

**GFAO**  
**Groupe Focal Afrique de l'Ouest**  
de l'Association des Fonds d'Entretien  
Routier Africains (AFERA)



**WAFG**  
**West Africa Focal Group**  
of the African Roads Maintenance Funds  
Association (ARMFA)

# HISTORY OF WAFG

## PREAMBLE

To deal with the specific problems related to the financing of road maintenance, Road Maintenance Funds (RMFs) were created in Africa in the mid-1990s. These RMFs operated in isolation without communication between them.

It was on the sidelines of the meeting of **AARD** (Association of African Road Directors) which became **AARMP** (Association of African Road Managers and Partners), held in March 2003 in Yaoundé, Cameroon, that five (5) officials of RMF expressed the desire to come together and share their experience. It was a meeting that laid the foundations for the creation of African Road Maintenance Funds.

During the Annual Meeting of **SSATPP** (Sub-Saharan Africa Transport Policy Program) held in Kigali, Rwanda in May 2003, donors were won over by the Yaoundé initiative of RMF officials. They then gave their total support to the project of grouping the RMFs.

In accordance with the recommendations of Yaoundé, **the First African Conference of Road Maintenance Funds** was held from **December 15 to 18, 2003** in Libreville, Gabon. It brought together twenty (20) officials of RMFs, donors in the transport sector on the theme "**The practical experience of African Road Maintenance Funds**". This conference focused on the baptismal font of the **Association of African Road Maintenance Funds (ARMFA)**.

Created in 2003 in Libreville, Gabon and with headquarters in Yaoundé, Cameroon (*subject of Decree No. 000322/A/MINATD/DAP/SDLP/SAC of September 23, 2004*), the **Association of African Road Maintenance Funds (ARMFA)**, which in 2020 **has thirty-four (34) member countries**, is a network for sharing knowledge, exchanging experiences and disseminating good practices. In a word, it is a **tool for African and sub-regional integration**.

Since 2006, ARMFA is composed of four (4) regional Focal Groups, including :

- a. the Central Africa Focal Group with the acronym "**CAFG**" ;
- b. the East Africa Focal Group with the acronym "**EAFG**" ;
- c. the Southern Africa Focal Group with the acronym "**SAFG**", and ;
- d. the West Africa Focal Group with the acronym "**WAFG**".

It was during the fifth (5<sup>th</sup>) Annual Meeting of ARMFA held in Accra, Ghana in **September 2006** that it was decided to set up four (**4**) **Focal Groups**, in order to *promote the exchange of experiences between members of the same geographical area, to examine specific questions which may be specific to its members and to facilitate the coordination of activities with the Executive Bureau of ARMFA*. This is why four leaders including **Benin** for West Africa, **Cameroon** for Central Africa, **Kenya** for East Africa and **Zambia** for Southern Africa have been formed.

**Table A : Distribution of the four Focal Groups constituting ARMFA in 2022**

FOCAL GROUPS	PRESIDENTS	MEMBER COUNTRIES
<p><b>SAFG</b> (Southern Africa Focal Group)</p>	<p>Mr. <b>Angelo Antonio MACUACUA</b> (Mozambique)</p>	<ol style="list-style-type: none"> <li>1. Comores ;</li> <li>2. Lesotho (founding country) ;</li> <li>3. Madagascar ;</li> <li>4. Malawi (founding country) ;</li> <li>5. Mozambique ;</li> <li>6. Namibia</li> <li>7. Zambia (founding country) ;</li> <li>8. Zimbabwe (founding country).</li> </ol>
<p><b>CAFG</b> (Central Africa Focal Group)</p>	<p>Mr. <b>Martial Dindy BAMONGO</b> (Central Africa)</p>	<ol style="list-style-type: none"> <li>1. Cameroon (founding country) ;</li> <li>2. Congo ;</li> <li>3. Gabon (founding country) ;</li> <li>4. Central Africa (founding country) ;</li> <li>5. Democratic Republic of Congo;</li> <li>6. Chad (founding country).</li> </ol>
<p><b>EAFG</b> (East Africa Focal Group)</p>	<p>Mr. <b>Eliud NYAUHENGA</b> (Tanzania)</p>	<ol style="list-style-type: none"> <li>1. Burundi (founding country) ;</li> <li>2. Djibouti (founding country) ;</li> <li>3. Ethiopia ;</li> <li>4. Kenya (founding country) ;</li> <li>5. Uganda (founding country) ;</li> <li>6. Rwanda ;</li> <li>7. Tanzania (founding country) ;</li> <li>8. Zanzibar.</li> </ol>
<p><b>WAFG</b> (West Africa Focal Group)</p>	<p>Mr. <b>Massaoudou ABDOUL RAHIMOUNE</b> (Niger)</p>	<ol style="list-style-type: none"> <li>1. Benin (founding country) ;</li> <li>2. Burkina Faso ;</li> <li>3. Ivory Coast (founding country) ;</li> <li>4. Ghana (founding country) ;</li> <li>5. Guinea ;</li> <li>6. Guinea Bissau ;</li> <li>7. Liberia ;</li> <li>8. Mali (founding country) ;</li> <li>9. Niger (founding country) ;</li> <li>10. Senegal (founding country) ;</li> <li>11. Sierra Leone ;</li> <li>12. Togo (founding country).</li> </ol>

