



FINAL REPORT

Policies for Sustainable Accessibility and Mobility in the Cities of Burkina Faso

March 2020

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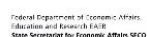
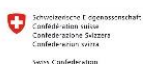


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Abbreviations

AFD	Agence Française de Développement
AMBF	Association des Municipalités du Burkina Faso
AOMU	Autorité Organisatrice de la Mobilité Urbaine
AOT	Autorité Organisatrice des Transports
ARTI	Autorité chargée de la Régulation sur secteur du Transport Intérieur
BAAC	Bulletin d'Analyse des Accidents de la Circulation
BAD	Banque Africaine de Développement
BHNS	Bus à Haut Niveau de Service
BRT	Bus Rapid Transit
CCVA	Centre de Contrôle des Véhicules Automobiles
CETUO	Conseil Exécutif des Transports Urbains de Ouagadougou
CGCT	Code Général des Collectivités Territoriales
CTGO	Greater Ouagadougou Transport Council
CHU	Centre Hospitalier Universitaire
CSMOD	Cadre Stratégique de Mise en Œuvre de la Décentralisation
DIRMO	Direction des Infrastructures Routières et de la Mobilité
DGMU	Direction Générale de la Mobilité Urbaine
EDSBF-IV	4 ^{ème} Enquête Démographique et de Santé du Burkina Faso
EMD	Enquête Ménages Déplacements
EPIC	Etablissement Public à caractère Industriel et Commercial
EASI	Enable – Avoid – Shift - Improve concept
FCFA	Franc de la Communauté Financière Africaine
FER-B	Fonds d'Entretien Routier du Burkina Faso
INSD	Institut National de la Statistique et de la Démographie
LOTI	Loi d'Orientation du Transport Intérieur
MATD	Ministère de l'Administration Territoriale, de la Décentralisation et de la Cohésion Sociale
MEEVCC	Ministère de l'Environnement, de l'Economie Verte et du Changement Climatique
MESRSI	Ministère de l'Enseignement Supérieur, de la Recherche Scientifique et de l'Innovation
MI	Ministère des Infrastructures
MINEFID	Ministère de l'Economie, des Finances et du Développement
MTMUSR	Ministère des Transports, de la Mobilité Urbaine et de la Sécurité Routière

MUH	Ministère de l’Urbanisme et de l’Habitat
ODUO	Observatoire des Déplacements Urbains de Ouagadougou
OICA	Organisation Internationale des Constructeurs Automobiles
OMS	Organisation Mondiale de la Santé
ONEA	Office National de l’Eau et de l’Assainissement
ONG	Organisation Non Gouvernementale
ONASER	Office National de la Sécurité Routière
OPTIS	Ouagadougou Public Transport Implementation Study
PAMO	Projet d’Appui à la Mobilité de Ouagadougou
PDDO	Projet de Développement Durable de Ouagadougou
PDU	Plan de Déplacements Urbains
PIB	Produit Intérieur Brut
PNDES	Plan National de Développement Economique et Social
POS	Plan d’Occupation des Sols
PPUB	Programme Pays Urbain du Burkina Faso
PTDIU	Projet de Transport de Développement des Infrastructures Urbaines
RN	Route Nationale
UNDP	« Unites Nations Procurement Division »
SDAGO	Schéma Directeur d’Aménagement du Grand Ouaga
SDAU	Schéma Directeur d’Aménagement et d’Urbanisme
SDS	Schéma De Structure
SNADDT	Schéma National d’Aménagement et de Développement Durable du Territoire
SOTRACO	Société de Transport en Commun de Ouagadougou
SSATP	Programme de politiques de transport en Afrique
SWOT	Strengths – Weaknesses – Opportunities – Threats
TCSP	Transport en Commun en Site Propre
TJMO	Trafic Journalier Moyen des jours Ouvrables
TVA	Taxe sur la Valeur Ajoutée
TVM	Taxe sur les Véhicules à Moteur
UEMOA	Union Economique et Monétaire Ouest Africaine
WTO	World Trade Organization

1. Introduction

Urban transport and mobility form one of the pillars of the Africa Transport Policy Program (SSATP), whose objective is to provide African decision-makers with the tools to develop affordable, safe and sustainable urban transport in Africa for primary and secondary cities. This fits into Sustainable Development Goal No. 11: “Make cities and human settlements inclusive, safe, resilient and sustainable.” The expected outcome of this pillar is to provide secure, universal access to sustainable transport for urban populations.

To achieve this, the SSATP has launched a program to craft a set of policies designed to improve accessibility and mobility in urban areas of Africa, based on an empirical study in a representative sample of cities in the region.

That study led to the publication of Working Document No. 106 entitled "Policies for sustainable mobility and accessibility in urban areas of Africa." This paper describes an approach called the "EASI conceptual framework," which comprises a set of specific policy actions grouped in four categories: Enable, Avoid, Shift, Improve. The paper proposes specific measures that could be adopted by African cities in each of these categories.

As a follow-up to this publication, an additional work program was established to implement these guidelines: firstly, in eight countries in 2018, then in four program-member countries in 2019. The goal is to foster the emergence of a political vision for urban mobility and transport.

The present study aims to prompt a change in thinking about accessibility and mobility, and to raise awareness among decision-makers so that they will implement strong policies, strategies and operational practices that make an effective contribution to improving transport and mobility in urban areas of Africa.

With this in mind, the present final report contains:

1. a policy letter on urban mobility for Burkina Faso highlighting the context, objectives, ambitions and the orientations for achieving them;
2. the urban mobility strategy per the four categories of the EASI concept;
3. action plans at national scale, for Ouagadougou and for the secondary cities.

This report is based on the recommendations formulated in the assessment report on urban mobility in Burkina Faso. These recommendations were finalized following the National Urban Mobility Forum held in Ouagadougou on November 21-22, 2019, which provided the opportunity to present a preliminary version.

2. Policy Letter

2.1 Background

Burkina Faso has seen rapid urban growth sustained by a strong rise in population. Projections show that, between 2018 and 2030, Burkinabe cities will have an additional 4.3 million residents. In 2030, Ouagadougou and Bobo-Dioulasso are expected to reach 4.4 and 1.6 million, respectively. Like Bobo-Dioulasso, other major cities in the country could double their populations in a decade.

The goal of developing sustainable cities in Burkina Faso must above all help to ensure that residents have the infrastructure, services and jobs to enjoy a good quality of life. Urban mobility conditions are at the heart of these challenges. The national urban mobility policy aims to develop the best means to meet the mobility needs of diverse populations, optimizing the use of public financial resources and reducing dependence on individual transport modes that depend on the use of fossil fuels.

In recent years, getting around in Burkinabe cities has meant increasing use of motorized two-wheelers. Without reliable alternative public transport, motorbikes are providing high accessibility to their owners, at lower cost. They are the most widely used transport mode and play an important part in people's lives and the economy.

