

**DESARROLLO SOSTENIBLE  
EL PAPEL DE LAS INFRAESTRUCTURAS  
DE CARRETERAS  
(SESIÓN MINISTERIAL)**

Lunes, 20 de octubre de 2003 (8:30 – 12:00 a.m.)

**INFORME INTRODUCTORIO Y  
ACTAS DE LA SESIÓN DE MINISTROS**

# Índice

Índice.....	2
Informe Introdutorio .....	3
1. Tema general.....	3
2. Resumen del programa .....	4
3. Introducción a los temas seleccionados .....	5
3.1 Primer Tema – Promoción de las asociaciones para el desarrollo sostenible .....	5
3.2 Segundo tema - ¿Contribuye la inversión privada al desarrollo sostenible? .....	6
3.3 Tercer tema – El buen gobierno constituye un requisito previo para el desarrollo sostenible .....	6
Temas adicionales .....	7
Actas de la Sesión de Ministros.....	8

# Informe Introductorio

## 1. Tema general

El tema general de la Sesión Ministerial es “**Desarrollo sostenible – El papel de las infraestructuras de carreteras**”. En los últimos años se puede detectar en las políticas de transporte aplicadas en todo el mundo un cambio en el papel del gobierno, que pasa de ser suministrador a ser regulador. Este cambio pone el acento en las funciones gubernamentales de permitir la competencia y de salvaguardar el medio ambiente y el interés social. Después de la Cumbre Mundial de Johannesburgo sobre el Desarrollo Sostenible, celebrada en 2002, se ha puesto todavía más énfasis en el papel del gobierno como agente causal del desarrollo sostenible. Aunque existen muchas definiciones para el desarrollo sostenible, la mayoría de ellas giran en torno del desarrollo sostenible como concepto holístico: una estrategia que requiere la integración del crecimiento económico, la igualdad social y la gestión medioambiental. El desarrollo sostenible no pretende únicamente que la sociedad global sea más rica, sino que sea mejor en todos los sentidos; se centra, por consiguiente, en mejorar la calidad de vida y en poner de manifiesto que lo que se necesita son soluciones y no más problemas. Durante la sesión se examinará y debatirá el papel que puede desempeñar las infraestructuras de carreteras en la consecución de este objetivo.

La sesión ofrecerá a los representantes de los órganos de decisión y a los responsables políticos la posibilidad de intercambiar sus puntos de vista y experiencias respecto a tres temas concretos relacionados con el tema general de la sesión: “**Promoción de las asociaciones para el desarrollo sostenible**”, “**¿Contribuye la inversión privada al desarrollo sostenible?**” y “**El buen gobierno es un requisito previo para el desarrollo sostenible**”. Participarán en la sesión los Ministros responsables de las infraestructuras de transporte de los países miembros.

## 2. Resumen del programa

La Sesión Ministerial empezará el día 20 de octubre por la mañana y durará aproximadamente tres horas y media. Será presidida y dirigida por el Ministro de Transporte de Sudáfrica.

Con el fin de aumentar al máximo la participación, la reunión se organizará en dos niveles, con un panel constituido por 6 Ministros y otro constituido por 6 Especialistas/Ministros. Un coordinador (“facilitator”) independiente proporcionará el programa y las preguntas directas a los dos paneles. Al panel constituido enteramente por Ministros se le dará la oportunidad de exponer sus opiniones y experiencias respecto a las cuestiones planteadas, mientras que el segundo panel, constituido por Especialistas/Ministros, planteará nuevas cuestiones para que sean aclaradas y comentadas por el primero. La sesión tendrá una primera parte de aproximadamente 1 hora 45 minutos, durante la cual se realizarán presentaciones sobre los tres temas seleccionados. A continuación habrá un descanso de 30 minutos, después del cual tendrá lugar la segunda parte de la sesión, también con una duración aproximada de 1 h 45 minutos, en la que se harán preguntas a los paneles.

El Ministro de Transporte de Sudáfrica dará por finalizado el debate y clausurará oficialmente la Sesión Ministerial.

### 3. Introducción a los temas seleccionados

A continuación se presenta un breve resumen sobre cada uno de los tres temas que se abordarán en la Sesión Ministerial:

#### 3.1 Primer Tema – Promoción de las asociaciones para el desarrollo sostenible

Con el fin de cumplir sus objetivos de desarrollo sostenible, los gobiernos de todo el mundo han establecido asociaciones con diversas entidades, que abarcan desde el sector privado, las ONG y las organizaciones laborales hasta las comunidades científica y tecnológica. Con estas asociaciones se persigue fundamentalmente reunir una gama más amplia de talento y recursos, así como promover el desarrollo social.

Muchas asociaciones, sobre todo las establecidas con ONGs, dirigen a menudo sus esfuerzos hacia la formación y el desarrollo de los recursos humanos de los países, con lo que contribuyen de manera importante a combatir la pobreza. Otras asociaciones con una finalidad más comercial, tales como las asociaciones público-privadas, tienen también su papel en la creación de puestos de trabajo y en la transferencia de tecnología, algo que necesitan desesperadamente para su progreso los países en desarrollo y los países en transición.

Desde la Cumbre Mundial sobre el Desarrollo Sostenible, celebrada en Johannesburgo en 2002, se ha especulado sobre la posibilidad de que uno de los principales resultados de la Cumbre fueran las asociaciones, considerando que los nuevos modelos y enfoques para los programas y proyectos de desarrollo prepararían el terreno para la aplicación de soluciones basadas en las mismas. En los últimos años se ha reconocido asimismo el primordial papel de la sociedad civil; asociándose con ella, no sólo se puede conseguir un mejor entendimiento de los problemas, sino que también se puede encauzar el impulso y compromiso de la sociedad civil para conseguir el desarrollo sostenible desde la base.

En este campo, los ministros tendrán la oportunidad de compartir e intercambiar sus conocimientos y experiencias, con el fin de seguir avanzando a partir de la base que representan los programas y políticas existentes. Los nuevos enfoques e ideas darán lugar también a más debates e investigación, con vistas a desarrollar nuevas soluciones para los problemas actuales. Se espera que los ministros aborden las siguientes cuestiones:

- *Políticas y programas para promover las asociaciones.*
- *Nuevos enfoques e iniciativas en el establecimiento de asociaciones.*
- *Clarificación del alcance y modalidades del establecimiento de asociaciones eficaces.*

### 3.2 Segundo tema - ¿Contribuye la inversión privada al desarrollo sostenible?

El capital privado se está convirtiendo cada vez más en la principal fuente de financiación externa para los países en desarrollo y los países en transición. Como consecuencia, es fundamental utilizar este capital privado como herramienta para conseguir un desarrollo sostenible. Para el aprovechamiento de todo el potencial del capital privado, las asociaciones, las inversiones conjuntas y las instituciones internacionales de financiación desempeñan un papel fundamental, pues estimulan el flujo de capitales y el desarrollo de los mercados de capitales. La inversión directa extranjera (FDI: "Foreign Direct Investment") también desempeña un papel esencial en el desarrollo y crecimiento de los países en desarrollo y en transición. Como es sabido, la FDI estimula el crecimiento económico, aumenta la producción básica de los países, introduce nuevas técnicas y crea nuevos empleos. Por otra parte, tiene un impacto positivo sobre el desarrollo social, ya que no sólo crea empleo, sino que también sirve como herramienta para combatir la pobreza en los países en vías de desarrollo. Finalmente, la FDI aumenta los ingresos tributarios del sector público, con lo que éste dispone de fondos adicionales que puede utilizar.

No obstante, es preciso crear sinergias y reforzarlas mediante la adopción de políticas adecuadas. Las políticas relativas a los impuestos y a las inversiones, así como las que establecen un entorno favorable para la inversión privada, son fundamentales para la creación de estas sinergias. Son muy frecuentes las preguntas sobre cuál debería ser el papel del sector privado, o incluso el de las agencias de desarrollo, en la creación de estas sinergias.

Se espera que los ministros aborden las siguientes cuestiones:

*¿Qué mejoras deben aplicar los gobiernos para facilitar las inversiones privadas que contribuyan al desarrollo sostenible y cuál es el papel de la sociedad civil en el control de las mismas?*

### 3.3 Tercer tema – El buen gobierno constituye un requisito previo para el desarrollo sostenible

En la actualidad, todas las sociedades se enfrentan al desafío de crear un sistema de gobierno que promueva, apoye y mantenga el desarrollo. Sin embargo, la búsqueda de un concepto de gobierno claramente articulado en las economías de mercado sólo acaba de empezar. El buen gobierno es aquella forma de gobernar en la que los recursos y los problemas públicos se gestionan de manera eficaz, atendiendo a las necesidades críticas de la sociedad. Las formas eficaces de gobierno se basan en la participación pública, en la responsabilidad y en la transparencia. Mientras que la participación pública y la transparencia hablan por sí solas, la responsabilidad debe contemplarse desde los puntos de vista público y financiero. La responsabilidad pública cubre la gama de métodos y prácticas utilizados por los gobiernos para asegurarse de que sus actividades y resultados se corresponden con las metas y niveles perseguidos. Mientras que la realización de las metas y objetivos del gobierno es objeto de debate desde hace mucho tiempo, la responsabilidad financiera plantea un desafío urgente que requiere una solución práctica inmediata, debido, en especial, a la creciente preocupación por la transparencia y responsabilidad en las medidas de gobierno. Si se percibe una falta de integridad en los gobiernos, la credibilidad de las instituciones democráticas se debilita gravemente. La mejora de la integridad, o el desarrollo y puesta en práctica de estrategias para la prevención y el control de la corrupción, son elementos esenciales para asegurar la responsabilidad. Puesto que gobernar consiste

en tomar decisiones y poner en práctica las decisiones tomadas, el análisis del ejercicio del gobierno se centra también en los actores implicados, de manera más o menos oficial, en la toma de decisiones y en la ejecución de las mismas, así como en las estructuras oficiales o extraoficiales establecidas para tomar o llevar a la práctica las decisiones.

