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ECONOMIC COMMISSION FOR AFRICA  
Meeting to determine assistance  
from the Industrialized countries  
for the feasibility studies of  
the Transafrican Highway

Addis Ababa, 9-12 October 1972

REPORT ON THE CURRENT STATUS OF THE TRANSAFRICAN HIGHWAY

## THE TRANSAFRICAN HIGHWAY

### A. Introduction

At the second meeting of the Transafrican Highway Co-ordinating Committee held at Bangui (Central African Republic) from 10 to 14 April 1972, the alignment of the Transafrican Highway and the study programme to be undertaken were adopted.

This note gives the current status of the Transafrican Highway and identifies the type of work needed to be done in each of the six TAH countries.

### B. Status of the TAH and actions required thereon

The present status of the Transafrican Highway and the actions required towards its improvement, which are described country by country in the following sections, are summarized in Tables I and II and also depicted on charts - Annexes I-VI.

Of the total project length of 6393 km., about 2357 km. are unimproved and these are composed of:

- a) 1461 km. which are already included in Government priority programmes for improvement; and
- b) 896 km. which are not included in Government plans for improvement, but which would need to be improved in order to bring the whole Mombasa-Lagos Highway to an all-weather standard, see Table II.

T A B L E I

Country	Itinerary	Total	Length (km) and condition of road		
			Per Cent	Permanent	Improved Unimproved
Kenya	Mombasa-Nairobi-Eldoret-Malaba	919	14.4	919	-
Uganda	Malaba-Kampala-Fort Portal-Kasindi	659	10.3	419	240
Cote d'Ivoire	Kasindi-Komanda-Kisangani-Dulia-Bangassou	1554	24.3	20	1534
C.A.R.	Bangassou-Bangui-Bouar-Garoua Boulai	1336	21.9	50	354
Cameroun	Caroua Boulai-Tibati-Banyo-Bafoussam-Mamfe-Ekok	1070	16.7	10	797
Nigeria	Ekok-Enugu-Benin City-Lagos	855	13.4	649	206
	T o t a l	6393	100.0	2067	1969 2357

TABLE II

Country	Section	Length	Description of works
Kenya	Mombasa-Malaba	-	Whole route is bitumen surfaced. <u>a/</u>
Uganda	Malaba-Bwera	-	Whole route is of all-weather standard. <u>a/</u>
Zaire	Bwera-Beni	78	Rehabilitation and graveling of earth road.
	Beni-Komanda	96	Rehabilitation between Beni and Ngeleza.
	Komanda-Mombasa	94	Minor improvement and selective graveling.
	Dulia-Bangassou	332	Selective graveling of existing road, including the replacement of one ferry.
G.A.R.	Baoro-Garoua Boulai	43	Improvements of about 20% of the 217 km. between Baoro and Garoua Boulai.
Cameroon	Meiganga-Tibati	238	Improvement and graveling.
	Tibati-Bafoussam	-	Some improvements proposed in Government's Third Development Plan.
	Bafoussam-Mamfe	-	Third Development Plan proposes paving the Bafoussam-Bamenda section. Government also plans to improve the Bamenda-Mamfe portion.
	Mamfe-Ekok	15	Improvement and graveling required over 15 km. near border.
Nigeria	Ekok-Lagos	-	About 86% of the route is bitumen surfaced and the remaining is unimproved, but Government has plans for the rehabilitation and improvement of the whole route.

Total 896

a/ Improvements - widening the roadway and strengthening the pavement - are underway or planned.

KENYA

The TAH section in Kenya, from Mombasa to Malaba, which is 919 km. in length,<sup>1</sup> is bitumen surfaced. For the most part, the road has a pavement width of 6.1 metres and capacity to carry a 9000 lb. (4000 kg) wheel load. However, plans are now well underway to widen the pavement width to 7 metres and to strengthen the pavement for a 12,000 lb. (5333 kg) wheel load.

UGANDA

The condition of the TAH section passing through Uganda may be summarized as follows:

Malaba-Jinja. 138 km, class C.<sup>1/</sup>

This is a class 1 bitumen road, but it will be reconstructed under Government financing.

Jinja-Kampala. 78 km, class C.

This is a class 1 bitumen road, the section from Jinja to Mokono is being reconstructed and the Mokono-Kampala section needs major reconstruction, including realignment at some sections.

Kampala-Mityana. 65 km, class C.

This is a class 1 bitumen road, but its reconstruction is planned.

Mityana-Kyenjojo. 200 km, class C.

This section is gravel surfaced and the engineering design for its asphaltting is complete.

Kyenjojo-Fort Portal. 46 km, class D.

This is a class 1 bitumen surfaced road.

Fort Portal-Junction. 92 km, class D.

This is a class 1 bitumen surfaced road.

Junction-Bwera. 40 km, class B.

This is a class 1 gravel road and preliminary study for its asphaltting has been completed.

<sup>1/</sup> For explanation on road classifications (A,B,C,D) see page 8.

Republic of Zaire: 1554 km.

In Zaire, apart from 20 kms. of asphalted road at the eastern entrance to Kisangani, the Trans-African route consists only of an earth road, generally poorly maintained. The route varies in quality and most of the bridges, viaducts, etc. are in precarious condition.

