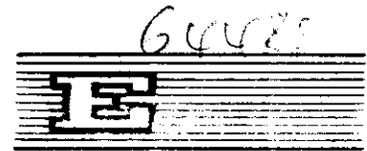




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FEEDER LINK FROM RWANDA AND BURUNDI
TO THE TRANS-AFRICAN HIGHWAY

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- (b) From Bugarama to the Rwanda-Burundi border (34 km). This is an earth road, which is in fairly poor condition. Because of the mountainous terrain, the alignment tends to be tortuous.

7. The Trans-African Highway Bureau has no exact information as to the studies required to improve the alignment and standard of this section.

8. Technical surveys probably costing about US\$ 130,000 would have to be carried out if a two-lane asphalt road were to be constructed.

II. RWANDA SECTION

9. From the Rwanda-Burundi border to Kigali, the road goes through Butaré and Gitarama. Technical surveys financed by the European Development Fund (EDF) are at present under way and should be completed in 1972. Construction work has also been planned for before 1975 at a cost of about US\$ 5.5 million. It seems that financing has been obtained for this work.

10. From Kigali, two routes are possible : one goes through Gatuna and the other through Kayonza and Kagitumba. In view of the proposals made by the Government of Rwanda and the present condition of these two roads, the Trans-African Highway Bureau prefers the Kigali - Gatuna route for the reasons given below :

- (a) Kigali - Gatuna road (30 km). This road is currently under construction at a cost of US \$10.9 million made possible through assistance from the International Bank for Reconstruction and Development (IBRD), the European Development Fund (EDF) and the Belgian Government. It is expected that this work will be completed in 1974 and that the final result will be a road suitable for heavy traffic which will be able to carry heavy vehicles.
- (b) Kigali - Kayonza - Kagitumba road (202 km). This road has two sections, one from Kigali to Kayonza and one from Kayonza to Kagitumba.

Over the 76 kilometres between Kigali and Kayonza, it is a laterite road. Asphaltting is planned for an estimated 520 million Rwandese francs.

The road is also laterite over the 126 kilometres between Kayonza and Kagitumba, much of which runs along the Kagéra National Park.

Improvements on the Kigali - Kayonza - Kagitumba road are also planned, but the Trans-African Highway Bureau has no information as to exactly what kind of studies might have been carried out or as to the work planned. Technical surveys needed in connexion with improvements to this road would probably now cost about US\$250,000.

11. The Kigali - Gatuna - Ntungamo - Mbarara road is 212 kilometres long, 200 of which are asphalted. Asphaltting is planned for the 12 km section between Gatuna and the juncture with the Kabali - Ntungamo road. A set of tender documents is believed to be ready. The Kigali - Kayonza - Kagitumba - Mbarara route, on the other hand, is much longer - 292 kilometres, of which only the last 70 are asphalted. For the remaining 222 kilometres, including the entire 202 kilometres Rwanda section, there is an earth road.

