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ECONOMIC COMMISSION FOR AFRICA

Third meeting of the Trans-African  
Highway Co-ordinating committee.

Mombasa, Kenya, 10 - 14 April 1973

REPORT ON THE STATE OF ADVANCEMENT  
OF THE TRANS-AFRICAN HIGHWAY PROJECT

## INTRODUCTION

1. This document shows what has been accomplished since the second meeting of the Trans-African Highway Co-ordinating Committee held from 10 to 14 April 1972 at Bangui, Central African Republic.

Trans-African Highway Route

2. The reservation made at the Bangui meeting by the Governments of the Central African Republic, Uganda and Zaïre with regard to the routing of the Trans-African Highway through their respective countries had now been sorted out following the Bureau's mission to these countries and the Trans-African Highway route adopted is as follows (see annex, map):

Kenya : Mombasa - Nairobi - Mau Summit - Eldoret - Malaba (919 km).

Uganda : Malaba - Kampala - Fort Portal - Kasindi (659 km).

Zaïre : Kasindi - Komanda - Kisangani - Bangassou (1554 km)

Central African Republic : Bangassou - Bangui - Bouar - Garoua Boulai  
(1318 km)

Cameroon : Garoua Boulai - Tibati - Bafoussam - Mamfé - Ekok (1070 km)

Nigeria : Ekok - Enugu - Benin City - Lagos (855 km).

Feeder links to the Trans-African Highway

3. A meeting on feeder links to the Trans-African Highway was held at Addis Ababa from 12 to 14 September 1972. The meeting was attended by representatives of Burundi, Chad, Ethiopia, Rwanda, Sudan, Tanzania and Zambia. Congo (PR), Gabon, Niger and Somalia were also invited, but did not attend.

4. The feeder roads which would link the neighbouring States to the Trans-African Highway are as follows (see annex, map):;

Somalia : Mogadiscio - Kisimaio - Liboi - Nairobi (1342 km)

Ethiopia : Addis-Ababa - Moyale - Marsabit - Nairobi (1566 km)

Tanzania : Arusha - Nairobi (277 km)

Zambia : Lusaka - Arusha - Nairobi (2411 km)

Sudan : Khartoum - Juba - Kampala (2143 km)

Rwanda : Kigali - Mtungano - Mbarara and thence to Kampala (555 km)

or to Kasindi (463 km)

Burundi : Bujumbura - Kigali - Mbarara and thence to Kampala (351 km)

or to Kasindi (764 km)

Chad : There are three possible links to the Trans-African Highway :

(i) Fort-Lamy - Sarh - Sibut (1009 km)

(ii) Fort-Lamy - Garoua - Ngaoundéré - Trans-African Highway  
Junction (398 km)

(iii) Fort-Lamy - Maiduguri - Jos - Enugu (1422 km)

Congo (PR) : There are two possible links to the Trans-African Highway :

(i) Brazzaville - Ouessou - Baoro (1476 km)

(ii) Brazzaville - Lamberéné - Yaoundé and thence to Garoua Boulai  
(2337 km) or to Bafoussam (2147 km)

Gabon : Libreville - Mitzié - Yaoundé and thence to Garoua Boulai

(1394 km) or to Bafoussam (1154 km)

Niger : Niamey - Maradi - Kano - Jos - Enugu (2065 km)

5. At the September meeting, the neighbouring States expressed their desire to attend, as observers, future meetings of the Trans-African Highway Co-ordinating Committee and in particular, the next meeting scheduled to be held at Mombasa. In accordance with this request, therefore, the following neighbouring States have been invited to attend the Mombasa meeting as observers: Burundi, Chad, Congo (PR), Ethiopia, Gabon, Niger, Rwanda, Somalia, Sudan, Tanzania and Zambia.

6. The Trans-African Highway Bureau has studied the problem of linking the road networks of Chad, Rwanda and Burundi with the Trans-African Highway and has despatched the relevant documents to these countries and to different international organizations.

7. In July, August and September 1972, engineers of the Trans-African Highway Bureau visited the six Trans-African Highway countries with a view to determining the stage of advancement of the Highway project in these countries and to estimate the cost of the various phases of the studies required. Subsequently, a meeting to determine assistance from the industrialized countries for the feasibility studies of the Trans-African Highway was held at Addis Ababa from 9 to 12 October 1972.

