



UNITED NATIONS
ECONOMIC AND SOCIAL COUNCIL

18

Distr.
LIMITED
E/CN.14/TRANS/100
23 August 1973
Original: ENGLISH/FRENCH

ECONOMIC COMMISSION FOR AFRICA

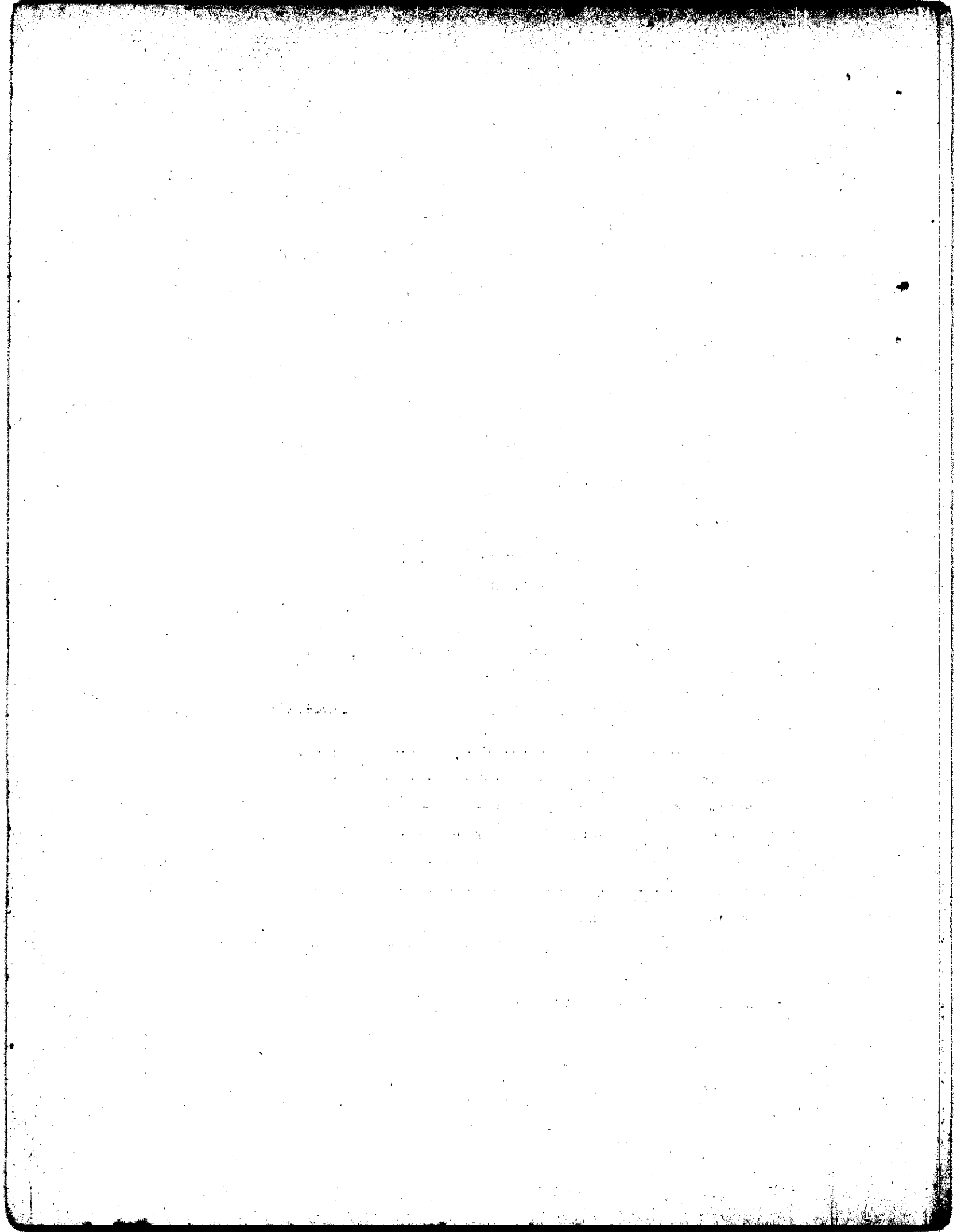
TRANS-WEST AFRICAN HIGHWAY NETWORK

- 1- Dakar-Fort Lamy
- 2- Dakar-Lagos

TABLE OF CONTENTS

	<u>Paragraphs</u>	<u>Pages</u>
Introduction - - - - -	1 - 2	1
Project justification - - - - -	3 - 4	1
Trans-West African Highway routes - - - - -	5 - 6	1
TWAH Northern Route: Dakar-Fort Lamy - - - - -	7 - 24	2 - 8
TWAH Coastal Route: Dakar-Lagos - - - - -	25 - 45	9 - 14
Feeder Links - - - - -	46 - 48	15 - 16
Trans-West African Highway Network - - - - -	49	17
TWAH Co-ordinating Committees - - - - -	50 - 53	17

Annex. Trans-West African Highways Map.



Introduction

1. The West African Sub-regional Conference on Economic Co-operation, held at Accra from 27 April to 4 May 1967, recommended that certain items should be given priority, the first of these being the completion of an all-weather highway link connecting the countries of the sub-region, including the standardization of road regulations and the simplification of frontier formalities.^{1/}
2. The secretariat prepared a map showing possible alternative routes for such a road. Route diagrams for the main alternatives were also prepared. These maps and diagrams were sent to the 14 countries of the West African sub-region and to Cameroon and Chad in December 1967 with a request for comments on the suggested alternatives. The comments that have been received have been incorporated in this document.

Project Justification

3. Although there is at present insufficient information to make an economic evaluation of the project, the proposed Trans-West African Highway is expected to:
 - (a) Stimulate economic activities in the region;
 - (b) Assist with the expansion of intra-African trade;
 - (c) Provide cheap international links;
 - (d) Generate employment and income not only through the construction and maintenance work but also through the ancillary services created as a result of its construction;
 - (e) Promote tourism;
 - (f) Develop better relations and economic co-operation among the countries concerned.
4. A road link has been chosen because it provides greater elasticity and flexibility than any other mode of transport. Furthermore, the greater portion of the proposed highway has already been constructed on the basis of the national priorities of the countries involved. Accordingly, project implementation is envisaged to consist of linking up existing roads with a view to reducing the cost and shortening the construction time of an all-weather road spanning the sub-region.

Trans-West African Highway Routes

5. There are two obvious alternative routes for a Trans-West African Highway spanning West Africa from west to east:
 - (a) Northern Route: Dakar-Fort Lamy
 - (b) Coastal Route: Dakar-Lagos
6. The two alternatives have a common section from Dakar to Tambacounda in Senegal (see map) and are described briefly below.

^{1/} ECA document E/CN.14/399

TRANS NORTHERN ROUTE DAKAR-FORT LAMY

7. The northern route (Dakar-Fort Lamy), which runs very close to the border of Gambia, would serve eight countries — Senegal, Mauritania, Mali, Upper Volta, Niger, Nigeria, Cameroon and Chad — but six more countries — Gambia, Guinea, Ivory Coast, Ghana, Togo and Dahomey — could be easily linked to it (see map).