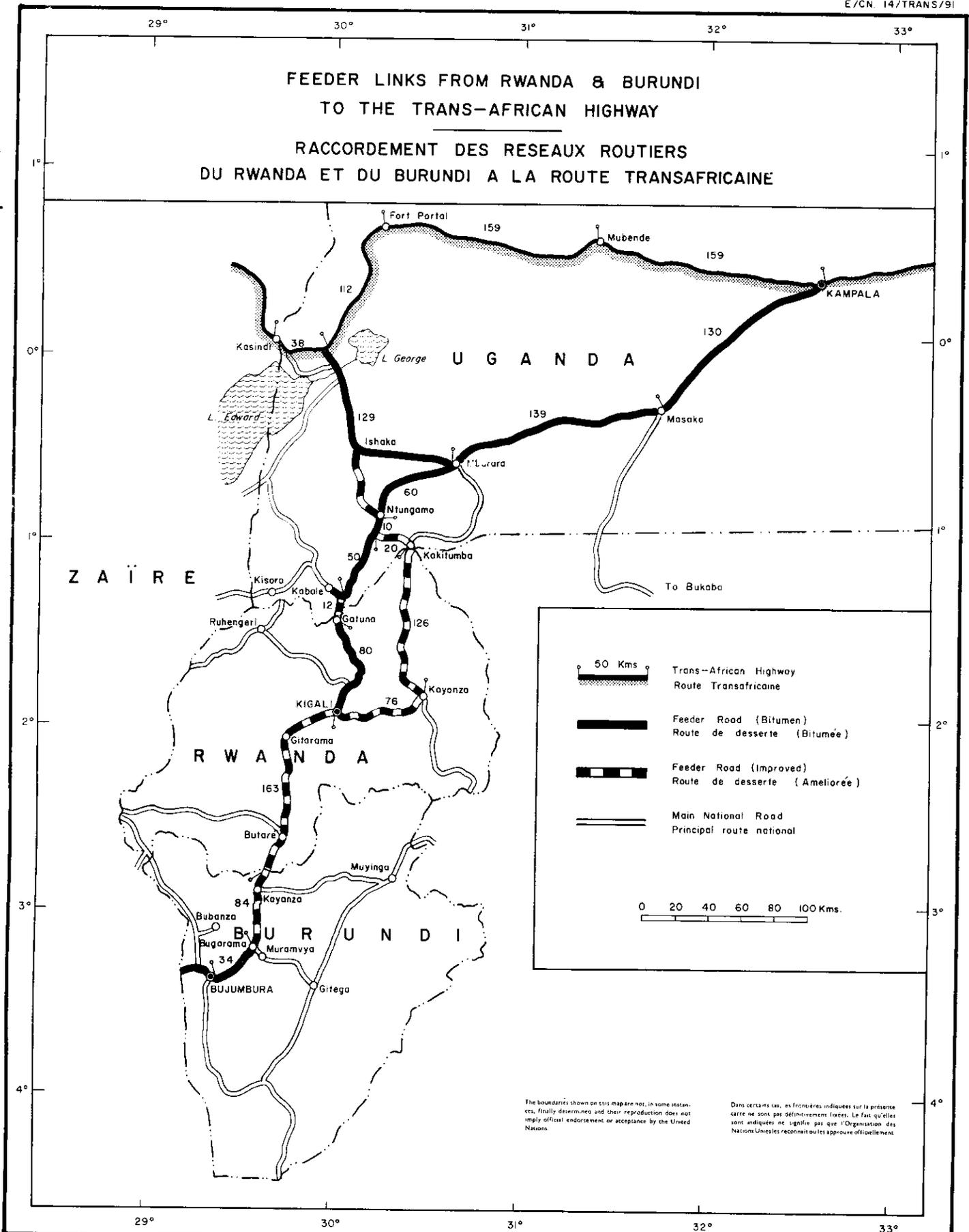
III. UGANDA SECTION

12. This section consists of a single road from the Rwanda border to Mbarara where it forks into two branch roads. One fork heads east and links up with the Highway at Kampala ; the other heads west and joins the Highway at the "Lake George crossing".

13. On the Gatuna route, there are 132 kilometres from the border to Mbarara and the road traverses Ntungamo. As pointed out in paragraph 11, only about 12 kilometres of this road have not yet been improved and asphalted. On the Kagitumba route, the road joins the one described above 12 km south of Ntungamo. It is 90 kilometres long, of which 20 kilometres have not yet been asphalted.

14. The fork going east from Mbarara is 269 kilometres long, and is entirely asphalted. The fork going west is 129 kilometres long, and it too is wholly asphalted up to the point at which it meets the Trans-African Highway.

FEEDER LINKS FROM RWANDA & BURUNDI
TO THE TRANS-AFRICAN HIGHWAY
RACCORDEMENT DES RESEAUX ROUTIERS
DU RWANDA ET DU BURUNDI A LA ROUTE TRANSAFRICAIN



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