With almost 2.5 million registered two-wheelers nationwide, Burkina Faso has a fast-growing motorization rate of 116 motorbikes per 1000 residents, with an additional 278,000 units registered in 2017. The fleet of vehicles with four or more wheels (375,000 units in 2017) is also growing at a fast pace. Vehicle imports doubled between 2010 and 2015 to more than 20,000 a year. The wealthiest households are acquiring more cars for everyday travel.

As a result, traffic flows have increased sharply in major cities. The situation is particularly worrisome in the capital, where car ownership is much higher than in the rest of the country. From 2014 to 2016, traffic increased by 125% in downtown Ouagadougou. The concentration of economic and administrative activities in the downtown area generates commuter flows, which, due to the low density of the city and urban sprawl, extend over relatively long distances. Currently, two thirds of trips are by motorbike, generating heavy traffic on the main arterial roads and an elevated risk of accidents. Traffic congestion is also becoming more frequent at peak hours, impacting car users.

In recent years, substantial investments in the road network have been made in Ouagadougou to improve traffic conditions. The city's bypass project is also expected to shift transiting traffic away from city roads. However, given motorization dynamics, the new infrastructures will not resolve congestion problems in Ouagadougou. To optimize public spending, a multimodal mobility strategy should be adopted in the capital and in secondary cities in advance. This approach must aim to reduce individual motorized transport, which is:

- The primary source of CO₂ emissions and accounts for half of national emissions,¹ with daily individual trips by motorbike or car constituting a large and growing share of transport emissions.
- The biggest contributor to air pollution in the capital, with a major impact on health according to recent international studies.
- At the heart of road safety issues. The number of road accidents has almost tripled in the last 15 years to more than 13,000 recorded incidents, and fatalities have doubled over the same

¹ According to data used in Burkina Faso's national communication (2014), from 2007 onward. The percentage may be much higher, given the motorization trends during the 2010s.

period. More than half of the traffic accidents recorded in this period involved two-wheel vehicles.

Moreover, the growth of individual motorized transport negatively affects the country's trade balance, especially when oil prices are high on the international market (vehicles and fuel represent a large part of imports).

2.2 Objectives

The National Urban Mobility Policy 2030 (PNMU 2030) must help counter this trend to ensure better access to jobs (including markets) and public services (health, education, etc.) for as many people as possible². It must serve as the basis for the development of efficient urban transport systems to enable travel at an acceptable cost to households while establishing model for sustainable funding by the central government. It must reduce the importance of the transport sector in imports and maintain a large number of jobs while integrating them into the mainstream economy. Finally, it must limit the impacts on health and the environment and help reduce deaths related to daily mobility.

PNMU 2030 is part of the current National Economic and Social Development Plan (PNDES 2016–2020), which aims to “*transform the structure of Burkina Faso’s national economy*” while maintaining “*strong and inclusive growth through sustainable consumption and production patterns.*” It aims to improve the efficiency of governance in the urban mobility sector, build well-functioning industries and services, boost economic growth by improving mobility conditions and alleviate poverty by improving the access of households to appropriate forms of mobility.

It also seeks to strengthen the role of cities as the driving force in the country's economic growth, with Ouagadougou gaining stature in the global economy, Bobo-Dioulasso becoming more competitive in the subregion's economy, and other cities helping their regions to contribute to national economic vitality.

The PNMU 2030 also addresses, on an operational level, recent international commitments of the Burkina Faso central government to sustainable development, starting with the 2030 Agenda, which sets out 17 sustainable development goals (SDGs), and the Paris Climate Agreement, which Burkina Faso ratified, through its Intended Nationally Determined Contribution (INDC) to reduce greenhouse gas emissions by at least 6.6% by 2030, potentially 11.6%, based on a scenario that depends on international support.³

2.3 Goal

Urban mobility must be approached holistically, with a multimodal vision, so that mobility and urban planning are organized consistently, the various modes complement each other and do not compete, and transport infrastructure is built in a way that adapts to all mobility modes.

For the most cross-cutting vision possible, an inter-ministerial committee will be created. It will bring together, under the Office of the Prime Minister, the various ministries whose expertise can be

² Accessibility must be provided to all the inhabitants including people with disabilities. Therefore, any subsequent mention to pedestrians and active mode users will include people with disabilities and/or reduced mobility.

³ The Intended Nationally Determined Contribution (INDC) under the United Nations Framework Convention on Climate Change (UNFCCC) envisions reducing greenhouse gas emissions through a public transport project in Ouagadougou (20 km of infrastructure: Modal Transfer Project) based on the following what-if scenario: “investment in biofuels, ensuring the availability of alternative energy sources and diversifying renewable energy sources.” Forty-two percent of the reduction in greenhouse gases emissions is linked to this measure as an unconditional commitment to replace 10% of premium gasoline consumption and 5% of diesel consumption with biofuels, thanks to the creation of bioethanol production units.

harnessed in PNMU 2030. This inter-ministerial committee will serve as guarantor of the proper implementation of this ambitious policy, which aims to transform daily travel.

Funding will be allocated to central and local authorities for urban mobility and transformative projects.

Through a territorial approach, appropriate governance will be put in place to support urban mobility in all its components and ramifications. In secondary cities, urban mobility coordination committees will be established to provide a framework for dialog between local authorities, ministerial delegations in the territory and national contracting authorities. The current National Urban Mobility Policy stems from the third round of decentralization initiated in 2018 to facilitate mobility management at the local level in various municipalities by adopting a financial planning law which provides local authorities with more visibility.

The DGMU, its partners local authorities and private sector stakeholders in the field of urban mobility must develop their competences and expertise to carry out their assigned responsibilities. Capacity building will be then addressed at two levels – institutional and individual.

The central government will continue to support the city of Ouagadougou in its desire to integrate urban planning and mobility through the development of secondary hubs, densification of the urban built-up area and development of public transport projects to promote modal shift from individual motor vehicles.

When modernizing the bus network and developing a bus rapid transit (BRT) system, the aim must be to improve access for as many people as possible and ease motor vehicle congestion.

The central government will also assist secondary cities in defining their approach to mobility in their urban development plans, particularly by focusing more attention on internal travel and consideration of transit flows when laying out roads. The objective is to meet the daily mobility needs of residents while providing a safe and inclusive access to socioeconomic services.

Across the country's cities, there must be a link between urban planning and transport planning to avoid conditions that lead to urban sprawl and longer travel distances. Policies for efficient land use must be developed, and mobility planning must build transport systems in line with current and future needs.

Transport systems will need to be revamped with a multimodal vision to simplify the movement of people in their daily lives. Today, the modes they choose closely correlate with living standards and, therefore, social groups. It is necessary to move toward a new paradigm based on territorial considerations and better synergy between transport modes.

The public transport network must take on an entirely new dimension to meet the needs of the people of Greater Ouagadougou. The bus network will become key, particularly through its dedicated lanes. The other major cities in the country must also have public transport services.