8. The northern route could be linked with the projected Trans-Saharan Road at Gao (Mali) and at In Gall (Niger) via the following road links (see map):

- (a) San-Mopti-Gao (788 km) ^{1/}
- (b) Niamey-Tillabery-Gao (443 km) ^{1/}
- (c) Niamey-Tahoua-In Gall (637 km)
- (d) Kano-Zinder-Agadez-In Gall (359 km)

9. The route followed by the northern alternative from Dakar to Fort Lamy would be as follows:

Senegal: Dakar-Tambacounda-Nayé ^{2/}

Mali: Nayé-Nioro-Bamako-San-Faramana ^{2/}

Upper Volta: Faramana-Bobo Dioulasso-Ouagadougou-Gouina

Niger: Gouina-Niamey-Maradi-Jibiya

Nigeria: Jibiya-Maiduguri-Fotokol

Cameroon: Fotokol-Malam-Fort Foureaux

Cameroon/Chad: Fort Foureaux-Fort Lamy (crossing over Chari River)

10. The length of the northern route (Dakar-Fort Lamy) is about 4 341 kms, of which 3 609 kms (75 per cent) are of all-weather standard (2 175 kms or 60 per cent of this are bitumen surfaced), and the remaining 1 232 kms (25 per cent) consist of partially improved and unimproved earth roads (see table I).

11. Thus, the highway sections currently partially improved or unimproved (1 232 kms) which need attention in order to make the Trans-West African Highway (Dakar-Fort Lamy) of an all-weather standard are distributed as follows:

^{1/} The Liptako-Gourma Authority has decided to modernize the Mopti-Gao (588 km) and Tillabery-Gao (323 km) sections. San-Mopti (200 km) and Niamey-Tillabery (120 km) are already all-weather roads.

^{2/} There is an alternative route from Dakar (Senegal) to Nioro du Sahel (Mali) via Nouakchott (Mauritania): Dakar-Rosso-Nouakchott-Diandioumé-Nioro du Sahel. This is 587 km longer than the route via Nayé.

Cameroon/Chad: Bridge over the Chari River

SEN BGAL

1/ To distinguish between the various sections of the road, it has been agreed to call them by the names of the places nearest to them. Thus, for example, in actual fact the asphalted road ends 3 kilometres east of Malème Hodar.

(b) Malème Hodar-Tambacounda. 177 km

This is a laterite all-weather road. Both the horizontal and the vertical alignment are reasonably good. Asphaltting is provided for under the third four-year plan (1969-1973) at a cost of 1,140,000 CFA Francs to be financed from external sources.

(c) Tambacounda-Goudiry. 111 km

This road is practicable although some portions present difficulties during the rainy season; the alignment is in general fairly good.

(d) Goudiry-Nayé (Kidira). 69 km

This section consists of an earth track; it has not been subject to much improvement.

16. The Dakar-Saint Louis-Rosso route is 363 km long and is composed of two main sections:

(a) Dakar-Saint Louis. 263 km

This is a modern heavy traffic road, fully developed and bitumen-surfaced over two lanes and over three in parts. It is regularly maintained by the services of the Department of Public Works.

(b) Saint Louis-Rosso. 95 km

This is also bitumen-surfaced and fairly well developed. Since, however, before Rosso Béthio, it follows an embankment through a marshy area, traffic speed is limited.

MALI

17. The Nayé-Nioro-Bamako-Segou-San-Faramana road between the Senegalese border and the border with Upper Volta may be divided into the following four sections conditions of which differ.

(a) Nayé-Kayes-Ségala. 180 km

Earth road, not greatly improved.

(b) Ségala-Nioro du Sahel-Kolokani. 454 km

This is only a hard dirt track through the savanna; it is not always practicable.

The African Development Bank carried out reconnaissance mission on the 251 km road between Kayes and Nioro du Sahel at the request of the Government of Mali which was interested in developing it.

(c) Kolokani-Bamako. 124 km

A partially improved all-weather earth road.

(d) Bamako-Ségou-San-Faramana: 609 km

The Bamako-Ségou-San-Kimparana road was already asphalted. In pursuance of a convention between Mali and Upper Volta, providing for improved links between the two countries, EDF financed improvements and construction of the Koutiala-Kouri and the Kimparana-Faramana roads in Mali at a cost of 3,709,000 units of account from the second EDF. Thus, the international road between Bamako and Faramana is now a good, two-lane, asphalted road.