## I. RECOGNITION OF GFAO'S ROAD MAINTENANCE FUNDS

The **West Africa Focal Group (WAFG)** is made up of twelve (12) member countries including Benin, Burkina Faso, Ivory Coast; Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Senegal, Sierra Leone and Togo. Liberia is the last country to join ARMFA in March 2019.

Table B : Membership dates of WAFG member countries to ARMFA

N°	COUNTRY	STRUCTURE NAME	MEMBERSHIP	
			LOCATIONS AND DATES	MANAGERS
1	BENIN	<b>RMF</b>	Libreville (Gabon) (15 <sup>th</sup> to 18 <sup>th</sup> december 2003)	<b>Nicolas LOKPE</b> (General Manager)
2	BURKINA FASO	<b>FSR-B</b> (Fonds Spécial Routier du Burkina)	Maputo (Mozambique) (06 <sup>th</sup> to 09 <sup>th</sup> October 2008)	<b>Marcel ZONGO</b> (General Manager)
3	IVORY COAST	<b>RMF</b>	Libreville (Gabon) (15 <sup>th</sup> to 18 <sup>th</sup> december 2003)	<b>Ramata TANO</b> (General Manager)
4	GHANA	<b>RF</b>	Libreville (Gabon) (15 <sup>th</sup> to 18 <sup>th</sup> december 2003)	<b>Amoah KINGSFORD</b> (General Manager)
5	GUINEA	<b>RMF</b>	Nairobi (Kenya) (9 <sup>th</sup> to 12 <sup>th</sup> November, 2004)	<b>Alioune DIALLO</b> (General Manager)
6	GUINEA BISSAU	<b>RMF</b>		
7	LIBERIA	<b>NRF</b> (National Road Fund)	Swakopmund (Namibia) (10 <sup>th</sup> to 16 <sup>th</sup> march 2019)	<b>Boniface D. SATU</b> (Manager)
8	MALI	<b>RA</b> (Road Authority)	Libreville (Gabon) (15 <sup>th</sup> to 18 <sup>th</sup> december 2003)	<b>Mory KANTE</b> (General Manager)
9	NIGER	<b>ARMFF</b> (Autonomous Road Maintenance Financing Fund)	Libreville (Gabon) (15 <sup>th</sup> to 18 <sup>th</sup> december 2003)	<b>Manzo ABBA</b> (General Manager)
10	SENEGAL	<b>RC</b> (Road Council)	Libreville (Gabon) (15 <sup>th</sup> to 18 <sup>th</sup> december 2003)	<b>Mokhtar DIAW</b> (Executive Secretary)
11	SIERRA LEONE	<b>RMF</b>	Mombasa (Kenya) (04 <sup>th</sup> to 08 <sup>th</sup> november 2013)	<b>Abdul Kalokoh</b> (General Manager)
12	TOGO	<b>RMF</b>	Libreville (Gabon) (15 <sup>th</sup> to 18 <sup>th</sup> december 2003)	<b>Assiba AMOUSSOU GUENOU</b> (General Manager)

### LEGEND :

**RMF :** Road Maintenance Fund ;

**RF :** Road Fund.

The West Africa Focal Group organized from **May 27<sup>th</sup> to 28<sup>th</sup>, 2008** in Cotonou, Benin, its **first meeting**, thus marking the beginning of its activities. This meeting was chaired by **Mr. Sylvestre KOTCHOFA**, Managing Director of the Road Maintenance Fund of Benin and **first President** of the Group.