Active modes, like walking and cycling, will be especially encouraged in infrastructure development, including the widespread introduction of sidewalks and crosswalks on asphalt roads. For decades, the bicycle has been used for short and medium distances, which should facilitate the implementation of a sustainable urban mobility policy. Yet, people's perception of active modes is an important obstacle to their use. Their image will be enhanced, especially in inland cities and in schools. As alternatives develop, the use of motorbikes and cars must be regulated, particularly through traffic policies that give priority to public transport and through a paid parking system in city centers that will increase the cost of individual travel when alternatives exist.

Finally, PNMU 2030 must promote fleet renewal for more energy-efficient and less polluting motorbikes and cars. It is critical that the country enforce customs regulations that reduce the number of high-powered cars and promote the acquisition of more energy-efficient vehicles. By 2030,

the importation and use of diesel vehicles will be limited even prohibited in Burkina Faso for private vehicles to protect air quality.

3. Urban Mobility Strategy

The urban mobility strategy aims to achieve the goals set out in the policy letter. The strategy is based on the four components of the Enable-Avoid-Shift-Improve (EASI) conceptual framework and is intended for policymakers and decision-makers responsible for cities and urban mobility.

3.1 Organize urban mobility governance

Burkina Faso must establish an efficient and responsible system of governance that addresses pressing needs and anticipates future needs in the capital and other urban areas of the country.

In line with the third cycle of decentralization underway, it will provide local authorities with the institutional, human and financial capabilities to:

- Effectively and sustainably administer, plan and manage metropolitan urban transport systems.
- Coordinate the actions of the various public and private stakeholders consistently and maintain a favorable business environment.
- Address urban mobility challenges with a comprehensive approach that integrates other closely related areas, such as urban planning, the economy and the environment.
- Provide resources that are locally appropriate when making major decisions.

Furthermore, national mechanisms for technical and financial support will enable local authorities and national stakeholders to develop urban transport systems and receive appropriate resources as part of an integrated territorial approach.

Enact the national urban mobility at the highest levels of the central government

Because urban mobility policy and other public policies are intertwined, the establishment of a national policy is vital to asserting a central role for urban mobility in Burkina Faso's development policy. Its enactment at the highest levels of the central government will make it possible to establish core principles consistent with general policy, to allocate responsibilities and set specific priorities.

In addition, to improve monitoring of its implementation, a framework should be instituted to ensure the involvement and coordination of all stakeholders.

To do so, an inter-ministerial coordination committee on urban mobility (CCIMU) under the Office of the Prime Minister and managed by the Ministry of Transport, Urban Mobility and Road Safety (MTMUSR) will be set up. It will involve the Ministry of Infrastructure (MI), Ministry of Town Planning and Housing (MUH), Ministry of Territorial Administration, Decentralization and Social Cohesion (MATD), Ministry of the Environment, Green Economy and Climate Change (MEECV) and Ministry of Economy, Finance and Development (MINEFID).

The CCIMU will monitor the implementation of the national urban mobility strategy and ensure its consistency with other national policies and international commitments of the central government in negotiations on climate change and trade agreements.

The implementation of the national urban mobility policy and of CCIMU decisions will be achieved through the organization of technical committees. The work of these technical committees will also support decision making.

Define an institutional framework for coordinating government action concerning urban mobility planning and management

The complexity of urban mobility challenges requires clear paths of decision-making, frameworks for coordination between the public and private bodies involved, and unambiguous roles and responsibilities. This institutional organization must form a solid foundation on which to implement a long-term strategy.

Accordingly, an MTMSUR decree on the establishment of Metropolitan Transport Authorities (MTAs) in secondary cities will be published to promote the creation of bodies in charge of urban mobility planning, management and funding.

The Greater Ouagadougou Transport Council (CTGO) must be created quickly to drive urban mobility policy in the capital. This entity will exercise its duties within the same scope as the Greater Ouagadougou Council, which will bring together the city of Ouagadougou and seven neighboring municipalities. It will therefore have the same scope as the Urban Master Plan for Greater Ouagadougou (SDAGO), which will promote the mainstreaming of transport policy and urban planning policy throughout the metropolitan area.

The CTGO, whose board of directors will consist of representatives of local authorities and the central government, will be responsible for planning urban mobility, serving as contracting authority for investment and the delegation of public transport and taxi services, and determining and implementing master plans for roads, active modes, and other aspects of urban mobility. To ensure that the actions taken by the various contracting authorities throughout Greater Ouagadougou are consistent with urban mobility policy, it will be necessary to institute a procedure for submitting projects to obtain a no-objection notification.

In secondary cities, urban mobility coordinating committees (CCMU) will be created at the initiative of the city and with the support of the MTMSUR and General Directorate for Urban Mobility (DGMU). These committees will lay the groundwork for future MTAs in large urban areas. CCMUs will provide a framework for dialog between local authorities, ministerial delegations on a territory and national contracting authorities. These various stakeholders will be able to explain the implementation of planning documents, new regulatory frameworks, infrastructure projects within the territory, and other actions. Regional departments of transport, infrastructure, urban planning, national education and the environment, as well as ONEA (National Water and Sanitation Department) and municipal police, will be represented, allowing the inclusion of urban mobility in other aspects of urban development.

Develop and strengthen the capacities of current and future urban mobility stakeholders

To strengthen the capacity of national and local organizations and entities, the General Directorate for Urban Mobility of the MTMUSR will support local authorities, MTAs and the various contracting authorities in urban planning and infrastructure projects.

The DGMU of the ministry will provide local authorities and their partners with technical support centered around:

- A reliable, advanced statistical system, in partnership with the General Directorate for Studies and Sectoral Statistics (DGESS). It will consist of three components: a national, open-access database populated with data collected by the various stakeholders on mobility practices, transport demand, and condition and performance of transport systems; a statistical monitoring

system; and a geographical information system (GIS). These tools will have meaningful and reliable indicators for monitoring national policy and local policies for urban mobility. Some of the data collected can be released to encourage private stakeholders to act.

- Publication of technical works (practical guides, thematic studies, assessments of public policy, etc.). The DGMU will contribute to the operationalization of the regulatory framework and the build-up of technical expertise that will be strengthened and shared through knowledge transfer programs. This technical work will eventually constitute a national reference system for all professionals in the sector and facilitate the dissemination of information to the public.
- A training program. Capacity building will take place through training programs for central and territorial officials and professionals from the private sector to improve expertise nationally.

The possibility of adding a course on urban mobility to current civil engineering and urban planning curricula should be considered. Internationally, the MTMUSR, in partnership with the Ministry of Higher Education, Scientific Research and Innovation (MESRSI), will forge partnerships with prominent foreign universities and institutions to enable more managers from local authorities and students in national programs to complete some of their studies abroad.

The DGMU will promote exchanges and strengthen ties among urban mobility professionals, researchers and academics to foster contributions to research from the private sector.

The DGMU will also organize annual meetings of urban mobility stakeholders, as well as city and transport officials, to promote knowledge transfer, national and international best practices and the creation of a resilient professional network.

Enable better collection of local taxes and create national funding mechanisms for urban mobility

The planning and organization of urban mobility requires mobilizing financial resources to be able to invest in infrastructure and help fund services.