Se espera que los ministros aborden las siguientes cuestiones:

*La relación entre el buen gobierno y el desarrollo sostenible en lo que se refiere a:*

- *Sociedad civil.*
- *Responsabilidad.*
- *Transparencia.*
- *Sensibilidad (“responsiveness”).*
- *Eficacia y eficiencia.*
- *Equidad.*
- *Imperio de la ley.*

*El papel del buen gobierno en la minimización de la corrupción.*

*El buen gobierno garantiza que se tienen en cuenta todos los puntos de vista de la sociedad y que las voces de los más vulnerables dentro de ella son escuchadas en el proceso de toma de decisiones.*

Temas adicionales

- La promoción del crecimiento económico por medio de la competencia garantizará el desarrollo sostenible.
- El desarrollo social no es sólo un resultado indirecto del desarrollo sostenible, sino que es necesario para que éste se produzca.
- Papel de la ciencia y la tecnología en el desarrollo sostenible.

# Actas de la Sesión de Ministros

CHAIRPERSON: Welcome once again to the warm climate of Durban. So Mr Minister and the Vice-Prime Minister of Madagascar and all the Ministers here gathered, we are very thankful to have you in this very special session for Ministers.

Every four years PIARC obviously comes to a defining moment, a moment when you gather from around the world to consider the sort of strides that have been made and to share with each other the challenges that have to be confronted.

Now this is going to be quite a whirlwind time together. We are going to start by asking the South African Minister of Transport to give the trendsetting, if you wish, statement, a guide as to why we are here and how we are going to conduct ourselves. Then after that we are going to have a series of six presentations, each presentation will be six minutes in length.

MINISTER OMAR: Your Excellencies, participants, ladies and gentlemen, may I again on behalf of the South African government say how pleased we are that we have such a wonderful attendance, an attendance of so many distinguished Ministers, leaders of government present here this morning.

The subject matter for discussion is: ***Sustainable Development, the Role of Road Infrastructure*** and then going through the documentation I see that there are three sub-themes under the heading of sustainable development - Mobilising Partnerships for Sustainable Development; secondly, Harnessing Private Investment in Support of Infrastructure Development; and then Good Governance as a Prerequisite for Sustainable Development.

I think we have the advantage, if I may say so, that just under a year ago the World Summit on Sustainable Development took place and the World Summit set the parameters, there was an international consensus on sustainable development. The international consensus was to the effect that sustainable development is a holistic concept envisaging integration of economic growth, social equity and environmental management. And it is therefore in that context I believe that we will look at the issue of sustainable development.

In the few minutes at my disposal I am just going to make two or three points. The first is that we often tend to concentrate on the big picture, we concentrate on roads which perform a mainly economic function and having defined that function, we are led to certain results in determining who are the role players and what they can do. Now we in South Africa have done that over the past ten years since South Africa became a democracy; we have also looked at our sister states to our north on the continent and it is true that we have concentrated on roads which perform an economic function. So that approach is correct, but I think experience tells us, ten years of our own democracy tells us that correct as it is, it is inadequate.



If you take into account that many of our countries are large countries, we have national roads, regional or provincial roads, we have local roads and I want to specifically mention rural roads. If we approach it in that way then the conclusion we arrive at is that the roads perform both an economic and a social function and particularly with local and rural roads, this is the level of roads closest to the people. Novel ideas are being developed with regard to partnerships, funding, the involvement of the private sector in road development and maintenance, especially with regard to those important roads which perform an economic function. But we will delegitimise our road building and road development as well as road maintenance programmes, we will delegitimise our national road development unless we also pay attention to the other levels that I have mentioned. And the minute we do that, there is a role for different role players and so it is not only the state, government, and it is not only the private sector, important as it is - it has the resources, it has the expertise, it has the management skills and therefore very important for us - but there is also civil society. The minute we go to the lower levels of road development and maintenance, civil society plays a very important role. If we ignore local and especially rural road development we delegitimise our programme at a national level.

And therefore again in line with the concept of sustainable development it seems to me that we need a holistic approach to the question of road development and road maintenance. If we do that, then the development of public/ private partnerships, especially in the development of our national roads - we have got it in South Africa, we have developed a very good national road network, they perform a very economic function - ourselves, we believe that we need to do much more to ensure that our transport system keeps pace with the economic development of our country, the economic growth of our country.

So at that level I think our innovation, the creation of a South African National Roads Agency operating at arms' length from government, operating on a commercial basis, is an experience which I think we can look at. We have benefited from it, we do not pretend that it is relevant to other experiences. But the minute we look at our road development and road maintenance programme at the different levels of our country, then we realise how important a role communities can play and civil society. Especially in rural road development programmes the partnerships take a different form from that between national government and the private sector. Again we often tend to over-generalise what government is and government does not only exist at national level, the state does not only exist at national level, it exists at provincial, state level, regional level, local government level and those levels have an important role to play, they would be important partners. And especially at local road development level, rural development in terms of roads, our local government structures at least in South Africa would play a very important role. And of course communities do not operate up there at a national level, even though they may be coordinated. They operate at local levels in every single community. And some of our countries are well-endowed with NGOs, civil society organisations, community-based organisations.

In a country like South Africa we were fortunate in that, with political organisations proscribed and illegal in the apartheid years up to 1994, it is the locally based community- organisations which played an important role to carry the struggle for democracy forward. And so one has got the basis of community-based organisations existing.

Now we are experimenting in the sense that community-based organisations turn their attention to development, because economic growth in itself does not bring development of communities. There has to be a special focus on development, that is what our own experience tell us and it is community-based organisations which can play that role. In terms of road development, rural roads in particular, there have been some novel experiments and community-based organisations have been playing an important role. But both at a national, provincial and also at a local level, capacity building, the imparting of skills to people, training, have been important parts of the programme.

And so I think that a correct approach would be for us, taking into account the notion of sustainable development, is to have a holistic view and not only a one-sided view which talks of the big picture. We must look at the micro picture as well.

Lastly Chair, the situation in Africa itself and other developing countries is very important because for stability and peace to exist in the world, those countries which have been dominated by colonialism in the past - and one does not want to harp back on that all the time, one is not looking for blame, one is looking at reality - it is very important that development take place there as well and in Africa the African Union is beginning to play that important role which the subject matter of our discussion talks about. For example, there is great emphasis on good governance, great emphasis on democracy in Africa. Sometimes we pay a great deal of attention to the conflicts which exist on our continent but if you look back at the continent over the past ten years, you will see that more and more countries have opted for democratic systems and are aware of the need to ensure that good governance, accountability exist and the New Partnership for Africa's Development which would be the basically economic programme for the progress of the continent, does envisage transport and in that context road development and maintenance, to be very, very important cogs.

So I thought I would mention them. We are meeting in Africa and the needs of developing countries may differ in detail but fundamentally all levels of society - the state, government, private sector, civil society - all have to work together in order to ensure that development takes place and road development and maintenance play a very important role in that regard.

I hope that with this introduction we will receive some words of wisdom. We have a number of eminent people taking part in these discussions and I look forward to receiving the benefit of those discussions. Thank you Chair.

CHAIRPERSON: Thank you Minister Omar. The next presentations, there are six of them, will be done by the following countries: one, Canada, then China and then France, Algeria, United Kingdom and Tanzania. What we have done is we have taken what is called a developed country and a developing country to present on the same issue and the first issue is on the issue of mobilising partnerships for sustainable development.

MR MAHONEY (CANADA): Thank you very much Mr Chairman. Actually Mr. Collette was unable to be with us today, my name is Steve Mahoney and I bring greetings on behalf of our Transport Minister, Mr David Collette, and his best wishes for a successful congress. My role is as the Minister responsible for Crown corporations and sustainable development within our communities.

Let me just say that sustainable development is a priority for the government of Canada. For transport in Canada, the transportation system must be sustainable on three counts: economic, social and environmental. Today I would like to talk about the six kinds of partnerships that are important to sustainable transportation in Canada. Transportation frankly is the foundation of our prosperity, but traffic in all modes produces air pollution, noise, community disruption and habitat destruction. Everyone lives with the consequences of these problems and therefore everyone has an interest in working together to resolve them. And for that reason alone and many others besides, partnerships for sustainable development are proving to be very effective.

I have been joined on this trip to South Africa by a Team Canada trade mission that represents several of the kinds of partnerships that I will talk about. We have some 150 delegates, including representatives of the Transport Ministers of the province of Quebec and the province of Quebec has been a government member of PIARC for 30 years and as well as a representative from the government of Ontario. We are also joined in this mission by business people, non-government organisations and representatives from provincial, territorial and municipal governments right across Canada. They are all important partners in Canada's efforts to promote sustainable development in transportation.

The presence of the provincial governments brings me to the first type of partnership. Under our Constitution, highways fall under the jurisdiction of the provincial governments. Municipalities which themselves face so many transportation challenges, also fall under the jurisdiction of the provinces. And yet the federal government has many of the key resources and tools, knowledge resources and information gathering as well as funding. As a result, municipalities, provinces and the federal government have evolved close working relationships to help ensure that we each bring our strengths and resources to bear on transportation issues. For example, the government of Canada has developed a number of cost-shared infrastructure programmes that respond to provincial and municipal priorities with transportation being the major beneficiary.

The second kind of partnership involves the creation of advisory boards to bring together the perspective of various stakeholders to help form public policy and in conjunction with the 21st World Road Congress at Kuala Lumpur for example, Minister Colonet announced support for ITS Canada as our principal private sector technical advisor on intelligent transportation systems. In this partnership ITS Canada has provided significant advice in the development of Canada's plan and national architecture, the communications and information backbone that supports and unites key intelligent transportation system technologies. ITS Canada in turn has built partnerships with other organisations.

Together with Transport Canada, it has worked to make Canada a global leader in this technology and its applications.