At the time, RMFs generally faced the following problems:

1. *Insufficient resources allocated to road maintenance ;*
2. *Difficulties in mobilizing resources from financial authorities ;*
3. *the problems of absorption of the resources mobilized, due to the procurement process, the programming of the works and the capacity of the companies to carry out the works on time ;*
4. *the financing of activities not eligible for road maintenance, in particular rehabilitation works ;*
5. *Non-compliance with Technical Standards which may lead to poor quality of works (problems of monitoring, control and supervision) ;*
6. *the aging of the road network in most countries, requiring rehabilitation and/or reconstruction ;*
7. *non-compliance with the regulatory axle load in most countries ;*
8. *the difficult cooperation of partners in the broadcasting of information on the quantities of fuel consumed ;*
9. *the difficult collaboration with project owners and/or delegated project owners ;*
10. *the institutional threat (threat of closure of RMFs) in certain countries ;*
11. *the questioning of certain principles (financial autonomy) of 2<sup>nd</sup> generation funds, in certain countries.*

The WAFG has therefore set out to find solutions to the many problems. Therefore, the recognition and acceptance of RMFs was the first mission assigned to the managers of these structures, the advent of which disrupted the road maintenance modus operandi in most countries. It followed in a second time, the consolidation of existing resources and the search for new ones.

## II. OPERATING MECHANISM OF THE WAFG'RMFs

Two main periods marked the life of the WAFG:

1. From 2008 to 2015: This period was devoted to setting up the operating mechanism for Second Generation RMFs ;
2. From 2016 to the present day: The WAFG has assigned itself a new mission, that of creating the Group's bodies while completing the transition to the Second Generation of RMFs.

The Group worked from **2008 to 2015**, on the development of our grouping, in particular, through the impetus of a dynamic change from the Road Maintenance Funds (RMF) of the first generation, to the RMF of the second generation.

In this respect, the steps have essentially focused on:

- a. *the recruitment of General Managers through a call for applications*. This approach responds to a need for corporate governance. It is a recruitment based on merit, competence, experience and the incumbent's ability to operate by objective ;
- b. *the institution of road charges, as the main source of financing for the RMFs*. At the same time, direct repayments to the accounts of the RMFs were encouraged ;
- c. *the organization and publication of technical and financial audits* to demonstrate management transparency, and,
- d. *the strengthening of the prerogatives of the administrative bodies* of the RMFs ;
- e. *the establishment of a Technical Service* within the RMFs that do not have one;
- f. *the concessioning of toll activities*, etc.

Regarding *the protection of the road network against accelerated degradation due to overloaded* vehicles in all WAFG member countries, the sub-regional sub-group focused on :

- application of the *WAEMU roadmap* for axle load control ;
- the inclusion in road construction or rehabilitation projects, *the construction of weighing stations and/or the acquisition of mobile axle scales* ;

- the application of *accompanying measures* for the benefit of road hauliers and drivers, to enable the implementation of the actions provided for in the WAEMU roadmap.

From **2016**, the actions of the GFAO focused mainly on:

- *the establishment of a Permanent Secretariat* of the Focal Group ;
- *encouraging West African countries that are not yet members of the WAFG* (Cape Verde, Gambia, Mauritania and Nigeria) to join, to give more strength to the group ;
- *the consolidation of existing resources and the establishment of innovative mechanisms for mobilizing new resources*, due to the inadequacy of current conventional resources (change from second generation RMF to third generation) ;
- *the strengthening of a strong partnership with sub-regional organizations* (UEMOA, BOAD, EBID and ECOWAS etc.) and Technical and Financial Partners etc.

### **III. MODERNIZATION OF WAFG**

The firm will of the Focal West Africa Group is to modernize and bring about a profound change.

To achieve these objectives, the Group has given itself the means of its policy. This is why he : i) matured the ideas at the meeting in Bamako in Mali in April 2016, ii) launched the foundations at the 9th meeting in Conakry in Guinea in September of the same year, iii) laid the first milestones for Lomé in Togo in September 2018, and, iv) began its consolidation at the 11<sup>th</sup> meeting of the Group held in September 2019 in Ouagadougou in Burkina Faso.

In this regard, the WAFG has decided to set up a Permanent Secretariat which will be based in Abidjan in Ivory Coast, in view of the many institutions that this country is home to.

The operationalization of the said Permanent Secretariat is subject to the texts which govern its proper functioning. It has recorded several advances, among which we can note:

1. the adoption of the *Specifications of the Permanent Secretariat* in Conakry ;
2. the adoption of the *Rules of Procedure* in Lomé ;
3. the fixing of an *annual contribution* of the WAFG in Lomé ;
4. adoption of the **WAFG Charter** in Ouagadougou ;

5. the opening of a **WAFG bank account** in Abidjan in 2019, and the start of payment of the first contributions the same year ;
6. the drafting of the **WAFG Administrative, Financial and Accounting Procedures Manual** by Senegal ;
7. the creation and operationalization of the **WAFG WEBSITE** by Mali.