To increase budgetary resources, the CCIMU will lead the study of and search for sustainable financial mechanisms through three main avenues, with the support of the MINEFID and MTMUSR:

- Optimize spending on the construction of road infrastructure, allowing reallocation of resources to boost investment in urban mobility, especially public transport.
- Change motor vehicle taxation to raise new revenue for traffic management. By extending the motor vehicle tax to include motorized two- and three-wheelers, local authorities can use these proceeds to fund actions to improve urban mobility conditions.
- Improve local tax revenue yield by modernizing tax collection, thereby increasing local government budgets which can be devoted to investing in the organization and management of urban mobility in their territory.

3.2 Rationalize urban land use

To establish a sustainable urban development model, it is crucial to rationalize urban and peri-urban land use. Through its coordination with urban policy, the national urban mobility strategy presented here aims to channel rapid population growth to polycentric urban areas and along corridors where public transport and walking will become the preferred transport modes.

With support from the central government, municipalities must develop a long-term vision through specific planning documents and implement action plans using a territorial approach, with the assistance of government partners.

Implement urban planning for sustainable mobility

The regional capital cities of Burkina Faso all have recent urban planning documents. The 1999 Urban Master Plan for Greater Ouagadougou (SDAGO) was revised in 2010 and 2016. The urban master plans of secondary cities were approved between 2013 and 2014.

Currently, the main challenge for all the urban areas concerned is the implementation of this strategic planning and the update of data to enable quantitative monitoring of changes in urban development. Reliable and up-to-date data collection must take place regularly to ensure monitoring and facilitate the review of urban master plans (data collected for the drafting of the SDAGO were reviewed in 2018).

Urban master plan monitoring committees, which include representatives from all the ministries, as well as local stakeholders, such as mayors, are responsible for monitoring their implementation and assessment. These committees therefore form a suitable structure for enforcing the positioning of the SDAUs as well as the land use plans, establishing independent audit mechanisms and reviewing amendments to the initial plans. Their technical and financial responsibilities will therefore be strengthened to give land management a central role in urban development.

With the support of the DGMU, the monitoring committees will further investigate urban mobility issues. In Ouagadougou and Bobo-Dioulasso, where there are greater challenges, mobility planning should produce an appropriate strategy for organizing transport based on anticipated changes in demand.

Infrastructure and transport services must meet current and future accessibility and mobility requirements. To achieve genuine improvement, regional capital cities must design, present and adopt a strategic multimodal approach. This strategy will not be limited to investment in road infrastructure. It will include operational improvements, rules for sharing public spaces between the various transport modes, and proposals for their operational mainstreaming. Moreover, regional capital cities will have to support their strategy and its implementation with the necessary means.

This strategy will guide policymakers and decision-makers in setting investment priorities as well as designing smaller-scale projects and defining the principles of operation and maintenance of specific elements of the transport system. This strategic vision will require thorough knowledge of mobility and its various components based on the data collected and its analysis (Enable).

Establish funding mechanisms coupled with land use management

Undeveloped land can be, by law, taken over by the central government after five years. This threat of expropriation is hardly used and does not curb land speculation. The introduction of a tax on undeveloped land would increase the liquidity of the land market and counter urban sprawl while increasing tax revenues.⁴ As a first step, this tax measure could be introduced along mass transport corridors and in decentralized centers to encourage urban development for public transport.

Moreover, public land must be seen as an asset in the implementation of an urban development strategy that promotes public transport. A land strategy must be implemented to acquire low-cost land at strategic locations with respect to planning. In addition, land belonging to the central government or municipalities along the main public transport corridors can be developed to

⁴ Revenue from this tax could fund public transport infrastructure.

contribute to investment in mass transport systems. In Ouagadougou in particular, effective use of public land can increase density along corridors while generating additional financial resources.

For road infrastructure, it is also necessary to study the potential for funding through land value capture. Asphalted roads increase the value of land, particularly because of improved accessibility. The establishment of a surcharge on land revenue and rental prices after constructing a new road must provide financial resources to achieve more qualitative improvements for pedestrians.

3.3 Develop a multimodal transport system

The mobility systems in the cities of Burkina Faso must be structured through a multimodal approach in which public transport provides the foundation on which to serve city centers. Other areas must be accessible as much as possible without having to resort to individual motorized transport.

The development of attractive public transport is essential and must reduce the growth of two- and four-wheel motorized vehicles, which worsen traffic congestion and pose many road safety problems. In parallel, it will be necessary to optimize traffic management and regulation and make it possible to share public spaces, make the city pedestrian friendly, ensure an efficient and reliable transport system that meets the needs of the population, and improve the service provided by public transport operators.

Improve traffic and regulatory management as part of an integrated multimodal strategy

Municipalities must categorize roads and then assign a specific function and the type of facilities corresponding to each category. In addition, a resurfacing plan for primary roads must be established so that all road development projects fit into the strategic vision and therefore into an overall functional system.

The MTMUSR, in close collaboration with the MI and MUH, will be responsible for determining road patterns and the geometry of standard intersections to offer a national framework. For this, the MTMUSR will draw on the work already completed by the city of Ouagadougou.

Ouagadougou is special in that it already has a traffic management and regulation strategy and about 50 intersections with traffic lights. Its potential for optimization will be used in particular in building bus lanes on some routes. The city of Ouagadougou has developed expertise and valuable experience that it can build on and share through training sessions organized by the DGMU for officials in charge of roads and mobility in secondary cities.

The DGMU must also provide technical and financial assistance to enable secondary cities to conduct traffic studies and use them to create traffic plans. The plans will provide for road markings and vertical signage, to be applied in all secondary cities.

Ouagadougou and Bobo-Dioulasso will lead the implementation of local parking policies, which can then be adapted to other secondary cities. The city of Ouagadougou will conduct a study on parking for cars, taxis and motorized two-wheelers in the city center, associated with a study of the modernization of the revenue collection system (digitization and delegation of management to private stakeholders).

Give active modes a central role in the public space

Secondary cities must put active modes at the center of their multimodal strategies to make pedestrian and cycling conditions more appealing and safer.

Legal and regulatory frameworks will be amended to make the inclusion and safety of pedestrians and cyclists mandatory in any type of public space project. Every city must therefore set up and maintain a continuous, safe and accessible pedestrian and cycling network available at all times of the day.

Active mode users are particularly vulnerable and are the most exposed to hazards in the urban space, especially because they are often forced to use the road. Awareness campaigns on sharing road space and the vulnerability of active mode users will be conducted nationally.

At the same time, the image of walking and cycling must be improved, as it has been in European cities in recent years. Campaigns to promote walking and cycling will be conducted on college and university campuses, at middle schools and high schools, and in inland cities where they have remained more widespread. Dedicated facilities (covered and free parking etc.) will be made available to cyclists to facilitate last mile usage to and from public transport stops.