The role of ITS Canada brings me to the third kind of partnership that I want to discuss, research partnerships bringing government, industry and the research community together. In the past few years the government of Canada has targeted some \$30 million for intelligent transportation system projects, much of it involving R&D and deployment of innovation technologies. For example, partnerships among different jurisdictions, transportation modes and operating agencies are strongly encouraged. Partnerships among federal research facilities, industry and the University community have helped make Canada a global leader in fuel cell research, for example. In fact we want to increase the supply and use of ethanol produced from bio-mass so that by the end of this decade, a targeted 25% of gas could contain 10% ethanol.

Partnerships between government and the private sector have built a toll highway in the northern suburb of Canada's largest city Toronto, and a fixed link bridge to connect Prince Edward Island to the mainland or, as the islanders would say, to connect the rest of the country to Prince Edward Island. Now both projects incidentally make innovative use of ITS technology.

The fifth partnership is one that brings the concerns of the local community into the decision making that affects key elements of transportation. We have adopted a system whereby port and airport authorities have been removed from direct government control and we have established local bodies to run them. This gives them autonomy, flexibility and the tools that they need to operate commercially and efficiently and divesting control of ports and airports from the national to the local level has worked very well for us.

Finally, the sixth kind of partnership is the most important of all, the partnership among transport modes to ensure that people and freight are moved in a way that makes the most sense. They let the highway infrastructure do what it does better than any other mode and highways are an excellent mode for efficient on-time delivery but that advantage gets lost if the roads become too congested.

Governments play a role by establishing regulatory frameworks wherein the various modes compete and cooperate and in Canada we are committed to the revitalisation, for example, of our passenger rail system and our investing in infrastructure renewal. We are also promoting short sea shipping through a series of regional research studies and workshops with other partners.

But one of the biggest issues we face in fostering a transportation system where every mode is used to its best advantage is the pricing of transportation services. The most direct way to ensure that environmental and social costs are taken into account, is to require that users pay directly for them but this still requires considerable study and consultation. Transport Canada is collaborating with industry, provincial, territorial and municipal governments and with the research community to try to reach a broader consensus on the full cost of transportation and to find practical solutions.

Mr. Chairman, ladies and gentlemen, colleagues, this is a brief overview of some of the partnerships at play in Canada today to promote sustainable transportation and all of these kinds of partnerships must be brought to the fore to build a more sustainable transportation system. Thank you very much.

CHAIRPERSON: Thank you very much Mr Mahoney. We will now ask the Minister from China, Mr Wu, please to come and give us his presentation.

MINISTER XU XIJIE (CHINA): Respectful Chairman, distinguished delegates, ladies and gentlemen, good morning. It is my pleasure to head the Chinese delegation to attend this World Road Congress. I am honoured to have this opportunity to explore issues of common concern with colleagues from all over the world. I am confident that this congress will surely yield fruitful results with joint efforts for all of us.

Since 1978, China has maintained a rapid economic development. In 2002 China's GDP reached 1.23 trillion US dollars, the average annual increase was 9%. 20 years ago China's export was almost negligible; however, the total volume summed up to 620,8 billion US dollars. Despite SARS, the growth rate of China's GDP for the first half of this year was 8,2%, here exports increased by over 30%.

The rapid economic development, the continuous increase of international trade and the improvement of people's lives has brought about tremendous demand for transport. From 1980 to 2002 the volume of passenger transport increased by six times with an average annual growth of 8,1%. At the same time the volume of freight transport boomed from 1,16 trillion ton kilometres to 5 trillion ton kilometres, an annual increase of 6,6%. Container handling capacity of ports added from 100 000 TUs to 36,8 million TUs, an increase of 32%.

In order to meet the rapid growth of transport demand, the Chinese government has been attaching special importance to development of transport infrastructure and that of the highway in particular. At the end of 2002 the total length of China's highway was 1,76 million kilometres, twice as much as that before 1978.

In 1988 the first expressway was viewed in China. The cumulated length was 25 000 kilometres at the end of last year. It is estimated that another 5 000 kilometres will be completed this year. Although considerable progress has been made for highways, the sector remains a bottleneck, constraining the national economy. There is still a long way for us to go. According to the development plan for highway sector, the total length for China's highway will range three million kilometres by 2020, for expressway more than 70 000 kilometres. All these figures are only the figures in Mainland China.

We are facing challenges in the highway sector. The Chinese government has been paying special attention to the establishment of partnerships with multi prongs in search of a rapid and sustainable development of the highway sector. Particular causes of focus on the issues such as social impact and environment protection, rural development and poverty relief, operating efficiency and traffic safety, service improvement and commercialised operation. More and more private sectors, private capital, foreign investors, social organisations, communities, scientific institutes have been taking part in and contributing tremendously.

It is a common goal pursued by government and public sectors for every country to establish a partnership with multiple prongs during the process of infrastructure development. To obtain such a partnership it is not enough to have only the willingness, an effective mechanism shall be set up and maintained among the concerned parties. It is a common challenge we are all facing and it is also an important topic for this meeting. I believe that this congress would definitely upgrade and strengthen the partnership.

Ladies and gentlemen, let us join our hands, strengthening the cooperation among the sector to contribute for the sustainable development of the highway sector. Thank you.

CHAIRPERSON: Thank you very much Minister. So that was about mobilising partnerships for sustainable development. Now we move into the whole area of resource mobilisation and that is how to harness private investment in support of public infrastructure development. Once again we will hear from, quote, "a developed country" as well as from "a developing country" and France will lead us at this point, Minister de Robien and after that Minister Amar Ghoul from Algeria.

MINISTER DE ROBIEN (FRANCE): Dear colleagues, ladies and gentlemen. Participating in this congress let me say the pleasure the French delegation has to be here with you today and in the coming days.

The building and maintenance of a quality road network which, as we have said over and over, is essential to economic development, is also essential to social development and the quality of life throughout the world. This also demands mobilisation of additional infrastructure funds, more than the state can grant. This is why in France for some 40 years now we have had recourse to toll roads and concessions granting, so as to finance our motorway network. It was thanks to that choice that we were able to go from 100 kilometres or so of motorway in 1970 to more than 10 000 kilometres today, 7 500 kilometres are toll roads.

This has in fact helped us to contribute to the economic development, France and its territory as a whole, you know, that the work is based initially on public companies and semi- public companies, but with the aim to adapt to economic changes and so as to adapt to the changes in the French and European legal framework, today we are working with concessionary companies which can either be public or private companies. And this is how we have been able to mobilise the contribution of users to the building of these infrastructures, thanks to private capital and for financing.

This system, like all systems, offers advantages but also constraints. The advantages are many, in that it has led to the installation of tolls and I must say that this is an advantage because indeed tolls allow us to have a modular approach to user payment so as to be as close as possible to the real cost of transportation, yet this offers us tools for regulating and modulating traffic.

Now as long as the road users accept this as well, the tolls allow us to have financing for building roads without having to increase the tax pressure on citizens. In addition to that, tolls allow us to ensure that all users contribute to the building of these roads.

You know that France is a country which has a lot of transit traffic and so it is quite normal that the infrastructure costs be borne in part by transit users as well and not just the French taxpayer.

The road investments are characterised by a large need of sums at the beginning and you also note that the pay back time is long, but it will exist throughout the service life of the infrastructures. So the state is able to ensure that the public service is guaranteed and well carried out, while ensuring that we use private investment funds. In addition to that, this allows us to have a sharing between the partners if the contract is correctly designed.

Having spoken of the advantages, now we can talk about the constraints. It is essential that all the constraints be clearly taken into account and this is indeed, the management of these constraints are the key to guaranteeing success. First of all, investment must offer a sufficient level of profitability for the private investor. If that profitability is not sufficient then it is up to the public authorities to ensure that, thanks to an initial subsidy.

Secondly, the contract must ensure an acceptable risk sharing between the partners. As a consequence, the political and service risks cannot just be assumed by the state but it is up to the company, the private company and its partners, for the building, management and maintenance of the project, to assume the construction, operational and commercial risks.

Finally, you need to understand that these types of contract which are very long-term contracts covering a period of 50 to 70 years, are worse, if you like, or even longer than a marriage contract and so they need to be based on a sure legal framework. This is why at the beginning I said that we have developed our motorway network on this basis of concessions and I will be very happy to welcome you at the next World Road Congress which will take place in France, in Paris in 2007.

You know that our situation is not ideal and the needs of the country continue to evolve and constantly adds for new technical and financial engineering processes and this is why you need to share experiences and this is why we feel that this congress is so important. I would like to stress the excellent organisation of this congress and I would like to thank the organisers, thank you.

CHAIRPERSON: *Bon, c'est bon, très bien*, very good. Thank you very much Minister. We will now ask Minister Ghoul from Algeria please? Thank you.

MINISTER GHOUL (ALGERIA): Mr President, your excellencies, ladies and gentlemen. I must say that it was with a great deal of joy that the Algerian delegation that I head have stepped on the ground of this brother country. I must say that indeed the country of Nelson Mandela, the great freedom fighter, a wise man to whom our continent and humanity as a whole are greatly indebted - I think in fact we can look at the exemplary nature of his love for his country and the interests of his country -all mean that he is truly a healthy model for modern democracy. We would like to thank our South African brothers for their excellent welcome and the excellent conditions that they have organised for this congress and I must say that it is also with a great deal of pleasure that we are participating in the 22nd World Road Congress which is loyal to its past and we, as a member of PIARC, are happy to continue to support this organisation because indeed we strongly believe in constructive cooperation between countries.

Your excellencies, ladies and gentlemen, this is indeed a privileged opportunity to share and discuss between such important and widespread countries the developments that have taken place in terms of sustainable development and the new achievements in terms of road management which are at the heart of development. And with respect to this we would like to congratulate the association for having always grouped together all of the players within the same venue so as to truly ensure that the roads play their role in the service of the public as a whole.

Algeria with its 2,4 million square kilometres has a road infrastructure of some 107 000 kilometres which call for immense work, either from the technical or financial point of view, to preserve them. And with this respect, Algeria has implemented a policy which aims at preserving this heritage while committing funds to the modernisation and extension of this road network and its capacity and with this respect our sector has given itself a number of tools, a number of master plans at the national level with the year 2020 in mind.