MAURITANIA

10. The Rosso-Nouakchott-Boutilimit-Aleg-Kiffa-Aïoun el Atrouss-Diandioumé (on the Mali frontier 40 km. north of Nioro du Sahel route) is 1,179 km. long. It is composed of two main sections

(a) Rosso-Nouakchott: 204 km.

For about 100 km the route crosses the lunar mountains of Trarza. It presents the characteristics of a heavy traffic density road with a bitumen surfacing about 6 m wide. Work relating to the development and construction of the road and the bridges and culverts was completed in 1970-1971 at a cost of 2,507 million CFA francs.

(b) Nouakchott-Diandioumé: 975 km

There is no road link for some 430 km. between Nouakchott and Boutilimit and between Aleg and Kiffa. For the remaining 545 km, the road is no more than dirt track for all purpose vehicles. The stretch between Nouakchott and Aïoun-el-Atrouss forms part of the Nouakchott-Néma road (around 1,100 km.) for which the topographical and geotechnical construction studies were carried out in 1972. From Diandioumé to Nioro du Sahel in Mali it is a natural earth road.

UPPER VOLTA

19. From Faramana on the Malian border to the border with Niger, the road is 268 km. long. It has been improved in various ways so that, it is now an all-weather road. The road may be divided into the following four sections.

(a) Faramana-Bobo-Dioulasso: 113 km

Engineering studies with a view to improving this road were carried out by German consultants of the firm Rhein-Ruhr. The work provided for under the 1967-1970 plan, including earthwork, and the construction of a laterite foundation layer, an asphalted carriage way 6 m wide and a complete drainage system, was completed at a cost of 930 million CFA francs financed by EDF. The result is that there is now a good, asphalted, two-lane road.

(b) Bobo Dioulasso-Ouagadougou. 356 km

This is an improved, laterite all-weather road. Apart from an annual programme for maintaining it, ECA has no information concerning any plans to improve the quality of this road.

(c) Ouagadougou-Fada N'Gourma. 225 km

The 1967-1970 plan provided for improvements to the Ouagadougou-Fada N'Gourma road. EDF was asked to finance this work, which included improving and asphaltting the Ouagadougou-Koupéla section and heavy construction on the Koupéla-Fada N'Gourma section. The overall cost of the operation was assessed at 13 thousand million CFA francs. At present, the 137 km between Ouagadougou and Koupéla are asphalt-paved while the 88 km between Koupéla and Fada N'Gourma are unpaved but reasonably practicable.

(d) Fada N'Gourma-Kantochari-Gouina. 169 km

This earth road has not been subject to much improvement. It comprises the western section of the 297 km. Fada N'Gourma-Niamey road, for which US AID has agreed to finance engineering studies at a cost of 47 million CFA francs for the purpose of improving land-transport links between the Niger and Upper Volta. An economic and technical feasibility study in connexion with improving this road was carried out in 1970 by the firm Wilbur Smith and Associates with AID financing.

NIGER

20. The road between the border with Upper Volta and Jibiya on the border is 912 km long. It is an all-weather road the whole way and may be divided into the following sections:

(a) Gouina-Niamey: 123 km

This is an improved earth road, which comprises the eastern section of the 297 km. Fada N'Gourma-Niamey road, for which AID financed economic and technical feasibility studies. ADB, to whom the report was submitted, has sent a mission to the field to double check the findings.

(b) Niamey-Jibiya: 784 km

This road comprises three sections, the first of which runs from Niamey to Dosso and is asphalted. The second section is a 540 km, all-weather, laterite road between Dosso and Guidam Rondji. There are plans to asphalt this section as part of the on going project to modernize the Niamey-Zinder road with EDF financing (conventions, second EDF; and allocations, third EDF) totalling 24.8 million units of account. Finally, there is a 104 km section which traverses Maradi, running from Guidam Rondji to Jibiya.