Make public transport more attractive

The image of public transport has been tarnished in recent years due to inadequate supply and low-quality service. It is necessary to develop sustainable bus networks in Ouagadougou and Bobo-Dioulasso (including secondary cities with campuses). These networks must offer sufficient quantity and quality of service, which will require sustainable funding to acquire buses, build depots, develop lines and manage operations. Although the development of a modern bus network can justify substantially increasing fares, that increase must be gradual and contribute to cover the operation costs.

The development of public transport networks will adopt a multimodal approach and provide for linkage with road hierarchization. It must meet the growing need to access city centers and secondary hubs from major roads where bus services will receive priority. To ensure high service speed, dedicated bus lanes and a traffic control system giving priority to buses at intersections with traffic lights must be deployed, as well as a vertical and horizontal signage system on the main roads of the Ouagadougou and Bobo-Dioulasso transport networks. Bus stops will be designed to provide safe boarding and alighting, access from pedestrian areas, and good waiting conditions. The goal is to develop bus rapid transit (BRT) systems on these main roads by 2030.

To serve less dense urban areas, the bus network will ensure complementarity between transport modes, whether taxi (even motorized tricycles) and individual (bicycles, motorbikes, cars). Multimodal hubs must be developed to facilitate connections with public institutional transport and with intercity transportation.

The enhanced attractiveness of the public transport system must create an opportunity to modernize revenue collection through the use of technology and to attract students as well as workers. A fare collection system and a real-time passenger information system will contribute to the upgrading of the public transport system.

Optimize and regulate paratransit services

As in other cities, Ouagadougou offers paratransit services that need better regulation and organization. Private operators provide public transport at affordable rates that meet recognized needs. However, the central government and local authorities must ensure that travel conditions are acceptable for users in terms of road safety, comfort and price and that this sector does not create problems of occupying too much public space at the expense of other transport modes or result in negative externalities due to vehicle type. Shared taxis are old and cause significant levels of pollution, and the number of motorized tricycles used for transport services is steadily increasing every year.

The MTMUSR will specifically examine the issue of motorized tricycles to determine whether regulations need to be amended or applied more strictly to stem their proliferation. This process will include an analysis of road safety issues and their social impact to find alternatives for users who depend on these services.

With a view to developing modern public transport networks, paratransit services must be integrated into the multimodal system to complement institutional transport. To this end, the MTMUSR will assist in professionalizing the paratransit service sector through a program to promote organization of the operators into economic interest groups and renewal of the vehicle fleet, with financial support from the ministry.

Paratransit service operators will operate under the authority of MTAs or the Road Infrastructure and Mobility Department (DIRMO) in the municipality. By defining the integrated public transport network, local authorities will determine the operating areas where traffic, parking and taxi stands will be allowed.

3.4 Reduce energy consumption, air pollution and road accidents (Improve)

The growth of the vehicle fleet (two-wheelers and cars) has led to increased road congestion, higher air pollution and lower road safety. In addition to the number of vehicles, the condition of the fleet and low fuel quality play key roles in higher air pollution and energy consumption. Moreover, the domination of traffic by motorized two-wheelers, driven by people without driver's licenses who do not wear helmets, results in road accidents.

Measures can be taken to improve the efficiency and safety of transport modes while minimizing their environmental footprint. Urban road safety policies as well as policies addressing the use and possession of motor vehicles will be necessary.

This will mean defining and adopting a bold national strategy to reduce the environmental and energy footprint of urban mobility and increase road safety.

Define and implement a policy to reduce the environmental and energy footprint of private vehicles

Traffic is the primary source of local pollutant emissions. Because Burkina Faso does not manufacture vehicles, it can use import control as the main lever to reduce energy consumption and traffic-generated air pollution.

The MTMUSR, in cooperation with the MEEVCC and the Motor Vehicle Control Center (CCVA), will revise the nomenclature on which the vehicle approval procedure is based, for all types. This revision will establish more stringent import standards for energy efficiency and emissions of pollutants and greenhouse gases, in line with national energy efficiency and air quality improvement policies. The publication of an enactment decree to set emissions levels for motor vehicles and motorized two-wheelers will reflect this policy.

Though some restrictions may apply, due to Burkina Faso's membership in the West African Economic and Monetary Union (WAEMU) and the Economic Community of West African States (ECOWAS), an age limit could be set on imported vehicles according to engine type, cubic capacity, emission levels and vehicle size. Contrary to current practice, the applicable import tax rate would rise with the age of the vehicle.

In addition, fuel quality control is a key feature of national energy efficiency and air quality improvement policies. A quality control system for fuel sold in service stations will be set up. Also,

the import and use of sulfur-containing fuels will be prohibited by law. The import of diesel vehicles will be limited progressively based on age and emissions criteria while their circulation in city centers will be restricted. By 2030, the importation of diesel private vehicles will be prohibited.

Another law will require technical inspection of motorized two-wheelers by the CCVA whose presence in the regions will be strengthened. The declaration of this law will be accompanied by controls to enforce it.

Public outreach actions will be conducted to raise awareness of the negative externalities of motorized urban mobility and to encourage the use of transport modes that have smaller environmental footprints.

To achieve a modal shift from motorized two- and three-wheelers to active modes, and to spur economic growth, the MINEFID will collaborate with the MTMUSR to study the feasibility of creating a bicycle and electric bicycle industry. The objective is to eventually replace the fleet of imported combustion-engine two-wheelers with electric bicycles assembled in Burkina Faso. Lighter and slower, these bicycles can be driven without helmets.

Adopt an ambitious national road safety strategy

The poor condition of road infrastructure, lack of respect for basic traffic regulations and higher number of vehicles on the road, particularly motorized two-wheelers, all contribute to road accidents. It is essential to reverse these phenomena and reduce the number of accidents causing injuries and fatalities.

The Inter-ministerial Coordinating Committee on Urban Mobility will adopt an ambitious national urban road safety strategy to ensure the cooperation of all stakeholders. Supported at the highest levels of the central government, this strategy will be based on clear mortality reduction targets, particularly in urban areas, which will be displayed as part of public communication.

To monitor statistics at the local and national levels, a decree systemizing digital collection of road accident analysis reports (BAACs) will be adopted. A database of reliable, regularly updated road accident data will thus be formed, making it possible to compare and assess the impacts of local and national policies over time.

A wide-ranging campaign to raise awareness about road sharing, road safety and traffic regulations will be conducted across the country. Traffic safety education centers will be set up in secondary cities. Also, the police will have enhanced methods for enforcing vehicle safety and traffic rules.

3.5 Monitoring the implementation of the urban mobility strategy

The urban mobility strategy is made operational through a triennial and rolling action plan which guides the implementation methods (Chapter 3. Action Plan), and through a monitoring program, discussed in this chapter. The strategy stretches from 2020 to 2030 but it will be revised at midterm in 2025. Monitoring is carried out using indicators that set the targets, such as the number of buses in 2030, making it possible to evaluate the level of implementation of the strategy at a time given, for example, 50% of the buses acquired by 2025.

The program to monitor the implementation of the urban mobility strategy is shown below. It will be updated as new data becomes available, and adapted to revisions in policy ambitions.