Our major actions concern the building of the east-west motorway which will be 1 216 kilometres in length. It will be a BOT project and it should in fact open up the higher plateaux to the rest of the country. We also have another road which will be 1 300 kilometres which will be commissioned in 2009. We also are talking of the Trans-Saharan continental road which is extremely strategic and which will allow for exchanges between the African and European continents.

The completion of these projects are among the priorities of NEPAD and this in fact and this in fact will ensure the continued development of the region. You know that Algeria is one of the founders of the NEPAD project and will continue to work to ensure the best conditions possible for its achievement and this in the framework of a real partnership.

Your excellencies, ladies and gentlemen, everyone agrees that the efforts that must be made in the field of unification of the infrastructures which are the basis for development of our countries must fall within the scope of a sustainable development. But allow me in fact to open up a parenthesis here with regard to what is sustainable development. Sustainable development as a concept is a truly noble one, but it does not have the same meaning for the developing countries and the rest, and the developed countries. Indeed for the rest of the world we first have to reach a level of development, preserve that development over time so as to then be able to speak of sustainable development.

In the same way, if we look beyond the fact that the road is an instrument for social equality and equilibrium, roads must be the vectors of peace and democracy, bringing peoples together, bringing cultures and civilisations together and this indeed has to be part of integrated projects. We need to take into account the socio-economic aspects but also the environmental aspects. It is clear that all projects must be projects which add to the beauty of a site. All projects must take into account the artist's brush in terms of design and the roads must also preserve the rights to the safety of its users. The road must preserve the rights of the road users and this includes the pedestrian, the school child, the handicapped and animals.

Ladies and gentlemen, your excellencies, I would like to wish you great success in your work here. I thank you for your attention. Thank you very much.

CHAIRPERSON: I do thank you very much indeed for the brilliant presentation, Monsieur Amar Ghoul from Algeria.

Now we move to the third level of our discourse this morning and this is relating to good governance as a prerequisite for sustainable development and from the United Kingdom we will have Mr David Jamieson who will speak to us on this matter, and from Tanzania we will have the honourable John P J Magufuli. Please, Mr Jamieson.

MINISTER JAMIESON (UNITED KINGDOM): Mr Chairman, ladies and gentlemen, not only, as you say, we have developed and developing countries here today, we also have small and large countries. I consider ourselves to be small in geographical area, or certainly in comparison to China or to Canada we certainly are. Mr Chairman, a key aspect of good governance is keeping people informed and encouraging participation of people and those who are given the opportunity to participate are far more likely to support the solutions that have been eventually arrived at. We think an important aspect of good governance in some cases is devolving those decisions to a local level where they can be more appropriately made.

Now to help deliver good governance, partnering with the private sector in funding and managing the network has been undertaken in the United Kingdom with what we call the private finance initiative and also what we call the design, build, finance and operate way of managing some of our contracts. Bringing in this type of contract has brought in the private sector knowledge and the expertise into managing and developing roads through a competitive and fair process.

Another aspect of governance is allowing local and regional and national roads and allowing the devolved decisions at a certain level where it is more appropriate. National government in the United Kingdom only handles 3% of the length of the roads; the rest of the road system is managed at a local level and this ensures that decisions are made where they are most appropriately made, which is very often at a local level. But very important, it is the government that sets out the policy and the strategic aims through long-term objectives in what we call our 10-year plan. And we believe that democratic government, national government is good at setting the objectives; local government can sometimes set the objectives locally but we believe that very often it is the private sector that can deliver the building of those projects through a competitive market.

We, as I say Mr Chairman, are a small country and we have a large population for a small country but in fact we have to protect our environment and that is another major consideration that we must have in these contracts for roads, is actually looking after and maintaining the environment and we do take very much account of the pressure groups and others who talk to us and participate in the process of making those decisions. Just recently we had what we call our multi-modal studies and this is a way of bringing together many different partners and stakeholders in helping make and form those decisions.

Public consultation on road proposals are also very important in making sure that we get the right and good decisions. I have to say though, Mr Chairman, sometimes our planning system can take too long and one of the down sides of democracy and getting people involved is, it does take more time but I would argue that we need to minimise that time but on the other hand make sure that we get people involved to make sure that we have good decisions that are sensitive to people's needs.

And if I could just say finally, to manage and develop the road network we have to utilise the benefits of the private sector to provide good and efficient service. Now the principles of good contract procedures with innovative ideas for achieving good service need to be taken forward through rigorous procurement procedures and added to this transparent system we have a procedure for tendering and awarding contracts, followed by an audit process for assessing performance during the contract.

Mr Chairman, good governance delivers transport to benefit the economy and to benefit people. It protects the environment, it minimises the impact on people and delivers good value for money. Thank you for your kind attention.

CHAIRPERSON: Thank you very much for those remarks. We come back to the African continent and we ask the honourable Mr John P J Magufuli from Tanzania to also talk to us about good governance as a prerequisite for sustainable development.

MINISTER MAGUFULI (TANZANIA): My name is John Pombe Joseph Magufuli, Minister for Works from Tanzania. The topic is good governance as a prerequisite for the sustainable development.

Well, I would just start by mentioning some of the physical and non-physical barriers for the case of road transport and infrastructure in general in Africa. We have inadequate cross-border connections, higher risk environments such as conflict situations and governance issues, higher transport costs and a long transit time, inadequate financial resources for upgrading and monitoring the infrastructure, poor safety standards, weak policy and regulatory framework.

These are the physical and the non-physical barriers for the case of Africa, so if at all these physical barriers are going to be removed you would be doing something of good governance.

In Tanzania with 945 000 square kilometres we have approximately 85 000 kilometres network for the whole country and out of it, 35 000 is trunk roads and regional roads while 50 000 approximately goes to the district roads and the feeder roads. We have some problems as far as funding roads, but in general for the past five years we have been doing a lot to make sure that we construct some of the roads by using our own funding. We get a lot of support from the World Bank, European Union, Danish government, Norway, the Japanese and so on, but we thought that this support which we get from our development partners is supposed to be supported by the own resources from the government. So we have started by constructing approximately 800 kilometres by which we have put aside more than US\$250 million by which we think that for the coming five years we will be able to construct those roads, by design and the constructing.

We thought this method saves time rather than waiting objections from donors and so on and so on, where it takes up to ten years. And because of these projects which, Mr Chairman, I am going to explain it later in my presentation on the 23rd, I would be able to elaborate and to compare the projects which are donor - the traditional methods and the design and construct methods, Tanzanian models, the way, the advantages to be derived.

But Mr Chairman, we have already done some reforms. We have already established the road agency from the year 2000, we have already established the road funds by which 90% of the money collected is to be used for the road maintenance. We have already done some changes for some of the acts to make sure that we go and we remove some of the corruptions which we think that it could be one of the hindrances for the government.

We have also established our own Procurement Act no. 3 of the year 2001 and with the aim of making same that we procure things and we shorten the distance. I think that with this short introduction I must concur with the topic that good governance is a prerequisite for the sustainable development, but I must put the point clear that it is not necessarily the countries which have already developed, they are supposed to have good governance. Thank you Mr Chairman.

CHAIRPERSON: Thank you very much. As you can notice there are additional Ministers on the platform from Kenya, from Saudi Arabia, from Malaysia, from Quebec Canada, from Japan and from Gabon and what we would like to do now is to give them an opportunity to have the first bash at what has been said here.

MINISTER AL SURAISERY (SAUDI ARABIA): Thank you very much. I think as you heard speeches from developed and developing countries, I think developing countries think to seek the help of what has been done in developed countries in building more roads, more safer and environmentally friendly roads, while in developed countries technology will be sought for what roads have been built, because roads in developed countries cannot be expanded to, in some areas more than what has been there, for technology, intelligent technology, ITS applications is something that has to be implemented and we all have to think about it seriously so that we can ease congestion and reduce pollution and reduce traffic.

MINISTER ODINGA (KENYA): Thank you. My name is Rael Odinga from Kenya, Minister for Roads, Public Works and Housing. I think we have had a very enlightening morning this morning, the presentations from various countries which has given us a good introduction to what is happening in those other countries. It is good that we are here in South Africa, the land of Cecil Rhodes who, over 100 years ago, conceived the idea of constructing a highway from Cape Town to Cairo, the Great North Road. Over 100 years since his death that highway has not been constructed but at least I am happy to see that our friends Tanzania and Mozambique are working on interlinkage between their two countries.

Now what is critical to us is the point that has been raised by the colleague from Tanzania, the issue of design and construct. Because many of our countries have a problem particularly on the donor funded projects where the studies, feasibility studies have in themselves become industries. A lot of money is spent on doing feasibility study, feasibility study, environmental impact assessment, design and so on. And then when another donor comes in, he does not accept the work that has been done by another donor. So a lot of money is spent on studies rather than doing the work itself and it is the reason why the idea of design and construct is more appealing to us here. We would like to get more clarification from our other colleagues in other parts of the world, but the beauty is something that we are all trying to introduce in our countries. In Kenya in order to supplement the efforts of the government by inviting the private sector to partner with the public sector

CHAIRPERSON: I wonder if you could just spend another 30 to 60 seconds just talking a little bit about the seeming conflict and wastage. Is there anything that can be done about this to coordinate donor funding and make sure that it is a little bit more streamlined and coordinated and does not waste so much. Mr Odinga please, if you don't mind, or anybody else who has got more wisdom on this.

MINISTER ODINGA: Of course this is an issue of which there are conflicting ideas but our view is (a), that most of our countries have capacity to carry out feasibility studies and design by ourselves, so that when somebody wants to come and help us they should accept the work that has been done by us, rather than having some retired consultants to come and spend the money on paying the consulting work which has really been done, repeating the work which has already been done by local consultants. This is one way of solving it, by accepting work done by local consultants and then spending the money on construction of the projects themselves.