Since its creation, the West Africa Focal Group has organized twelve (12) meetings. If the first four were held without a specific theme in the image of ARMFA, the following meetings were the subject of a "meeting theme" with sub-themes developed and presented.

The coronavirus pandemic, which disrupted the normal functioning of the world, meetings were only held in 2020 and 2021.

All Group meetings are sanctioned by minutes as well as recommendations and resolutions.

The various resolutions and recommendations were declined in the form of an "*Action Plan*" from the sixth meeting of the Group in 2016.

#### **IV. WAFG OFFICE**

As a prelude to the operationalization of the WAFG, the first Office of the WAFG was set up during its 12<sup>th</sup> meeting held in Niamey, Niger, in accordance with the provisions of its Rules and Regulations of September 20, 2019.

It is composed as follows :

1. President : **Mr Massaoudou ABDOULRAHIMOUNE**, CEO of the RMF of Niger ;
2. Vice-President : **Mr Mohamed KALLON**, CEO of the NRF of Sierra Leone ;
3. Special advisor : **Mr SylvainAtoute Awima OUTCHANTCHA**, CEO of ASRMF Togo ;
4. Permanent Secretary : **Mr Moussa SAVADOGO**, DGA of the Mali Road Authority.



Table C: Dates, places and themes of the meetings of the WAFG

N°	COUNTRIES	DATES	THEMES
1 <sup>st</sup>	<b>BENIN</b> (Cotonou)	27 <sup>th</sup> and 28 <sup>th</sup> may 2008	-
2 <sup>nd</sup>	<b>MALI</b> (Bamako)	20 <sup>th</sup> to 22 <sup>th</sup> july 2009	-
3 <sup>rd</sup>	<b>NIGER</b> (Niamey)	9 <sup>th</sup> to 11 <sup>th</sup> august 2010	-
4 <sup>th</sup>	<b>MALI</b> (Bamako)	16 <sup>th</sup> to 18 <sup>th</sup> february 2011	-
5 <sup>th</sup>	<b>IVORY COAST</b> (Abidjan)	18 <sup>th</sup> to 20 <sup>th</sup> july 2012	<i>The impact of under maintenance of the road on national economies</i>
6 <sup>th</sup>	<b>SENEGAL</b> (Saly Portudal)	26 <sup>th</sup> to 28 <sup>th</sup> june 2013	<i>Decentralization and financing of rural roads: what contributions for Road Maintenance Funds?</i>
7 <sup>th</sup>	<b>IVORY COAST</b> (Abidjan)	05 <sup>th</sup> to 07 <sup>th</sup> october 2015	<i>Road maintenance using the HIMO approach</i>
8 <sup>th</sup>	<b>MALI</b> (Bamako)	06 <sup>th</sup> to 08 <sup>th</sup> april 2016	<i>The problem of the execution of works by the executing agencies</i>
9 <sup>th</sup>	<b>GUINEA</b> (Conakry)	27 <sup>th</sup> to 30 <sup>th</sup> september 2016	<i>The challenges of applying Regulation No. 14/2005/CM/WAEMU and the problem of financing road maintenance</i>
10 <sup>th</sup>	<b>TOGO</b> (Lomé)	25 <sup>th</sup> to 27 <sup>th</sup> september 2018	<i>The issue of financing road maintenance in WAFG countries</i>
11 <sup>th</sup>	<b>BURKINA FASO</b> (Ouagadougou)	19 <sup>th</sup> to 21 <sup>th</sup> september 2019	<i>The problem of consolidating the achievements of the Road Maintenance Funds of the WAFG</i>
12 <sup>th</sup>	<b>NIGER</b> (Niamey)	24 <sup>th</sup> to 26 <sup>th</sup> february 2022	<i>The challenges of rail management of the WAFG and the optimization of resources</i>

Note : Cape Verde left ARMFA in 2018.

## **V. WAFG PAN-AFRICAN DIMENSION**

Convinced that a "**united and strong Africa**" can only see the light of day at the cost of integration, our sub-regional grouping then set itself the objective of expanding to all fifteen (15) member countries of the Economic Community of West African States (ECOWAS), and even to all of West Africa. This is why the WAFG has taken intensive steps with other countries that are not yet members, to facilitate their joining our association. These are *Nigeria, Gambia and Mauritania*. With regard to *Cape Verde*, which left the WAFG in 2018, arrangements are underway for its reintegration.

Over the last twelve years (2008 – 2020) of the existence of the WAFG, the link has been maintained between the different member countries. The meetings within the Group and the rest of the ARMFA, as well as the study trips to the various

member countries of the ARMFA have made it possible to accentuate the sharing of experience and to perpetuate the framework of dialogue established in Libreville Gabon in December 2003, when ARMFA was created, one of its reasons for being.