Pillar	Strategic focus	Indicator	Goal by 2030
Organize urban mobility governance	Implement the national urban mobility at the highest levels of the central government	Number of annual meetings of the CCIMU every year	4 meetings per year from 2025
	Establish an institutional framework for coordinating government action concerning urban mobility planning and management	Number of regional capital cities with an active CCMU and an MTA or DIRMO acting as MTA	At least 6
	Develop and strengthen the capacities of current and future urban mobility stakeholders	Number of DGMU publications Number of reliable databases on urban mobility issues (traffic, public transport, parking, demand, etc.) Number of days of training within the framework of an annual training program	10 DGMU publications annually from 2025 10 databases updated every year or every two years from 2025 400 participants (20 days of training, each accommodating about 20 participants) from 2025
	Enable better collection of local taxes and create national funding mechanisms for urban mobility	Budget for mobility management and support for operations	10% (to be confirmed) of the investment in road infrastructure in urban areas from 2025
Rationalize urban land use	Implement urban planning for sustainable mobility	Updating the urban master plans in regional capital cities Implementation of action plans for urban master plans Number of reunions of the monitoring committees	100% of urban master plans up to date in the regional capitals by 2030 80% of action plans for urban master plans implemented 1 reunion per quarter and per city
	Establish funding mechanisms coupled with land use management	Area of undeveloped land in city centers developed Tax revenue collected from land value enhancement	__% (to be defined) __ million FCFA (to be defined)
Develop a multimodal transport system	Improve traffic and regulatory management as part of an integrated multimodal strategy	Asphalting of the primary and secondary road network in Ouagadougou and Bobo-Dioulasso	100% of the primary roads and __% (to be defined) of secondary roads asphalted in Greater Ouagadougou in 2025 _ % (to be defined) of the primary roads and _ % (to

		Number of intersections equipped with traffic light	be defined) of secondary roads asphalted in Greater Ouagadougou in 2030 _ (to be defined) in 2025
	Give active modes a central role in the public space	Develop standardized sidewalks along all newly asphalted roads in regional capital cities Average km of pedestrian streets in regional capital cities Conduct promotion and awareness campaigns for the use of active modes Provide dedicated facilities for cyclists in all multimodal transit hubs and public transport stops	100% of the newly asphalted roads by 2025 > 500 m by 2025 > 2.5 km by 2030 1 seasonal campaign 100 % of multimodal transit hubs and public transport stops equipped with free cycle parking facilities from 2025
	Make public transport more attractive	Annual service km in cities with bus fleet Length of dedicated bus lanes with priority at intersections Number of operating buses	_ service km (to be defined) per year in Ouagadougou _ service km (to be defined) per year in Bobo-Dioulasso 30 km of dedicated bus lanes with priority at intersections in Ouagadougou, and 15 km in Bobo-Dioulasso. 500 buses in service in Ouagadougou and 100 in Bobo-Dioulasso by 2030
	Optimize and regulate paratransit services	Number of taxis renewed Number of drivers with health insurance Number of taxis operating with a fare collection system	80% of taxis renewed by 2025 and 80 % by 2030 in all the regional capital cities 80% of drivers by 2025 and 80 % by 2030 in all the regional capital cities 100% of taxis by 2025
Reduce fuel consumption, air pollution and road accidents	Define and implement a policy to reduce the environmental and energy footprint of private vehicles	Average age of private vehicles in circulation	Less than 20% of private vehicles over 15 years of age by 2030 _% electric bicycles

		Number of electric bicycles in circulation	
	Adopt an ambitious national road safety strategy	<p>Percentage of road accident analysis reports collected digitally in urban area</p> <p>Number of road deaths in urban area</p> <p>Number of television and radio information campaign on road safety annually</p>	<p>100% of accidents recorded using digital tools by 2025</p> <p>Fewer than 200 road deaths in Burkina Faso by 2025</p> <p>At least 2 television information campaigns a year on road safety as early as 2022</p>

4. Action Plan

4.1 Territory-specific orientations of the action plan

4.1.1 Actions at national scale: define the framework and tools for managing urban mobility

By placing urban mobility planning and management at the metropolitan scale, the strategy developed in the present policy draws heavily on the decentralization process under way.

In this context, the national actions steered by the central government will chiefly consist of implementing the national framework and the tools that authorities need in order to deploy the policy locally. These actions must therefore be carried well in advance, and as soon as possible.

The timetable for implementing the present policy must fit into the decentralization timetable. The local entities are currently being set up. Once created, they must immediately be organized to take charge of their new responsibilities.

At the national scale, the action plan must therefore be deployed in accordance with several items, to define the framework and provide all necessary instruments:

- **By defining a clear governance framework:** the current priority is to clarify the local authorities' role and help them to become operational. This also presupposes coordination with central government departments;
- **By providing long-term financial resources:** this topic is key to ensuring that the institutional bodies work properly, that transport services and infrastructure function and are maintained, and that there is investment dedicated to urban mobility development;
- **By recruiting suitable human resources:** the training of staff in charge of urban mobility must be organized at the national scale. Although decentralization partly involves a reorganization of central government departments and of local authorities, new managerial staff must be recruited to enable local deployment and ensure high-quality interactions with central government departments;
- **By confirming the regulatory framework:** Togo's existing regulatory framework must be adapted in several respects. Monitoring its enforcement countrywide will require the greatest effort. It will be necessary to deploy inspection units with the power to issue sanctions, particularly in municipal police forces;
- **By providing technical tools** that guide the authorities and ensure harmonized management at the territorial scale, for easier interactions with and supervision by the central government: urban planning code, public spaces charter, categorization of roads, indicators and measurements monitored by observatories, etc.

4.1.2 Actions for Greater Ouagadougou

Grand Ouagadougou has a specific action plan to implement under the leadership of the MTMUSR using the tools deployed nationally, as explained above. This action plan is mainly built around:

- **Establishment of the Greater Ouagadougou Transport Council (CTGO).** This body is being created to oversee planning, organization and funding of urban mobility in Greater Ouagadougou, which consists of eight towns. Establishing this body is therefore a pivotal step towards achieving the policy goals.

4.1.3 Actions for the main secondary cities

Implementation of the action plan must enable the main secondary cities to develop:

- **Bodies** similar to urban mobility coordination committees, in the absence of true public transport authorities, for each municipality. They will implement territorial planning documents, regulatory frameworks, infrastructure projects, etc.
- **Planning tools** such as the urban master plans adopted between 2013 and 2014 in secondary cities. It is now necessary to consolidate their implementation and assess them in order to address challenges over time.
- The **ability to act** over the short term (subject to adequate resources) and in an operational manner.

For this, they need national support, including:

- **Capacity building** at the DGMU within MTMUSR to develop technical expertise for cities.