CHAIRPERSON: I am sure we can spend a lot more time on this one here but we are not suggesting that the triple bottom line as has been espoused by Canada, for instance in your presentation sir, that is not important; it is just that perhaps we ought to streamline these studies a little bit more. Do you want to comment on this?

MINISTER MAHONEY: Well, I think one of the prices we pay for democracy is the fact that in Canada we live in a country where criticism is almost the byword and so people will come in and look at a study, will criticise it and will somehow challenge it. We have challenges to the courts all the time and it is very painful, but the reality is democracy may not be the best system in the world but it's a long way ahead of whatever is in second place.

MINISTER BOUNDONO (GABON): Thank you, my name is Mr. Boundono, the Public Works Minister for Gabon. I would like to first of all thank the World Road Congress for having given my country an opportunity of taking part in this meeting. My country is represented by two ministers, the Minister for Transportation and myself and I myself that my words would be directed at my two colleagues, French and Canadian, who spoke of the issues of partnership, the private/public partnership.

The question that I would like to raise here in fact concerns a simple observation. We are developing countries and these countries do not have the means of implementing these private/public partnerships, that is to say for the building of motorways, highways, et cetera, as was mentioned by my French colleague. Now the question that I have with regard to developing countries is the following: could we perhaps have a private/public partnership in countries which not only do not have the possibility of private financing because you know once again, generally speaking, we are poor countries, so how can we integrate this concept of private/public partnerships in the developing countries?

CHAIRPERSON: A very important question and I would like, if there is anybody from South Africa, to deal with that one as well because the whole PPP idea has also been talked about quite a bit within South Africa at this stage, but I think we should ask our French representative to maybe respond to that question.

MINISTER DE ROBIEN: Thank you Mr Chairman. I don't think there is any miracle solution when you don't have means. Of course it is easy to find the partner to develop infrastructure up to 100% but sometimes you have legal aids and economic tools which can help you find partners and the investment can be complemented with a subsidy. In France you can have a partner involved only up to 20 or 30% minimum, beyond that it is full public financing. If you can consider having a small part of the infrastructure paid in this way, it is possible to find a partner even though it is a partial partner.

MINISTER MAHONEY: Very briefly, I just think that developed countries in this area need to look at foreign aid more as an investment and certainly not charity. I think NEPAD goes a long way toward that. Our Prime Minister has made commitments to Africa and with your President, sir, and others and we believe that these kinds of investments can lead to public/private partnerships as well and we look on them as opportunities.

CHAIRPERSON: I have got a follow-up question that I would like to put to the French delegation. The question, sir, is that if you are going to go into these long-term projects, obviously somebody has to guarantee and therefore even within poor countries is there a need perhaps for governments to look at how to give comfort, through a legal framework as you said, to these potential private investors which may not necessarily have to be local people? Would you care to mention what you meant by these long-term contracts and how do you safeguard without binding future taxes to people who are not even alive yet?

MINISTER DE ROBIEN: Well Mr Chairman, when we fund an infrastructure which is a motorway or road, it is for the next 50 or 100 years, it is going to cover three, four or many more generations. So my first comment is that it would not be indecent to borrow when an infrastructure is supposed to be of use for the next generations and to borrow for the long-term. If you can also find immediate contributions of course it is always preferable to do that, to have a round table, to share risks and of course the search for guarantees is part of the natural approach of the various partners. The guarantees can be national guarantees offered by the countries or international guarantees provided by various organisations.

MINISTER JAMESON: Mr Chairman, just on the point that has just been made, I think what is needed from government is that government needs to have a clear idea of what it wants and that is what government is about. It is about allowing then the private sector to carry out the contract. Now the idea that somehow in a system where the government not only provides the money but actually does the building of the contract, that somehow that is not without risk, of course is wrong. Very often, as my colleague from France said, these projects are for 50 or 100 years and sometimes if they are built badly or the design is not good, then that is a problem that the country has to pick up in future years.

What we are doing is making sure that the early stage of design, that we are getting it right, we are working with the contractor, with democratic government, either locally or nationally, getting the design right but then transferring some of that risk into the private sector and there is a great deal of difference between a contractor who comes in and just builds a road to a specification, and a contractor that has to come in at the very beginning at the design stage, has to build and then maintain that road for probably another 30 or 40 years. That is a way of making sure that that company then constructs the road in a way that it can then continue into the future with the proper management of it. So it is a matter of transferring some of that risk to the private sector and taking it away from the public sector.

#### CONGRESS ADJOURNS FOR TEA CONGRESS RESUMES

CHAIRPERSON: Please take your seats. Thank you, thank you very much. It really is a joy to be on the African continent and to take part in somewhat of a celebration. Whenever you reach a landmark, you celebrate, and to celebrate basically is to acknowledge, to say we acknowledge what you have done and in that acknowledgement then is the affirmation, you affirm one another so that you can be able to do more because people who are affirmed are able to do more. So it is a real privilege for us today to acknowledge people who have gone through a number of stages and need to be acknowledged in a very, very special way today.

To come and explain to us what this is all about we will ask Mr Henning Christiansen, who is the Chairperson of the jury, to come and tell us all about this PIARC prize competition.

MR CHRISTIANSEN: Thank you Mr Chairman. Mr Minister of Transport Dr Abdullah Omar, your excellencies, ladies and gentlemen, PIARC launched last year an international essay competition open to all young and established professionals with an interest in the road and road transport sector. The purpose of this competition was to highlight the road sector in general and PIARC in particular.

PIARC encourages the development of new ideas to meet the growing demand for transport around the world. The objective is to meet this challenge in a way that also addresses expectations concerning stimulating economic growth, as we have heard this morning, reducing congestion and protecting the environment. The five awards in the PIARC prize competition was the PIARC prize for construction, maintenance and operation of roads sponsored by the Belgian National Committee; the PIARC prize for developing country issues sponsored by the Mexican Government; PIARC prize for sustainable development sponsored by the Swiss National Committee; the PIARC prize for essays for young professions sponsored by the British National Committee and finally the Morris Milne Medal, a jury prize for the most innovative idea in the competition, sponsored by the British National Committee.

The members of the international jury were Mr. Jean-Francois Corté from PIARC, Mr. Claude van Rooten, Belgium, Mr. Jean Beauverd, Switzerland, Mr. Roberto Aguerbberre Salida from Mexico, Mr. Han Joke Kwang from Malaysia and Ms. Ginny Clarke from United Kingdom. There were a total of 32 essays sent to the competition. The five winners have been invited to join this World Road Congress here in Durban. In addition to the five winners, the jury decided that two other contributions were worthy to be mentioned at this conference. Thank you to the international jury for the big job done in the jury.

CHAIRPERSON: Thank you very much, Mr Christiansen. We are going to call the winners and we will ask that the winners come onto the stage on my right and come over here and receive what they deserve.

So I will ask at this stage the Minister and Monsieur le President to please come as we call each and every one of the winners today. The first prize on construction, maintenance and operation of roads goes to Mr Bernd Raubal from Austria, an angle step method for designing a drainage optimised surface for roundabouts with slope.

MR CHRISTIANSEN: The jury's decision for this prize, this essay describes a model for the construction and drainage of roundabouts with a great gradient in the longitudinal direction. It is an innovative technical paper containing original aspects for the design of roundabouts. Congratulations to you.

MR RAUBAL: Thank you.

CHAIRPERSON: The second prize on sustainable development, the winner is Yukitoshi Fujishima and Yohei Hiyoki and Nobuyuki Momoi from Japan, and that is comprehensive recycling system on expressway construction and maintenance. Yukitoshi will come please, and accept the gift.

MR CHRISTIANSEN: This is a presentation of the recycling system implemented in Japan for the reduction of waste and by-products of road construction and maintenance operations. In addition, the paper introduces innovative aspects on recycling of green wastes, plants and vegetation. It is a balanced and precise paper describing very well the whole system of handling the waste produced in road construction. Congratulations.



CHAIRPERSON: And the third prize around the issue of developing countries' issues, that is won also by Takeshi Yoshida, Satoshi Ueda, Yukihiro Yudasaka and Fujio Ito from Japan, analysing the poverty reducing effect on road improvement.

MR CHRISTIANSEN: This essay is an analysis of the social and economical impacts of the construction of two large bridges in Bangladesh. The authors have made the effort to look for quantitative indicators for the assessment of the social benefits of road improvement. The essay is an interesting contribution to the analysis of the positive effects of road improvements on poverty mitigation in the context of a developing country.

In this competition, as I mentioned, the jury has decided the following two contributions to be mentioned. It is the contribution from Cuba, Eduardo Tejeda Piusseaut and Lourdes Martinez Lopez who have written a contribution called "Proposal of secondary road management systems in developing countries" and Yvan Lefeuvre from France having contributed with an article called "Optimised operation of civil works related to the roads".

CHAIRPERSON: And the last but not least, young professionals Bryan Magee, Victoria Moreland, James Quick and Matthew Wilson from the United Kingdom, the paper "A transport odyssey". The whole team is present and I do hope that they could democratically let somebody come and accept the present on their behalf. I suppose the youngest and the most handsome has been elected to do so. The Jury's decision, this essay introduces a future vision for the year 2030 of an urban transport system with mixed land use development. The authors use a fictional British family as an example of individual daily travel patterns in their vision 2030. This is a very imaginative essay with several ideas on the evolution of combined models of transportation. This is very well written and pleasant to read, fulfilling the literary requirements of a good essay. Congratulations to all of you.

CHAIRPERSON: Now the Maurice Milne Medal is going to be awarded at this time and the winner for that is Jochen Stemmler and Michael Neuhaus from Switzerland and they have written an essay on development of an electronic joystick steering, steer by wire, devised for disabled drivers. Jochen Stemmler and Michael Neuhaus are present.