## **VI. WAFG RELATIONS WITH TFPs AND ORGANIZATIONS**

Born of the political will of its member countries, the WAFG has also set itself, among other objectives, to generate the support of its Technical and Financial Partners as well as organizations interested in the road sector.

This is why it organized on the sidelines of the fifth meeting of the Group held in Abidjan in July 2012, the ***first round table of partners which brought together AARMP (Association of African Road Managers and Partners), WADB (West African Development Bank), UNFAO (Food and Agriculture Organization of the United Nations) and WAEMU (West African Economic and Monetary Union).***

The second round table brought together the ***ADB (African Development Bank), the IDB (Islamic Development Bank), the WB (World Bank), the EU (European Union) and WAEMU*** during the eleventh meeting of the Group Focal held in Ouagadougou in September 2019.

This participatory approach, supported by donors as well as development actors, is the new policy that the Group has set itself, in order to be closer to its partners who have all expressed their availability to support the WAFG for the consolidation achievements.

To this end, some member countries of the WAFG benefited from a training session for trainers co-financed by the Transport Policy Program in Sub-Saharan Africa and ARMFA which was held in September 2013 in Senegal on the theme, "Road Network Evaluation Tools".

## **VII. ROAD MAINTENANCE FINANCING ISSUES**

At the beginning of the 1980s, the road networks of African countries south of the Sahara were very degraded (less than 20% were in good condition).

The ***Road Management Initiative (RMI)*** was therefore designed as a response to the weaknesses in road asset management in Africa. Based on the principle of commercialization of the service of the road, the IGR considers the road as a commercial service. As such, the user pays for the service that the road provides him by contributing to its maintenance (thanks to the toll fee) and also participates in the management of the road (administrator).

The creation of second-generation RMFs in our various countries aimed to set up a sustainable and sufficient financing mechanism and to promote the promotion of

SMEs, etc. Although the advent of second-generation RMFs has been welcomed by all the players in the sector, it is clear that they are quickly confronted with enormous ***exogenous problems of financing deficit***, due to the growing needs for road maintenance and the limited resources available.

It should be noted that the modus operandi of the ***royalty on petroleum products, which covers more than 90% of the resource base of the RMFs***, is the subject of several dysfunctions, among which we can cite:

1. the ***share of revenue from petroleum products*** intended for financing road maintenance is dependent on:
  - ***international geopolitics***, which our governments cannot control. Indeed, oil prices are fixed without reference to our States which suffer the consequences ;
  - ***the volume of fuel consumed*** cannot be controlled, and is also subject to unpredictable fluctuations. A variation in the volume of fuel consumed impacts the work program ;
  - the ***Administration*** responsible for setting the share of resources intended for road maintenance. It carries out arbitrations in the face of the multiple priorities of the State in all sectors.
  
2. ***Oil is a dry commodity***. As a result, the expected revenues are uncertain and destined to disappear.

The ability to quickly mobilize sufficient and sustainable resources is a guarantee of the success of road maintenance reforms in terms of financing.

However, we must not lose sight of the ***protection of the road network from premature deterioration due to the overloading of heavy vehicles*** assigned to the public transport of goods. The authorities responsible for combating this offense must persevere in order to relieve road maintenance resources.

## **VIII. MUTATION OF WAFG TOWARDS 3<sup>rd</sup> GENERATION RMF**

All governments are unanimous in recognizing the importance of roads in the economic and social development of their State. As a result, road maintenance is high on the agenda. However, with the severe economic recession of the 1980s and the structural adjustment programs of African countries, ***road maintenance recorded major reforms***, including the abandonment of "***work in force***" and the "***privatization of the execution road maintenance works***".

Therefore, in their quest for appropriate solutions, road managers with the support of partners in the sector, decided to privatize the operating mode of the entire road maintenance system.

Indeed, the performance of the so-called “**first generation**” RMFs was rather mixed. They were subject to several recurring problems, including poor financial management, lack of resource audits, use of funds for unauthorized expenditure, etc.

The reform of the road sector promoted by the Sub-Saharan Africa Transport Policy Program aimed to correct shortcomings and improve the efficiency of road management. Thus, thanks to the Road Management Initiative (RMI), the idea of Road Maintenance Funds has come back to the fore. In this new global approach, roads would be run as a commercial enterprise with the use of toll roads.

This process gave birth to the so-called “**second generation**” RMFs, with the creation of a legal and institutional framework to guarantee sound management. The expected hopes of this new generation have not provided the expected resources as imagined by their creators, even if a lot of progress has been made here and there.