And the **creation of funding mechanisms** enabling better local tax collection and the ability to financially cover their territorial mobility projects

4.2 Detailed action plan

The action plan contains about 50 actions, and is based on the Enable / Avoid / Shift / Improve classification of the EASI concept, with the following information:

- **Action (How?):** description of the action
- **Scale (Where?):** scale of action, i.e.
 - National: action at the national scale
 - Local - Main cities : action at the local scale, equally concerning Greater Ouagadougou and the main secondary cities
 - Local - Greater Ouagadougou : action at the local scale, concerning Greater Ouagadougou
- **Timeframe (When?):** time concept based on progress of the action
 - Do (short term): actions are ready for kick-off, and can be carried out in the short term
 - Study then Do (mid-term): actions require additional studies, which must be conducted as quickly as possible so that the mid-term action can be carried out
 - Anticipate (long-term): actions concern planning, which must be carried out quickly in order to prepare the territory with respect to a long-term vision
- **Steering (Who?):** entity in charge of steering the action
- **Partner (With whom?):** entity to involve in the action's planning and implementation

Pilier	Numéro	Action (How?)	Scale (Where?)	Timeframe (When?)	Timeframe Start	Steering (Who?)	Partner (With whom?)
Enable	1	Create by decree an Inter-ministerial Coordinating Committee on Urban Mobility (CCIMU) under the office of the Prime Minister and establish the frequency of meetings. The CCIMU must approve urban mobility policy at its first meetings and ensure its implementation.	National Interministerial	Short term: Do	2nd semester 2020	Prime Minister with the support of MTMUSR/DGMU	Other ministries involved in this committee: MI, MUH, MATD, MEEVCC, MINEFID
Enable	2	Assess CO2 emission reductions planned under the national policy and include the urban mobility policy in climate policy to seek appropriate financial resources.	National Interministerial	Short term: Do	2nd semester 2020	MEEVCC	MTMUSR
Enable	3	In preparation for the first meeting, organize the technical work program under the CCIMU into technical committees to implement the decisions of the Interministerial Committee.	National	Short term: Do	1st semester 2020	MTMUSR/DGMU	MI MUH MATD MEEVCC MINEFID
Enable	4	Validate and publish the MTMUSR decree on the creation of Public Transport Authorities, including the CTGO.	National	Short term: Do	2nd semester 2020	MTMUSR	
Enable	5	Create the CTGO officially (order, articles of association, etc.)	Local	Short term: Do:	1st semester 2020	City of Ouagadougou Future inter-municipal authority	MTMUSR, MINEFID, MUH, MEEVCC, MI, MATD, SOTRACO, ONEA, municipalities of Greater Ouagadougou
Enable	6	Provide the CTGO with sustainable funding and human resources for it to complete its missions.	Local Ouagadougou	Short term: Do	2e semester 2020	City of Ouagadougou Future inter-municipal authority	MTMUSR MINEFID

Enable	7	Establish urban mobility coordinating committees (CCMU) in regional capital cities (excluding Ouagadougou), at their initiative.	Local Secondary cities	Medium term: Explore how to do Long term: Anticipate	1st semester 2021	Regional capital cities	MTMUSR -> DGMU Regional departments of transport, infrastructure, urban planning, national education and the environment ONEA National Police
Enable	8	Establish (by law or decree) a submission procedure to the CTGO to obtain a no-objection notification in Ouagadougou (and to the CCMUs in other regional capital cities) concerning urban projects conducted in Greater Ouagadougou.	Local Ouagadougou	Short term: Do	1st semester 2021	City of Ouagadougou Future inter-municipal authority	CTGO
Enable	9	Set up an expert team in the DGMU dedicated to: - Supervising and organizing local and national data collection regarding mobility practices. - Establishing a national database on urban mobility with the DGSS. - Building partnerships with universities to deepen analysis of the data collected. - Producing and funding policy or project assessments and thematic studies on urban mobility. - Developing a GIS in the DGMU or DGHS, or both.	National Local	Short term: Do	1st semester 2021	MTMUSR/DGMU	MINEFID MESRSI
Enable	10	Assess the training needs of urban mobility professions and create a training program for local authorities and other partners of the MTMUSR to share the expertise gained through technical work (data collection, studies, assessments, database management and use, etc.) and to aid understanding of regulatory texts.	National	Short term: Do Long term: Anticipate	1st semester 2021	MTMUSR/DGMU	MINEFID MESRSI MI MUH
Enable	11	Create an in-house documentation and archiving service at the DGMU and strengthen collaboration with the DAD.	National	Short term: Do	1st semester 2021	MTMUSR/DGMU	DAD

Enable	12	Fund household travel surveys in Ouagadougou and Bobo-Dioulasso.	Local	Short term: Do	1st semester 2021	MTMUSR/DGMU	MINEFID Municipalities of Greater Ouagadougou Municipalities of Bobo-Dioulasso CTGO CCMU
Enable	13	Fund annual scholarships for senior public officials in the central and territorial governments to pursue master's degree studies at the EAMAU in urban mobility and transport in African cities.	National	Short term: Do	1st semester 2021	MTMUSR/DGMU	MESRSI
Enable	14	Create a course of study in urban mobility at the ENTP (national school of public works).	National	Short term: Do	2nd semester 2021	MTMUSR/DGMU	MESRSI
Enable	15	Improve local tax collection to increase the resources of local authorities for urban mobility.	Local	Medium term: Explore how to do	1st semester 2021	MINEFID	MATD CCI
Enable	16	Examine the performance of various tax mechanisms that could contribute to funding initiatives to improve urban mobility conditions and its management: - Explore taxing the use or ownership of motor vehicles. - Explore extension of the motor vehicle tax (TVM) to motorized two- and three-wheelers. - Explore the taxation of vehicle and/or driver registration documents.	National	Medium term: Explore how to do	1st semester 2021	MTMUSR	MINEFID CCI
Avoid	17	Strengthen the role of urban master plan monitoring committees based on the update of data used in their setup.	Local	Short term: Do	2nd semester 2020	Secondary cities	Secondary cities MUH MINEFID

Avoid	18	Launch information, education and communication (IEC) campaigns to promote the use of active modes and raise public awareness of safety issues.	National	Short term: Do	1st semester 2021	MTMUSR/DGMU	MESRSI MSL Secondary cities CCMU
Avoid	19	Develop a charter on public space defining the principles governing both mobility and occupancy by merchants.	National	Short term: Do	1st semester 2021	MTMUSR	MUH MI
Avoid	20	Standardize urban development, road development and the geometry of intersections, taking into consideration active modes and public transport.	National	Short term: Do	1st semester 2021	MTMUSR	MUH MI
Avoid	21	Examine the introduction of new tax mechanisms: - Land value tax related to road asphaltting - Undeveloped land tax	National	Medium term: Explore how to do	2nd semester 2020	MINEFID	MINEFID MUH MTMUSR Secondary cities City of Ouagadougou
Avoid	22	Examine the potential of public land use along major mass transit corridors connecting secondary hubs to city centers planned for the medium term.	Local	Medium term: Explore how to do	2nd semester 2020	MUH	MTMUSR Secondary cities
Avoid	23	Conduct a study on parking two- and four-wheel vehicles in downtown Ouagadougou, modernization of fare collection and delegation of parking management.	Local	Medium term: Explore how to do	2nd semester 2020	City of Ouagadougou	MTMUSR/DGMU CTGO
Avoid	24	Examine the possibility of parking areas for tractor trailers and buses in Bobo-Dioulasso.	Local	Medium term: Explore how to do	2nd semester 2020	City of Bobo-Dioulasso	MTMUSR/DGMU CCMU
Avoid	25	Examine the construction of bus stations through land grant models for private investors.	National	Medium term: Explore how to do	1st semester 2021	MTMUSR -> DGMU	MINEFID MI
Shift	26	Develop a traffic plan for Ouagadougou that includes bus lanes on some routes and a traffic light strategy based on vehicle counts at intersections with traffic lights and major intersections without traffic lights.	Local	Short term: Do:	2nd semester 2020	City of Ouagadougou CTGO	MTMUSR/DGMU CTGO

