10 Tougan - Ouahigouya with asphalt
- construction and asphalting of the Regional Road RR#11 Kolinka-Fara-Poura
- rehabilitation of the corridor Lomé-Cinkansé-Ouagadougou
- construction of the Highway Yamoussoukro-Ouagadougou.

For more information on government contact details, please see the following link: 4.1 Government Contact List.

Distance Matrix

<table>
<thead>
<tr>
<th></th>
<th>Ouagadougou</th>
<th>Kaya</th>
<th>Ouahigouya</th>
<th>Dori</th>
<th>Fada</th>
<th>Bobo Dioulasso</th>
<th>Koudougou</th>
<th>Tenkodogo</th>
<th>Banfora</th>
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Travel Time from Capital city to Major Towns (hours)

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<th>Dori</th>
<th>Fada Ngourma</th>
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<td>4:10</td>
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Road Security

According to the Ministère des Transports, de la Mobilité Urbaine et de la Sécurité Routière (MTMUSR), the country has recorded 20,871 road crashes with 1060 deaths and 13,763 injured persons in 2020. Main reasons of road accidents are due to over speeding, distracting driving (talking on the cellphone), drunk driving plus violation of the traffic rules (not wearing seat belt, helmet, unsafe line changes….). In addition, poor road conditions and weather conditions (rainy season from June to September) are two factors increasing the cause of road traffic injuries. The promotion of road safety and improvement of the road network conditions are under the Office National de Sécurité Routière (ONASER) who conduct many campaigns to increase awareness within the population about road safety. ONASER also works in close collaboration with the (Centre de Contrôle des Véhicules Automobiles(CC VA) to control and clean up the country’s fleet through eight stations for vehicle inspection. Then, the ONASER is increasing the control of speed limit across the country with six mobile teams equipped with modern technology radar devices. In Burkina, the speed is limited up to 50 km/h in urban area with the possibility for the local authority to reduce it then limited up to 90 km/h in countryside for any type of vehicle (except heavy vehicle limited up to 80 km/h).

In addition, the Direction Général des Transports Terrestres et Maritime (DGTTM) is implementing since 2019 the Licence d’Exploitation de Transport Routier, a mandatory certificate for all the transporter to operate in country. The transporter must submit a set of documents to obtain this certificate then a blue number plate will be assigned for each registered truck. A blue plate is stating that the truck is dedicated for transportation of goods and meet all the mandatory requirements to circulate in country. Target is 2024-2025 to achieve this process with campaign of awareness from the DGTTM regional offices to mobilize the transporters to apply for the licence.

However, the main issue is armed roadside banditry across the country then the number of attacks/kidnappings has been increasing since 2015. There is a risk of armed groups stopping vehicles (including public buses) on major roads to rob them and it is recommended to avoid travelling between towns by road at night, remote and border regions are also particularly vulnerable.

Weighbridges and Axle Load Limits

The ONASER is in charge of controlling the axe load through their stations checkpoints located across the country and on each land border crossing with a target of 200 000 controls per year. Since June 1, 2009 heavy goods vehicles transporting goods are controlled to check if they are not overloaded, in accordance with the regulation No. 14/2005 / CM / UEMOA, relating to the harmonization of standards and procedures for checking the size, weight and axle load of vehicles heavy goods transport in WAEMU member states. For non-respect of the regulation, a fine of 60,000 CFA per extra ton is applied for national transportation and a fine of 200 000 CFA per extra ton is applied for international transportation.

Then, to reinforce their capacities, the ONASER signed last May 2021 a partnership with a private company Afrique Pesage S.A to manage the weighing stations of Dakola, Tanghin-Dassouri, Bobo-Dioulasso, Banfora and Niangoloko as part of a three-year pilot project (more information here)

<table>
<thead>
<tr>
<th>Axle Load Limits</th>
<th>Burkina Faso</th>
<th>WAEMU Countries</th>
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<td>Truck with 3 Axles</td>
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<td>Total</td>
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**Road Class and Surface Conditions**

Source: Direction générale de la normalisation et des études techniques (Link here)

**Maps (Source: Logistics Cluster Burkina Faso)**
- Map Boucle du Mouhoun – road access during rainy season, July 2021
- Map Centre Est – road access during rainy season, July 2021
- Map Est – road access during rainy season, July 2021
- Map North – road access during rainy season, July 2021
- Map Sahel – road access during rainy season, July 2021
- Map Centre North – road access during rainy season, July 2021