MR CHRISTIANSEN: The jury's decision, the Maurice Milne Medal is given to the best individual idea among all the essays that participated in the competition. This essay develops a new system of steering for disabled drivers. The essay is very detailed and precise in the description of the joystick steering system. It is an innovative essay responding to the mobility needs of disabled road users. Congratulations to both of you.

CHAIRPERSON: Now I am sure that we could spend a lot of time now trying to recapture what we heard earlier on this morning. There have been a number of challenges which have been thrown out, the whole notion of how do we streamline donor financing, how do we make donor financing to become seen as an investment rather than as a freebie, as a give me because I deserve it because I am poor? How do we actually do this? How do we develop legal frameworks that can go into long-term contracts that will benefit people who are to be in our future and so use our current resources and legal frameworks, that they remain and they sustain a certain level of relevance throughout the ages? It is one of the thoughts that came out this morning.

We heard about the fact, and I love this, the idea that roads do not have to be concrete monsters but they could be beautiful and wonderful pieces of art that people could look at and really appreciate them for what they are. We have heard about the importance and the absolute necessity of the triple bottom line whereby environmental issues as well as environmental issues as well as social issues do not have to be antithetical to the bottom line issues of finances in our development.

But I think even more importantly this morning there was a major emphasis from almost every speaker that there is a social dimension to what we do in terms of roads, whether they be rural or urban, whether they be provincial or they be national but there is a social aspect to it that we need to be very, very careful to make sure that we take on board. I think there were some very important points which were made with regard to good governance, to say that actually a community that is informed is better placed to broker their own democracy, so that if the roads have been embraced, if the idea of a toll road even has been embraced by the local people then there will be a good measure of sustainability to it.

Of course there was a concern about the fact that democracy takes time, but then it says either you play now and pay later or you can pay now and play later. So if you are going to be democratic, it is better for you to be democratic at the beginning then things will actually be smoothed out over time. Here in South Africa we talk about sufficient consensus, so that it is not everybody who must be consulted but sufficient people must be consulted to make sure that you are able to implement your developments.

Another very important aspect of good governance is the question of transparency, to know who actually benefits ultimately financially, so there are no back-door kinds of deals. From Tanzania we heard that good governance assists to actually remove the question of barriers for people to enter and so on and so forth.

I would like to give the first 10, 15 minutes to our distinguished guests and excellencies here on the table and I will entertain anybody who, especially of the second group, not the ones who sat here before, if they have anything they would like to add, questions raised in any way, shape or form, so please begin.

MINISTER ACHI (IVORY COAST): Thank you Mr Chairman. I am Minister Patrick Achi, in charge of the infrastructure in Cote d'Ivoire. I would like, Mr Chairman, to make a few comments on the points made this morning and I will possibly have a few questions as well. The condition of our road infrastructures in Africa south of Sahara is disastrous. I think that beyond the concepts mentioned during these types of conferences, what we really need are practical solutions.

Those of us who work in the field or the populations know how disastrous it is not to have roads to transport products, to go and see doctors and get cured or take children to school. So this is why you see the importance of the social economic dimension.

I think that the first solution we devised is based on human capacities. In Africa we have huge problems of human capacities that hamper us when we want to set up road infrastructure programmes and the assistance of other countries is very important for us.

The second problem is governance, but democracy cannot be imposed; it is a long process that needs to be appropriated and in fact during this time you still need to be efficient. So the issue of transparency for me is even more important than democracy. The solutions we found involve a reduction of involvement of public authorities or political powers in the construction and maintenance of roads and we created para-public organisations to manage roads. It is easier to find human resources for these agencies and in the meantime we can at least obtain some transparency.

The third problem at the heart of the matter is funding. There are two things; road maintenance, when you build roads you don't necessarily think about road maintenance. You receive huge financial resources from foreign countries to build roads but then you have no money to maintain them because we realise that our national budgets are not sufficient to maintain the roads we have built and this is a real tragedy.

The last point concerns the funding of new roads. We are told: well, you don't even have enough money to maintain your own roads, why are you going to build new ones? Start by maintaining the roads you have with the money you have. When we manage to convince other countries that we need new roads because the country is growing and the population is increasing, we run into a dilemma. In Africa in fact there are few roads which have enough traffic to be financed only by the private sector. So if the roads are not profitable, the private sector does not get involved or we don't receive resources because we are told that the roads are not social, you are given these resources to maintain but not to build, so it is a stalemate.

The solution is partnerships between private and public sectors but in this case the state subsidies have also to be obtained.

CHAIRPERSON: Thank you very much.

Mr. Shigery KOMAE, JAPAN, Assistant Vice Minister of Land, Infrastructure and Transport: This morning, the Minister from the United Kingdom has mentioned the issue of good value for money and the Tanzanian Minister has mentioned aid. I think there are many differences between the two speakers. I would like to discuss this issue. If I ask many stakeholders, especially from the private sector, to join our improvement projects, these differences should be minimised. Coordinating with many bodies is important. And, ensuring transparency is also important in this sense. Otherwise we cannot attract the private sector to invest.

In this sense, good governance is important for both developed countries and developing countries, but these things are not so simple. For developing countries it takes time to build good governance. So for the time being I think aid is necessary. Economic development of Asia, including Japan, is based on social infrastructure of the countries in this area. The idea is supported by the participants of the Tokyo International Conference on African Development, TICAD 3, held last month. So Japan's ultimate goal for African development is the poverty reduction.

In order to achieve this goal, Japan supports not only the improvement of social infrastructure but also the development of the officers' capabilities for policy making and implementation. Thank you.

CHAIRPERSON: Thank you very much.

MINISTER FROM CAMEROON: Thank you. My name is Jean-Marie Tata and I represent the Ministry for Public Works in Cameroon. We heard a number of ideas on sustainable development and we have our own reflection process in Cameroon. We wondered in particular whether the term "sustainable development" means the same thing in developed countries and in developing countries, because if you take the example of Cameroon, we have 50 000 kilometres of roads and out of this 50 000 kilometres we have 8,2% of roads with bitumen, 4 200 kilometres, and 80% of this network is in a very bad state of repair. Only 1% of the network bears daily traffic, between 2 000 and 7 000 cars per day and over 80% daily traffic below 500 cars per day.

So we are wondering whether by using concessions, whether we can consider concessions as one of the key elements in public/private partnerships. We followed, we heard the communication made by France this morning with interest and it is a system that covers the next 50 or 70 years, so we were wondering whether we could not think about other forms of partnership for smaller traffic because in these conditions it is not possible to attract the private sector to participate for roads with such low traffic.

Of course we thought about government subsidies but I think we need other ideas and actually we already submitted a proposal to the committee, to the organising committee. Thank you.

CHAIRPERSON: I just wondered, because this issue of the definition of sustainable development has cropped up quite a number of times and now you have said do we have the same understanding. It would be good, sir, at the risk of perhaps putting you on the spot, to say what is your understanding of sustainable development within the context of the developing country?

And I would like maybe the other who would like to add to this discussion, to do so.

MINISTER FROM CAMEROON: Thank you. Well, Cameroon has started the debate, has started the reflection process. This morning we talked about the involvement of local authorities in all these processes, municipalities, local authorities, et cetera, and I think that government subsidies should, in this context, be one of the solutions. But as I said, the discussion is started and we don't have any ready-made solution.

CHAIRPERSON: Any other - yes sir, from Madagascar? Your excellency?

MINISTER FROM MADAGASCAR: Thank you Mr Chairman, excellencies, Ministers, dear colleagues. I would like to react as to this question on the definition of sustainable development. For us within the framework of the topics developed this morning on partnership, on the involvement of the private sector, on good governance, for sustainability to exist you need some kind of ownership of the projects or programmes and roads can be a good example of that, as our colleague from Cote d'Ivoire said earlier on.

Sub-Saharan African, well, 80% of the population in Sub-Saharan Africa lives in rural areas, so the problems were mentioned earlier on, to give access to transportation, to roads, to health, to education. And the populations have to become the owners of the programmes, in other words they need to define what they need and what they want in terms of sustainable development.

I think that though the ideas mentioned earlier on give us a framework in order to reach a goal, a well-defined goal, partnership for us, for a country like Madagascar, a developing country - well, partnership with the private sector can be one of the forms of partnership. We can also have partnerships with the church, which is a well-established organisation in many developing countries. We can work with churches and local communities in order to really give foundations to development.

This goes in the direction of sustainability. This is what I wanted to share with you but I also wanted to rebound on the issue or point raised by our colleague from Kenya on the role of partners. In Madagascar, where in the past we have had a number of projects identified, specific projects identified which can be economically and financially justified, but what is very important for sustainability to be achieved is leadership, leaders, and the government must be one of the leaders. In other words the government must finance very specific projects in well-defined areas. Thank you very much.

CHAIRPERSON: Thank you very much your excellency.

MINISTER FROM UGANDA: My name is Jean Nassasira, I am the Minister of Works, Housing and Communications from Uganda. I would like to thank our colleagues who made presentations in the morning to start off this session. Now in Uganda we have about 15% of our roads under central government, 4% under urban, 35% under districts and 46% under community and most of these areas I have talked about they are governments, they are democratically elected. But although they are responsible, the biggest hitch is financing the networks that they have. And I think as the topics of this morning, where they were talking about mobilising partnerships and talking about policies, it is good to have policies in place but it is important to harmonise policies with your partners.

Now with respect to the less developed countries where Uganda, which is a landlocked country, falls, it is to harmonise policies with the partners you are dealing with. Now most of Sub-Saharan Africa's road network is funded by governments for development, and to some extent maintenance, but also by grants from outside and soft loans from financing institutions. These are the main partners, the governments, the people who provide grants and the people who provide the soft loans and unless policies are harmonised, it becomes difficult to create a serious partnership.

The private sector will come in, but most of our network the private sector will not be interested in terms of financing because the private sector has an element of profit and the private sector will not come with unless there is a profit element, and you cannot concession, like France.

CHAIRPERSON: Thank you very much. I would like to pose a challenge to the Ministers here. Your excellencies, is there any country in the developing country that has had a successful model that involved donors that we can hear about, or are we saying everything that we have done so far in the developing country has not really made diddly-squat of a difference to our nations? That might be possible.