8. As a result of this meeting, the Governments of Belgium, France, the Federal Republic of Germany, Italy and Japan and the African Development Bank have offered to finance the feasibility studies of some selected sections of the Highway, see Annex I.

9. These offers of assistance, which represent a total amount of about US\$ 8.61 million, cover 2630 km (42 per cent) of the Highway and, as of this date, finance has not yet been obtained for only 300 km (13 per cent), estimated to cost US\$ 1.95 million, which are distributed as follows :

Central African Republic : Bangassou - Bambari (354 km) and  
Bossembélé - Baoro (240 km).

Nigeria : Abakaliki - Ekok (206 km)

10. The Trans-African Highway Bureau has been exploring the possibility of obtaining assistance for the completion of the remaining 800 km and has already requested some developed countries and international financing institutions to assist in the carrying out of the studies of the 800 km.

11. It should also be mentioned here that the Governments of the United Kingdom and France have expressed their preparedness to finance the cost of the study of :

- (a) international travel and trade ; and
- (b) road traffic and vehicle regulations.

12. The two Governments have submitted to the TAH Bureau the terms of reference for a "Study of the Administrative and Legal Factors Impeding the International Movement of Persons and Goods" and have also chosen consultants to undertake this study.

13. The Bureau has been in contact with the donor countries, the African Development Bank, and the African countries concerned with a view to finalizing the terms of reference for the studies to be undertaken and also to prepare a realistic programme for the implementation of the Highway project.

Programme of Work

14. The study programme to be undertaken, for which the Bureau will be responsible in co-operation with the national services of the Governments concerned, has been approved by the Co-ordinating Committee at its Bangui meeting and for easy reference has been reproduced here as Annex II.

15. The Trans-African Highway Bureau is currently preparing a five-year programme for the implementation of the highway project. However, since all the necessary information for the preparation of the programme has not been completed at the writing of this document the five-year programme could not be incorporated herewith, but will be issued separately at the Mombasa meeting.

STATUS OF THE TAH STUDIES

Country				
1. Kenya	Mombasa - Nairobi - Malaba	919	Completed	
2. Uganda	Malaba - Kampala - Fort-Portal - Kasindi	659	Completed	
3. Zaire	Kasindi - Mambasa - Kisangani	313	Belgium	
	Kisangani - Bangassou	741	Japan	
4. CAR	Bangassou - Bambari <sup>1/</sup>	354		
	Bambari - Bangui - Bossembélé <sup>2/</sup>	507	Completed	
	Bossembélé - Baoro <sup>1/</sup>	240		
	Baoro - Garoua Boulai	217	France	
5. Cameroon	Garoua Boulai - Tibati	357	Italy	
	Tibati - Foumban	326	Germany (FR)	
	Foumban - Bamenda	162	Completed	
	Bamenda - Ekok	225	ADB	
6. Nigeria	Ekok - Abakaliki	206		
	Abakaliki - Lagos <sup>2/</sup>	649	Completed	
Total		6 375		

Sections for which:

- (a) Studies have been completed : 2 396 km (45%)
- (b) Finance has been obtained : 2 679 km (42%) - US\$ 3.61 million
- (c) Finance not yet obtained : 300 km (13%) - US\$ 1.95 million

<sup>1/</sup> Finance for this section not yet obtained

<sup>2/</sup> Studies almost completed

Programme of Work : Studies

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- (a) Detailed feasibility studies of selected sections of the Trans-African Highway.
- (b) Study of ways and means on how to connect the road links from the neighbouring States to the Trans-African Highway.
- (c) Study of the existing highway design standards in the six Trans-African Highway countries.
- (d) Study of present customs and immigration procedures in the Trans-African Highway countries with a view to recommending measures for improving international traffic on the Highway and will include:
  - (i) Simplification of the regulations and procedures to be applied to the goods and passenger traffic including customs, passport, health and visa formalities, wherever possible ;
  - (ii) Simplification and unification of customs rules and procedures governing the temporary importation of private and commercial vehicles ;
  - (iii) Extension of 'in bond' facilities for goods in transit between ports and land-locked countries ;
  - (iv) Vehicle insurance.
- (e) A study of existing road and traffic regulations in the Trans-African Highway countries with a view to determining gradual harmonization of these regulations.