The cost of the feasibility and engineering studies over 1534 km. is estimated at over 2.5 million Zaires.

Central African Republic

1. Garoua Boulai-Bossembélé: 457 km class A.  
Earth road, varying in width between 3 and 5 metres. The route is fairly good but does require some straightening. The passage through the Baloua escarpment requires replanning.  
Feasibility and engineering studies are required, at a total cost of 365 million CFA francs.
2. Bossembélé-Bangui. 150 km class C.  
Laterite road of between 8 and 9 metres in width, fairly well-maintained. All studies have been carried out and the preparation of tender documents, which is now in progress, will be completed by January 1973.
3. Bangui-Damara: 50 km class D.  
Road entirely constructed and asphalted; has modern geometric characteristics.
4. Damara-Sibut: 110 km class C.  
Road completely improved and all bridges reconstructed in 1970-71. The route is good. Tender documents were submitted to EDF in February 1972 for the financing of asphaltting work.
5. Sibut-Bambari: 197 km class C.  
Earth road, well-maintained. The route requires some straightening. The Technical studies were carried out in 1969. It now remains to prepare the technical documents for the execution of the project, at a cost of 9 million CFA francs (1969).

6. Bambari-Bangassou: 354 kms class B.

Earth road varying in width. The route has dangerous curves and the driving surface is rather eroded.

Feasibility studies were carried out in 1971 and the planned engineering studies should cost 125 million CFA francs.

Federal Republic of Cameroon

1. Garoua-Boulai-Meidougou: 94 km class A.

The road includes an asphalted section of 10 kms; the rest of the section is laterite-surface of generally well-maintained. The route is generally good. Feasibility and engineering studies are planned at a cost of approximately 75 million CFA francs.

2. Meidougou-Tibati: 263 km class A.

The road passes through a mountain region and the route is determined by the topography. The road consists in many places of nothing more than a beaten-earth track. Feasibility and engineering studies are planned at a cost of approximately 200 million CFA francs.

3. Tibati-Foumbam: 326 km class A.

The road which passes entirely through mountainous country, is earth-surfaced. The route contains many undulations and curves, some of which are dangerous, and requires re-planning.

Feasibility and engineering studies are planned at a cost of approximately 260 million CFA francs.

4. Foumbam-Noun Bridge: 50 km class C.

Good road, earth-surfaced with a 9 metre road bed, having good geometric characteristics. Feasibility and engineering studies are at present in progress.

5. Noun Bridge-Bafoussam: 22 km class D.

Road in good condition, recently reconstructed according to suitable geometric standards.

6. Bafoussam-Bamenda: 90 km class C.

This is a mountain road, which, nevertheless, follows a generally good route. All studies are completed and tenders are being invited, with EDF financing.

7. Bamenda-Ekok: 225 km class A.

The road as a whole is of variable quality, with some sections having a good driving surface. The route requires improvement in many places. Feasibility and engineering studies are planned at an estimated cost of 180 million CFA francs.

Federal Republic of Nigeria

1. Lagos-Shagamu: 54 km class C, asphalted road.

Studies completed. Reconstruction work is in progress and should be completed by 1974.

2. Shagamu-Benin City: 264 km class C, asphalted road.

The engineering studies for the rehabilitation of the whole road are also in progress. The reconstruction programme at present under way provides for the reconstruction of 45 bridges by 1974.

3. Benin City-Asaba: 137 km class C, asphalted road.

Work in progress includes the complete reconstruction of the road and bridges by November 1973.

4. Asaba-Onitsha Bridge: 1 km.

Tenders have been invited for the reconstruction of the bridge. Work should be completed by 1973.

5. Onitsha-Enugu: 108 km class B, asphalted road.

Provision has been made for feasibility and engineering studies in the present 1970-74 plan. It is thought that plans are now being made to carry out the work of reconstructing the whole road in 1973 and 1974.

6. Enugu-Abakaliki: 85 km class B, asphalted road.

Tenders are to be invited very shortly for the complete reconstruction of this road, which was heavily damaged during the war.

7. Abakaliki-Ikon-Ekok: 206 km class A, earth road.

A feasibility study and an engineering study are planned for this road. The study documents have not yet been prepared.



TRANSAFRICAN HIGHWAY: MOMBASA TO LAGOSNOTES FOR ANNEXESClassification

When considering the alignment of the Transafrican Highway as a whole in the six territories through which it passes from Mombasa to Lagos, the sections of the Highway in each country are classified under four categories (see Annexes):

Category A: Sections of the Highway which still require:

- i) Feasibility studies;
- ii) Engineering studies;
- iii) Work implementation.

Category B: Sections of the Highway which still require:

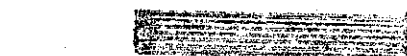
- i) Engineering studies;
- ii) Work implementation.

Category C: Sections of the Highway for which studies are completed and decisions taken, and now only require work implementation.

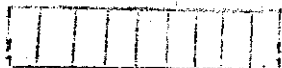
Category D: Sections of the Highway for which work implementation are completed.

Road surface

On the following charts, roads have been classified by their surface condition as follows:



Permanent



Improved



Unimproved

Distances

Distances are in kilometres.