Today, the so-called “**third generation**” RMFs, which extend the scope of coverage of resources to the banking and private sector, are currently being tested with convincing results.

It should be pointed out that corrective reforms are always necessary and useful to revitalize what already exists. This is why the many changes made here and there all have the objective of strengthening the financing capacities of RMFs.

The different types of RMFs are mainly characterized as follows:

- ☞ The resources of the RMFs of the 1<sup>st</sup> Generation, come mainly from the budgetary allocations of the State, in the same way as the State manages the sectors of education or health etc. Benefit payments were made by the Public Treasury, which is not subject to the discipline of public procurement in terms of the process of choosing and paying a service provider.
- ☞ The 2<sup>nd</sup> Generation corrected the shortcomings of the 1<sup>st</sup>. Its resources come mainly from the marketing of the road service and are deposited in the accounts of the RMFs. Its governance is ensured by a staff recruited for this purpose and a Board of Directors whose members are mainly composed of road users.
- ☞ The principle of the 3<sup>rd</sup> Generation is to perpetuate the achievements of the second Generation, and to expand its fields of resources and activities. Thus, the financing of road maintenance is extended to investments (rehabilitation and new construction, etc.). The procedure (modus operandi) of financing is mainly based on the private sector through fundraising, and the conclusion of public-private partnership agreements (PPP) etc.

## **IXI. CONCLUSION**

The creation of a Road Maintenance Fund does not guarantee its effectiveness, nor its full autonomy, nor the financing problem. Some poorly designed ones face structural problems that prevent them from meeting the various criteria of a second generation RMFs.

The progress recorded by Road Maintenance Funds varies from country to country. While some enjoy real financial autonomy, others face enormous problems. This indicates the need for political will from the highest authorities in our countries, without which the ambitions of the RMFs will be doomed to failure.

RMF managers must therefore reflect on the strategies to be put in place to encourage the authorities to accept these new structures. This involves exchanges of experience and/or study trips to the most affluent countries.

Despite the growing imbalance from year to year between resources and needs in most of our States, RMFs must play their part in the economic and social development of our States. Consequently, they must take up two major challenges which go through the *increase of resources and the efficient use of resources*.

## ARMFA EXECUTIVE OFFICES FROM ITS CREATION TO 2020

MANDATS MANDATES	ASSEMBLEES GE. GENERAL ASS.	PAYS COUNTRY	DATES DATES	PRESIDENTS PRESIDENTS	MEMBRES DU BUREAU EXECUTIF MEMBERS OF THE EXECUTIVE OFFICE
1 <sup>st</sup> (mandature)	1 <sup>st</sup>	Libreville (Gabon)	December 2003 to April 2004	<b>M. Leyama Jean VALENTIN</b> (Gabon) <i>Central Africa Focal Group</i>	1. 1 <sup>st</sup> Vice-president : Mr. Raphael MABENGA (Zambia) ; 2. 2 <sup>nd</sup> Vice-president : Ms. Ramata TANOAH (Ivory Coast) ; 3. Auditor : Mr. Joseph Claude Gwed Bi MINYEM (Cameroon).
2 <sup>nd</sup> (mandature)	2 <sup>nd</sup>	Lomé (Togo)	April 2004 to November 2005	<b>M. Assiba Amoussou GUENOU</b> (Togo) <i>West Africa Focal Group</i>	1. 1 <sup>st</sup> Vice-president : Mr. Raphael MABENGA (Zambia) ; 2. 2 <sup>nd</sup> Vice-president : Ms. Ramata TANOAH (Ivory Coast) ; 3. Auditor : Mr. Joseph Claude Gwed Bi MINYEM (Cameroon).
-	3 <sup>rd</sup>	Nairobi (Kenya)	November 2004	-	-
3 <sup>rd</sup> (mandature)	4 <sup>th</sup>	Arusha (Tanzania)	November 2005 to October 2007	<b>Joseph Odo HAULE</b> (Tanzania) <i>East Africa Focal Group</i>	1. 1 <sup>st</sup> Vice-president : Mr. Mory KANTE (Mali) ; 2. 2 <sup>nd</sup> Vice-president : Ms. Ramata TANOAH (Ivory Coast) ; 3. Auditor : Mr. Francis Nyakeya NYANGAGA (Kenya).
-	5 <sup>th</sup>	Accra (Ghana)	September 2006	-	-
4 <sup>th</sup> (mandature)	6 <sup>th</sup>	Antananarivo (Madagascar)	October 2007 to October 2009	<b>Me Ioly ROBINSON</b> (Madagascar) <i>Southern Africa Focal Group</i>	1. 1 <sup>st</sup> Vice-president : Mr. Rashid MOHAMED (Ethiopia) ; 2. 2 <sup>nd</sup> Vice-president : Mr. Francesco Pereira (Mozambique) ; 3. Auditor: Mr. Fodé Kaba Diaby (Guinea) ; 4. Permanent secretary : Mr. Frédéric Bandon (Cameroon).
-	7 <sup>th</sup>	Maputo (Mozambique)	October 2008	-	-