I would also like to challenge the host country, I understand that there are a number of provincial ministers just to get a South African perspective on this, to say how is South Africa dealing with this matter, if at all.

MINISTER FROM BENIN: I represent the Republic of Benin. I would like to step in and say a few things about the strategy of the rural roads. This strategy is successful in my country and I would like to come back to the problem of feasibility and profitability surveys in terms of road infrastructure.

With regard to principles, well Benin does believe that in this sector we first have to take into account the needs expressed by the population and we have a fruitful cooperation with our partners involved in the development and those partners support us in our strategy. We want the population to benefit from this, we want to involve the population. They should express their needs as to their needs for the road development. In my country at the moment there is a pilot experience, called EMO. It is all about involving the population, the population will have defined the priorities in the field of rural roads and the population participates in the very construction of those roads.

So the local population will build the road as well, it would be manual work carried out by the population. They will construct the road and I must say that this experience has not been assessed yet by us but it seems to be quite profitable because it creates jobs and the population can be then equipped with the infrastructure. And we are supported in this project by our partners for the development.

Still in line with the strategy, we have created a road fund, we created it in the 80s, it is specific to our Republic. With these funds we finance the maintenance works. Our partner helped us construct the roads but there is a deterioration at an early stage and then abandoned. So we had to set up a strategy to maintain the road network, hence the creation of this road fund agency with a legal entity, it is an institution with a legal entity and a financial autonomy. This way they have some independence and therefore we have got the results we have today.

Then what about the economic profitability matter? Let me say that often in the road domain, people say well, the road is not profitable, the trunk or the section, the road section is not profitable. What we are saying in my country is that we should not assess the profitability of the road if the road has not been constructed, we should project what this road or the profitability of this road, if this road was built. And contrary to the basic economy, the demand creates the supply, in the road domain it is the other way around and the principle according to which the road of the development goes through the development of the road, should be shared everywhere and I would like to call the African friends, the friends of Africa and all partners, those who really like Africa should share the fact that the best way of developing or helping Africa is first to help develop the road infrastructure because we are talking of access to drinking water, education, but quite naturally without a road infrastructure it would be pointless because the road will enable you to have access to the basic services. 90% or over 90% of the population is a rural population and therefore we need infrastructures, we need to have access to this population. Sometimes there is not even a road for this access.

CHAIRPERSON: Thank you very much, sir. I am sure that we are beginning to grapple with this thing as to where is the balance between what government has to put down as subsidies and where we can get donors to come in as partners, when is it becoming investment and when is it that it becomes a grant.

I would like to ask the honourable member from Britain because Britain has done, through DFID, quite a bit of the sort of - and I would like to know if you have got any experience in this in any way, shape or form and your response to all this donor talk we have heard so much about today.

MINISTER JAMIESON: Well, thank you very much indeed and thank you for your recognition of what DFID has done. If I could just make, well, a generic comment really I think it may be helpful, that firstly we recognise that roads and good transport systems are absolutely key to development, not just in the developing world but in the developed world as well. So helping countries build their road systems I think is vitally important.

Sustainability does require of course long-term financing, it needs a high degree of stability in those countries and such issues as reducing crime, issues to do with creating that sort of political stability in countries is actually very important in sustaining the whole process.

I think what we have to show with all these projects, we have to genuinely show they have got real benefits to the country and I think we also have to show that they have got extremely good value for money. And that is very important that we put in place long-term monitoring systems within the governments of the developing country so that they can actually monitor the progress of that and it is not something that is just a quick fix for a few years, but it is something that actually maintains the project for many, many years to come and actually adds to other objectives that the country has in combatting poverty, crime, et cetera.

CHAIRPERSON: Yes. Sir, do you know, I mean in terms of what DFID does - and I do not suppose you're a spokesperson for DFID - but is there a sense in terms of the donor countries, if I may use that word, that there is a framework, there is something that can be critiqued and can be shared so that people know exactly what they are dealing with, or do you create the policies as you go along?

MINISTER JAMIESON: To some extent the individual policies do reflect the individual country, because I think there are no two developed countries that are the same and there's no two developing countries the same. And I think those relationships have to be developed with individual countries. However, there will be general lessons that can be learned and I think we have to look at mechanisms in which we can share those lessons that we have learned, to see how we can sustain that in the future.

CHAIRPERSON: Thank you very much. What has been the Malawian experience with regards to financing your road infrastructure?



MINISTER FROM MALAWI: Well, to a greater extent we have been assisted by our various cooperating partners but then at the same time in Malawi we have a levy on fuel which does help us in maintaining. So when we come to the issue of our sustainability it is a question of us as a country, us as a government maintaining the roads through a fuel levy which is applied on fuel. And once a road is built, maybe through our cooperating partners or donors, we take over the road for sustainability. And also at the same time we have created our own programmes whereby, as a country, we are putting money aside to look at other roads which maybe the donors feel that they cannot construct such a road because maybe it is running in parallel with other roads which are already constructed. But we feel that it is important for us to construct such a road, so we do treat issues as they come in.

CHAIRPERSON: We know that Africa is more than 50% Francophones, so we have to have a comment from France. I mean are there any partnerships that you may want to talk about and perhaps lift up as examples of what to do or not to do in terms of these relationships.

MINISTER FROM FRANCE: Yes, thank you Chairman. Let me make three very brief remarks at this point and stage. The first in the explanation I gave between the public and private partnership, you have to realise and know that the participation of the private sector can only be partial and can only complete the whole mechanism made of different partners, state partners, public partners and so on.

The second point, the profitability of the road is not just the revenues coming from different levies, taxes on fuel, on axles at all, no. Apart from the very important social aspect, the real profitability of the road is also the wealth generated by the road around the road. And a third remark, one condition I should have insisted upon earlier, one condition which is very important, it is not only the democracy or the good governance, even if democracy and good governance are very positive aspects, but you also have to think in terms of sustainability of the rules of the game. The private investors should have confidence in a sustainable development.

CHAIRPERSON: Monsieur Ghoul, your thoughts.

MINISTER FROM ALGERIA: Thank you. Three brief comments; the first one regarding the road maintenance mentioned by our friend from the Ivory Coast. The road maintenance, the problem with the road maintenance is that it should be designed or taken aboard upstream. There should be the right design, there should be a feasibility study, so it is very important to design it correctly from the very beginning onwards.

The second remark, regarding the sustainable development; we haven't got the same concept or the same definitions and not even the same vision and we cannot have the same thing everywhere because the sustainable development takes into account the social and economic needs of each country. But, but as to the sustainable development in an international context, we need to define a level of quality in the field of implementation, public services, maintenance and management and operation. Within such a framework we can harmonise through rules and international laws.

The third remark, what about the needs expressed by the population? To build a road on that basis, it is a very good idea but we have to be very careful. Why? Because it should be integrated into the land management legislation, otherwise the projects will not be integrated, it will be scattered, there will be no harmonisation, so careful. Thank you very much.

MINISTER OLENGHANKOY (Democratic Republic of Congo): I would like to talk on behalf of the Democratic Republic of Congo, I would like to say something about the past and something about the future.

The history contribution first. As you know, our Republic is a very large country and in the past the political systems and Mobutu and then there was the cold war and it was not possible to develop the means of road communication because it was a large country and it would facilitate the task of the enemies, it was said at that time during the cold war, and that is why it was not possible for us to make any progress. In the past we were on an equal footing with Canada and nowadays we are behind Chad because of this piece of advice given from the cold war people to Mobutu.

So today, after thanks to South Africa partially, we are drawing up a policy, a kind of privatisation and I am going to give you an example. On a road linking Matadi with the national harbour and Kinshasa, the capital city, Kinshasa to Matadi is about 400 to 500 kilometres and on this road there will be a kind of toll system along this road. The Matadi road was always financed or supported by the European Community but we didn't have a toll system to contain the weight of the containers along this road and the thickness of the tarmac was such that it was possible to support a given weight. But we had not any weighing system and every three months we had problems of maintenance with this road. Whereas with the current system we have just installed a toll system with a weighing mechanism and thanks to that, we are going to launch an experiment and we will check whether, in terms of maintenance of this road, it will improve the situation. Maybe other countries have got other experiences in that field and could help us develop the road development in our country so that we can catch up on this delay very rapidly. And we believe that with the help of financial partners and especially African partners, especially South Africa which accompanied us so that our country can really build a country nicer than beforehand.

So we do believe that, well, we would like to ask our friends to help us because the current situation is not that good. Thank you very much. We would like to cure the fever and kill the germs at the same time.

CHAIRPERSON: Well, thank you very much. We should just thank our honourable Ministers for having taken this time and then we will open it up very briefly to the floor. Thank you.

After that, what I would like to suggest is we will have perhaps one or two Ministers to close for us, Minister Omar just to say a closing remark and wrap it up for us before we go our separate ways. But is there anyone on the floor who would like to say or make a contribution of some sort? And I am tempted to say can the Western Province of South Africa start us off please with a comment?

Member of the Executive Council (MEC) WESTERN CAPE: Thank you very much, Programme Director, and I am not sure who has influenced you in putting me on this spot but I think it is time that some women spoke in this Congress as well.

CHAIRPERSON: Thank you. I am glad you recognise that aspect, madam.

MEC WESTERN CAPE: Honourable Ministers, Minister Omar, I am the MEC for Transport in the Province of the Western Cape, South Africa and the little bit that I would like to add for discussion in this Congress is of course what the Minister has already highlighted, our national Minister in his opening address. And that is, how do we bring in the real balances between the kind of economic drivers for the building and constructing of roads and that of our social objectives? And in the Western Cape we have decided to take a very clear strategic approach to that matter by concentrating our spend, our government resources on the strategic objectives of socio-economic development. And especially in a country where the poor rural communities and the poverty-stricken communities have been additionally discriminated against because of an apartheid past.