Shift	27	Establish, in every regional capital city, a tiered road system and a strategy plan for asphaltting primary roads.	Local	Short term: Do:	1st semester 2021	Secondary cities	MTMUSR/DGMU MI CCMU
Shift	28	Encourage secondary cities to perform traffic studies and establish a traffic plan, offering both technical and financial assistance.	National	Medium term: Explore how to do	1st semester 2021	MTMUSR -> DGMU	Secondary cities CCMU
Shift	29	Encourage secondary cities to obtain the equipment needed to make high-quality road markings and vertical signage (through group purchasing).	Local	Short term: Do:	1st semester 2021	Secondary cities	MTMUSR/DGMU MI CCMU
Shift	30	Establish bus lanes in Ouagadougou (OPTIS project) and Bobo-Dioulasso and build suitable depots and garages.	Local	Medium term: Explore how to do	2nd semester 2021	Cities of Ouagadougou and Bobo-Dioulasso	MTMUSR MI SOTRACO CTGO/CCMU
	31	Acquire a bus fleet in Ouagadougou to make public transport more attractive.	Local	Short term: Do:	2nd semester 2020	City of Ouagadougou	MTMUSR
Shift	32	For any new road project on primary urban roads, impose (by law or decree) a study of public transport integration.	National	Short term: Do:	1st semester 2021	MTMUSR	CCI MI MUH
Shift	33	Build bus stops that provide safe boarding and alighting and satisfactory waiting conditions, and that encourage intermodal passenger transport (with bicycle parking equipment, etc.), starting on the major roads identified on public transport networks in Ouagadougou and Bobo-Dioulasso.	Local	Short term: Do:	2nd semester 2021	SOTRACO	Secondary cities MTMUSR MUH CCMU
Shift	34	Train the national police to enforce regulations regarding illegal parking at bus stops and in bus lanes.	National	Short term: Do:	2nd semester 2021	MTMUSR	CCI Municipal police

Shift	35	Redefine the contract with the public transport operator based on multiyear goals assessed through performance indicators.	National	Short term: Do:	1st semester 2021	MTMUSR	MESRSI SOTRACO CTGO CCMU
Shift	36	Launch a professionalization program for the paratransit service sector coordinated with a taxi fleet renewal program.	National	Medium term: Explore how to do	1st semester 2021	MTMUSR	Taxi and motorized tricycle unions
Shift	37	Define and implement taxi parking and taxi stand areas, as well as service zoning.	Local	Short term: Do:	1st semester 2021	Secondary cities	Taxi unions CCMU
Shift	38	Revise regulations on paratransit services by adjusting decree 2012-559 based on a study of road safety issues and the social impact of motorized tricycle services in various cities of the country.	National	Medium term: Explore how to do	1st semester 2021	MTMUSR/DGMU	Motorized tricycle unions Secondary cities Municipal police
Shift	39	Organize two-wheel motorbike taxi service in urban areas (using Fade N'Gourma as an example) but maintain the ban in Ouagadougou and Bobo-Dioulasso.	Local	Short term: Do:	2nd semester 2021	Secondary cities	MTMUSR -> DGMU CCMU CTGO Municipal police
Improve	40	Set new regulations for imported vehicles based on their engine cubic capacity and levels of emissions and revise vehicle nomenclature for the technical acceptance procedure.	National	Short term: Do:	2nd semester 2021	MTMUSR	MEEVCC CCVA DGTMM
Improve	41	Finalize, validate and publish the decree limiting vehicle imports by age.	National	Short term: Do:	2nd semester 2021	MTMUSR	MEEVCC CCVA

Improve	42	Examine the feasibility of developing a bicycle and electric bicycle industry in Burkina Faso that can eventually replace imported motorbikes.	National	Medium term: Explore how to do	2nd semester 2021	MINEFID	MTMUSR
Improve	43	Adopt an ambitious national road safety strategy for urban areas.	National	Short term: Do:	2nd semester 2021	CCI and MTMSUR	MI MESRSI MATD Secondary cities ONASER Ministry of Health Municipal police OSCO
Improve	44	Finalize, validate and publish the decree concerning road accident analysis reports (BAACs) and train police and hospital staff in how to process them.	National	Short term: Do:	2nd semester 2021	MTMUSR	CCI Ministry of Health Municipal police
Improve	45	Conduct a public information campaign on traffic regulations and road safety.	National	Short term: Do:	1st semester 2021	MTMUSR -> DGMU	ONASER Associations Insurance companies
Improve	46	Make passing the Highway code test compulsory for motorized vehicle drivers	National	Short term: Do:	2nd semester 2021	MTMUSR	ONASER Associations Insurance companies
Improve	47	Establish traffic safety education centers in regional capital cities.	National	Short term: Do:	2nd semester 2021	Secondary cities	MTMUSR ONASER Associations Insurance companies
Improve	48	Strengthen police stops to enforce traffic regulations.	Local	Short term: Do:	1st semester 2021	Municipal police	Secondary cities MTMUSR ONASER
Improve	49	Examine vehicle emissions to publish an enactment order for gradual reduction of emission levels	National	Medium term: Explore how to do	2nd semester 2021	MTMUSR	MEEVCC CCVA

		permitted for cars, trucks and motorized two- and three-wheelers.					
Improve	50	Enact a statutory text imposing technical inspection of motorized two-wheelers by CCVA centers.	National	Short term: Do:	2nd semester 2021	MTMUSR	MEEVCC CCVA
Improve	51	Establish a quality control system for fuel sold in service stations.	National	Short term: Do:	2nd semester 2021	MTMUSR	MEEVCC
Improve	52	Issue an order prohibiting the use of diesel vehicles in city centers and limit their importation based on vehicle emissions and age.	National	Medium term: Explore how to do	2nd semester 2021	MTMUSR	CCI MEEVCC CCVA Ministry of Health
Improve	53	Establish air quality measurement systems in Ouagadougou and Bobo-Dioulasso so that those municipalities can develop public alert and information systems.	Local	Short term: Do Long term: Anticipate	2nd semester 2021	MEEVCC	Ministry of Health