MANDATS MANDATES	ASSEMBLEES GE. GENERAL ASS.	PAYS COUNTRY	DATES DATES	PRESIDENTS PRESIDENTS	MEMBRES DU BUREAU EXECUTIF MEMBERS OF THE EXECUTIVE OFFICE
5 <sup>th</sup> (mandature)	8 <sup>th</sup>	Yaoundé (Cameroun)	October 2009 to November 2011	<b>Samuel Donatien NENGUE</b> (Cameroon) Central Africa Focal Group	1. 1 <sup>st</sup> Vice-president : Mr. Hennox MAZENGERA (Malawi) ; 2. 2 <sup>nd</sup> Vice-President : Mr. Refiloe Patrick PULE (Lesotho) ; 3. Auditor : Mr. Hilario SA (Guinea Bissau) ; 4. Executive secretary : Mr. Hervé Patric MESSI (Cameroon) ; 5. Focal group : 4 Presidents.
-	9 <sup>th</sup>	Addis Ababa (Ethiopie)	November 2010	-	-
6 <sup>th</sup> (mandature)	10 <sup>th</sup>	Cotonou (Benin)	November 2011 to November 2013	<b>Sylvestre Janvier KOTCHOFA</b> (Benin) West Africa Focal Group	1. 1 <sup>st</sup> Vice-president : Mr. Franck NYANGAGA (Kenya) ; 2. 2 <sup>nd</sup> Vice-president : Ms. Gertrudes SOARES (Cape Verde) ; 3. Auditor : Mr. Anthony MWANAUMO (Zambia) ; 4. Executive Secretary : Mr. Lucius Arsène FASSINOU (Benin); 5. Focal group : 4 Presidents.
-	11 <sup>th</sup>	Lusaka (Zambia)	October 2012	-	-
7 <sup>th</sup> (mandature)	12 <sup>th</sup>	Mombasa (Kenya)	November 2013 to November 2015	<b>Anthony MWANAUMO</b> (Zambia) Southern Africa Focal Group	1. 1 <sup>st</sup> Vice-president : Mr. Fulgence Bamaros LOBOTA (DRC) ; 2. 2 <sup>nd</sup> Vice-president : 3. Auditor : Mr. Franklin AWUKU (Ghana) ; 4. Executive secretary : Mr. Crispin CHILIKWELA (Zambia) ; 5. Focal group : 4 Presidents.
-	13 <sup>th</sup>	Victoria Falls (Zimbabwe)	February 2015	-	-
8 <sup>th</sup> (mandature)	14 <sup>th</sup>	Kinshasa (D R Congo)	November 2015 to February 2018	<b>Rashid MOHAMED</b> (Ethiopia) East Africa Focal Group	1. 1 <sup>st</sup> Vice-president : Mr. Siandou FOFANA (Ivory Coast) ; 2. 2 <sup>nd</sup> Vice-Chairman : Mr. Jean Claude Atanga BIKOE (Cameroon) ; 3. Auditor : Mr. Moses Julius JUMA (Zimbabwe) ; 4. Executive secretary : Mr. Yetimgeta ASRAT (Ethiopia) ; 5. Focal group : 4 Presidents.

MANDATS MANDATES	ASSEMBLEES GE. GENERAL ASS.	PAYS COUNTRY	DATES DATES	PRESIDENTS PRESIDENTS	MEMBRES DU BUREAU EXECUTIF MEMBERS OF THE EXECUTIVE OFFICE
-	15 <sup>th</sup>	Abidjan (Ivory Coast)	November 2016	-	-
9 <sup>th</sup> (mandature)	16 <sup>th</sup>	Addis Ababa (Ethiopia)	February 2018 to December 2020	<b>Souleymane TRAORE</b> (Guinea) <i>West Africa Focal Group</i>	<ol style="list-style-type: none"> <li>1<sup>st</sup> Vice-president : Mr. Jacob RUWA (Kenya) ;</li> <li>2<sup>nd</sup> Vice-Chair: Mr. Ali IPINGE (Namibia) ;</li> <li>Auditor : Mr. Jean Claude Atanga BIKOE (Cameroon) ;</li> <li>Executive secretary : Mr. Mohammed Celou TOURE (Guinea) ;</li> <li>Focal group : 4 Presidents.</li> </ol>
-	17 <sup>th</sup>	Swakopmund (Namibia)	March 2019	-	-
-	1 <sup>st</sup> extraordinary General Assembly	Videoconference	September 2020	-	
10 <sup>th</sup> (mandature)	17 <sup>th</sup> (2 <sup>nd</sup> extraordinary General Assembly)	Videoconference	December 2020	<b>Ali IPINGE</b> (Namibia) <i>Southern Africa Focal Group</i>	<ol style="list-style-type: none"> <li>1<sup>st</sup> Vice-president : Mr. Jean Claude Atanga BIKOE (Cameroon) ;</li> <li>2<sup>nd</sup> Vice-Chair : Mr. Rashid MOHAMED (Ethiopia) ;</li> <li>Auditor : Mr. Mamadou FAYE (Senegal) ;</li> <li>Executive secretary : Mr. Rianus IGONTEB ;</li> <li>Focal group: 4 Presidents.</li> </ol>