Now we have concentrated on the movement of goods and in the Western Cape we are really wanting to now emphasise on the movement of people, addressing issues of poverty - not just of income but of quality of life. So very clearly when we talk about roads, we need to talk about how roads can contribute to the movement of people through public transport, but also enhancing the quality of life and safety of communities through addressing, in the very design and construction of our roads, issues of pedestrianisation and cycle paths. And that is very much how we are looking at an integrated mobility strategy for the Western Cape but I would like Congress to look at the social aspects far more clearly, putting people first when we deal with the issue of roads in this Congress. Thank you very much.

CHAIRPERSON: Thank you very much indeed for those comments.

MINISTER FROM BANGLADESH: In fact to give answer to your questions as to what are the challenges for finance for the rural accessibility and for the construction of roads. Yes, in Bangladesh there has been a major policy shift in the government and also work with the donors and particularly it is linked with the sustainable development and poverty reduction.

In Bangladesh we have a very unique cooperation with the donors, particularly with the World Bank, Asian Development Bank and Japan Bank for reconstruction. They have joined hands with the government of Bangladesh in improving the rural roads which is almost 90 000 kilometres and out of that, 30 000 kilometres has been built to all-weather conditions and all these major development partners, with a soft loan, has worked out with the government of Bangladesh and we are sharing around 30%. The remaining 70% is coming from our development partners. That is one of the very unique examples. All these rural roads which can be doubled up and for that matter, we can get money from the private fund. But of course we can definitely look for private funds for the urban roads, for the city roads and big infrastructure. Thank you.

CHAIRPERSON: Thank you very much. There was another comment at the back there, please?

MR SILCOCK: Thank you very much, Chair. My name is David Silcock, I am Chief Executive of the Global Road Safety Partnership, which is a tri-sectoral partnership between governments and the development agencies, the business community and NGOs.

In the context of what we have heard today, whilst I applaud much of what has been said about sustainable development, I am disappointed to have heard so little about road safety. Around the world, one million people or more will die this year on the roads, 3 000 or more will die today. That is about the same number as are attending this Congress. What is less sustainable than that waste of your citizens on the roads, and it can be prevented. I would urge you please, within the context of sustainable development, to think in those sorts of terms. And it is not just that human loss, the economic cost of that is between 1 and 3% of your GDPs. You can save most of that by adopting sensible policies, in partnership, to deliver road safety. Thank you.

CHAIRPERSON: I think the Minister from Algeria actually mentioned the question of our pedestrians and our animals in the construction of our roads. So yes, we say that actually the human carnage that we see on our roads perhaps needs to be looked at a little bit more by this Congress.

MINISTER FROM INDONESIA: Thank you Mr Chairman. My name is Patana Rantetoding from Indonesia, representing my country. I want to talk a bit about this privately financed road and the publicly financed road.

In my country Indonesia there are so many roads which carry thousands, 40, 50 000 vehicles per day which is, theoretically the roads are feasible financially to be financed by the private sector, but unfortunately after inviting the investors to come and invest money, they didn't come. And one reason for that I think is because the security of the investment. That doesn't mean that if a road is financially feasible then the investor will be interested to invest the money in that road. I think security policy infrastructure is very important.

In my country, you see, we cannot rely I think to develop our roads on private sector. I think the most important, especially for developing countries, is to raise money from the public. It is the public I think, the government, who has to be responsible to build and maintain the roads, not rely too much on the private sectors because of the security problem. I think in developed countries okay, the investors will be interested to invest their money in roads because anyway the security of the investment is quite secure. Thank you.

CHAIRPERSON: Thank you very much. Thank you very much indeed. Anybody else before we call the Minister to close for us, our proceedings this morning? We might have started late but we are going to be on time. There is actually no-one. Is there anybody on the dais? Yes, briefly sir, tell us who you are - very, very briefly indeed.

MINISTER FROM CANADA-QUEBEC: Thank you. Jean-Pierre Soucy from Quebec, Canada. I do think that the people who have taken the floor today are on the right track. We want to develop the infrastructure based on the needs of the population, we you do not make any mistakes in thinking so and we want the financing of our activities to be shared. This is good as well. We are talking about the public and the private partnership, the communities and the global level, we are on the right track but I have been listening carefully to everyone and we are faced with very complex problems and the answers therefore will be complex as well and will be adapted to each situation.

My conclusion from this morning's session and from what I heard yesterday by the South African Minister is that we really have to take into account the solutions specific to each developing country but we have to share all these cases, especially for Africa. Seen from outside, it takes a lot of discussions between the countries to make sure that the road network be compatible between the different African countries. Those problems are complex and therefore the solutions will be complex as well and will be specific to each country.

There is no general and generic solution. There will be good examples here, everywhere, but then we will have to find our own recipe in each country.

That was my brief comment and let me outline, Chairman, that in 2006 the PIARC International Congress on Winter Maintenance will take place in Italy, in Turin and Sestriere, and at the last selection of the venue my government contributed to the fact that Italy host this Congress and Quebec, the City of Quebec would like to welcome the PIARC Winter Maintenance Congress in 2010. I know that we are slightly ahead of schedule you know, so if you can share this or convey this to your colleagues, we will have the pleasure in welcoming you in Quebec in 2010.

CHAIRPERSON: Thank you very much. Ladies and gentlemen, I am sure that each one of you have made your own summaries, you have maybe even begun to make your own conclusions. I think it would be presumptuous of me to think that I could sum it up for all of you, but I hope that the aides to the Ministers will have tomes and tomes of notes that you will be able to take back home with yourselves.

You are in the Kingdom of the Zulu, (Zulu phrase). In Zululand they say, (Zulu phrase). In other words, the words of our leader is the final one. So I will make the announcements now and I will ask the Minister to come and make some brief closing remarks.

So from me, Sizwe Molebatsi, it has been a tremendous journey to be with you and I hope that at least there have been some moments of real ecstasy and fewer moments of despair. Can we welcome the Minister please to the dais in closing?

MINISTER OMAR: Thank you to our facilitator, first of all, because he has facilitated these discussions and I want to thank you very much for the role which you played.

Secondly, I want to thank all Ministers, Deputy Ministers, the Deputy Prime Minister of Madagascar, for their presence, their participation and also to thank you for making the morning a very lively one.

I have no intention of trying to summarise the proceedings. I will make one or two random remarks by way of closure. The first is that we were reminded by His Excellency the Minister from France that the next PIARC conference will be in Paris in 2007. And I am mentioning that because it gives us a time line. There are a number of issues which have been addressed and the question is whether in year 2007 we will be able to present a scorecard that in respect of those issues we have made the following progress. Because if we are not able to do that, then we will be accused of having organised a talk shop and having had no focus and we have not been result orientated. And so I am saying that we have four years in which to address the various problems which have been mentioned and to see what progress there can be.

A number of speakers spoke about the need to define sustainable development and I think that the elements have been defined for us by the WSSD, the World Summit for Sustainable Development, namely the focus on the social, the economic and the environmental.

A number of speakers have pointed out the importance of technical issues to promote sustainability, that it must not be a flash in the pan effort, that the development must be lasting, that it must benefit people generally, it must benefit society and also that good governance forms an important element of the process.

In terms of funding, it is quite clear from what many speakers have said that it is not an either/or, it is not public sector funding or private sector funding, but that there is a place for both. And as has been pointed out by a number of Ministers too, one needs to be careful to ensure that the agenda is not set by donors and funders, that the agenda must be set by the countries themselves and for the countries to be able to do that means that they must be properly organised. And maybe it is controversial but I think experience shows that democratic participation in any society is a good insurance for ensuring that the agenda is indeed set by the country itself.

In the case of Africa, and I am sure other parts of the world, there are also continental-wide organisations and regional organisations - in our case NEPAD, New Partnership for Africa's Development - which can be of assistance to us as individual countries, to ensure that Africa takes decisions with regard to its own future for example, and that would apply to other parts of the world as well. I have in mind the contributions which were made by Kenya and Gabon in that regard and I am saying that there is a solution to it, that we within our own continents, there are structures through which we can achieve results.

The long and short of the matter is that there is a role for the state, there is a role for the private sector and, as the Minister from Canada pointed out, there are different levels of partnership from which we can all benefit.

In the case of South Africa the question was asked by you, the facilitator, what is South Africa doing about funding? In our case the fiscus plays a role and since the achievement of democracy we have had a number of problems - firstly to get our governance issues straight and to entrench democracy in our country through establishing national, provincial and local government structures. And because so much of the development has to take place at local levels, legislation has been passed that every local authority needs to develop an integrated development plan and the local government system is so designed that there is participation by local communities through ward committees, as we call them, so that when an independent integrated development plan is developed, it has the participation of the local populace. Part of the integrated development plan must relate to transport infrastructure, in this case as we are saying, we refer to roads. And so local governments have slowly begun to develop capacity. One of the big problems has been capacity.

Through the integrated development plans and good governance plans which are in place, we hope that we will be able to deal with the challenges which exist at local level.

A very important point was made that we are not only talking about physical infrastructure, we are also talking about people and that the issue of road safety is of utmost importance. I know it is of utmost importance in our country. And so the issue of road traffic management, road management, issues raised by the Minister from the UK, are very, very important for us, road traffic management which would relate to a number of matters - vehicle fitness, driver fitness, the road design, road signs, having proper rules of the road, ensuring that people adhere to the rules of the road, effective law enforcement, a number of issues arise with regard to road safety issues and I am very pleased that that issue was raised by the Global Road Safety Partnership. We ourselves have a relationship with the Global Partnership and I hope that many of us can benefit.

And so in terms of ourselves, Excellencies, I would say let us set our sights on 2007. There are a large number of issues which require our attention. We need to work together and from the point of view of developing countries, there are the huge challenges of ensuring that we address the legacies of the past, some of which relate to infrastructure, others relate to poverty, part of the same problem, but hopefully through the experiences gained we will be able to report progress when we see each other in Paris. Thank you very much.

Transcription by U van Blerk (South Africa).