**NB :**

During the *9<sup>th</sup> Annual Meeting of ARMFA* held in November 2010 in Addis Ababa, it was decided among others :

- The admission of the Presidents of the four Focal Groups into the Executive Bureau of ARMFA ;
- The **abolition** of the post of "*Permanent Secretary*" ;
- The **creation** of an "*Permanent Secretary*" and its establishment after a transitional period of three years (2001 to 2013) ;
- The **creation** of an "*Permanent Secretary*" and recruitment of a manager in October 2007 ;
- The principle of *rotation of the Presidency of ARMFA* from one group to another.



A. PHOTOS OF THE WAFG PRESIDENTS



**Mr. Sylvestre Janvier KOTCHOFA,**  
General Manager of the BENIN Road Fund,  
*WAFG President (may 2008 to july 2012)*



**Mr. Siandou FOFANA,**  
General Manager of the IVORY COAST Road Maintenance Fund,  
*WAFG President (july 2012 to april 2016)*



**Mr. Moulaye Ahmed BOUBACAR,**  
 General Manager of the MALI Road Authority,  
*WAFG President (april 2016 to february 2018)*



**Mrs Lalla KOITE,**  
 General Manager of the MALI Road Authority,  
*WAFG President (february 2018 to february 2022)*



**Monsieur Massaoudou ABDOUL RAHIMOUNE,**  
Directeur Général du Fonds d'Entretien Routier du NIGER,  
***WAFG President** (february 2022 to present)*

**B. PHOTOS OF WAFG PERMANENT SECRETAIRES**



**Mr. Arsène FASSINO,**  
Responsible for the Budget and Administration of the BENIN Road Fund,  
*WAFG Permanent Secretary (may 2008 to july 2012)*



**Mr. Willam KOMENAN,**  
Technical Director of the Road Maintenance Fund of IVORY COAST,  
*WAFG Permanent Secretary (july 2012 to april 2016)*



**Mr. Moussa SAVADOGO,**  
Technical Director of the Road Authority of MALI  
*WAFG Permanent Secretary (april 2016 to present)*

## C. ARMFA FIRST PRESIDENT



**Mr. Jean Valentin LEYAMA,**  
Administrator of the Road Maintenance Fund of GABON,  
***ARMFA Président*** (décember 2003 to april 2004)



**D. ARMFA FIRST WOMAN PRESIDENT**



**Mrs Ioly ROBINSON,**  
Secretary General Road Maintenance Fund of MADAGASCAR,  
***ARMFA President** (october 2007 to october 2009)*

D. **PHOTOS OF ARMFA PRESIDENTS FROM WAFG**



**Mr. Assiba Amoussou GUENOU,**  
General Manager of the TOGO Road Maintenance Fund,  
*ARMFA President (april 2004 to november 2005)*



**Mr. Sylvestre Janvier KOTCHOFA,**  
General Manager of the BENIN Road Maintenance Fund,  
*ARMFA President (november 2011 to november 2013)*



**Mr. Souleymane TRAORE,**  
General Manager of the GUINEA Road Maintenance Fund,  
***ARMFA President** (february 2018 à december 2020)*

E. **PHOTOS OF ARMFA EXECUTIVE SECRETARIES**  
**FROM WAFG**



**Mr. Arsène FASSINO,**  
Responsible for the Budget and Administration of the BENIN Road Fund,  
*ARMFA Executive Secretary (november 2011 to november 2013)*



**Monsieur Mohamed Celou TOURE,**  
Technical Director of the Road Maintenance Fund of GUINEA,  
*ARMFA Executive Secretary (february 2018 to december 2020)*