NIGERIA

21. The road between Jibiya (on the border between the Niger and Nigeria) and Gambaru (on the Nigerian side of the Cameroonian border) is 923 km long. There are two sections:

(a) Jibiya-Maiduguri: 735 km

The road is completely asphalted over the 735 km between Jibiya and Maiduguri: one asphalted lane for 552 km and two asphalted lanes for the remaining 233 km between Potiskum and Maiduguri.

(b) Maiduguri-Gambaru (Potokol): 133 km

For the 133 km between Maiduguri and Gambaru (Potokol), there is an all-weather earth road. As part of the project to improve communications links in the Lake Chad basin, study mission was carried out on this road in 1970 by Experience Incorporated and King and Gavaris, Consulting Engineers, with AID financing. The mission found that it would be economically viable to asphalt this section.

CAMEROON AND CHAD

22. In Cameroon, the Potokol (Gambaru)-Fort Foureau road is 102 km long. This is an improved road; however, since it crosses a rather low flood zone it becomes fairly difficult to use particularly for some 64 km when the Chari is swollen. This section, which is considered to be a direct extension of the Maiduguri-Gambaru road, was also studied by the mission financed by AID and carried out by Experience Incorporated and King and Gavaris, which found that it would be economically viable to improve it.

23. Bridge across the Chari linking Cameroon (Fort Foureau) to Chad (Fort Lamy). The most recent studies were carried out by the Experience Incorporated and King and Gavaris mission and concerned replacing the present 45-ton ferry by a bridge. The consultants found that the construction of a bridge would be most advantageous in view of the continual heavy traffic between Fort Foureau and Fort Lamy, and on that basis the Governments of Cameroon and Chad agreed in 1972 that the bridge would be constructed. However, final agreement has not yet been reached as to the point at which the bridge will cross the Chari.

24. The study mentioned above, which was made in 1970, evaluated the cost of constructing the bridge over the Chari at US\$1,465,000 and the cost of constructing the 240 km Fort Lamy-Maiduguri road at US\$11,962,000.

Table I TWAH Northern Route: Dakar-Fort Lamy

Country	Route	Road surface condition (km)			
		Total	Bitumen-surfaced	All-weather but not bitumen-surfaced	Dry weather and tracks
Senegal	Dakar-Malème Hodar	232	232	—	—
	Malème Hodar-Tambacounda	177	—	177	—
	Tambacounda-Goudiry	111	—	111	—
	Goudiry-Nayé	69	—	—	69
	Total	639	232	288	69
Mali	Nayé-Ségala	130	—	—	130
	Ségala-Kolokani	434	—	—	434
	Kolokani-Bamako	124	—	124	—
	Bamako-Faramana	609	609	—	—
	Total	1 397	609	124	664
Upper Volta	Faramana-Bobo Dioulasso	113	113	—	—
	Bobo Dioulasso-Ouagadougou	356	—	356	—
	Ouagadougou-Koupéla	137	137	—	—
	Koupéla-Fada N'Gourma	38	—	88	—
	Fada N'Gourma-Gouina	169	—	—	169
	Total	868	255	444	169
Niger	Gouina-Niamey	128	—	—	128
	Niamey-Dosso	140	140	—	—
	Dosso-Guidam Rondji	540	—	540	—
	Guidam Rondji-Jibiya	104	104	—	—
	Total	912	244	540	128
Nigeria	Jibiya-Maiduguri	785	785	—	—
	Maiduguri-Fotokol	138	—	—	138
	Total	923	785	—	138
Cameroon	Fotokol-Fort Foureau	102	—	33	64
Cameroon/Chad	Fort Foureau-Fort Lamy	Chari River crossing			
Total Dakar-Fort Lamy via Nayé		4 841	2 175	1 434	1 232
Total Dakar-Fort Lamy via Nouakchott		5 428	2 460	1 146	1 822
Senegal	Via Nouakchott				
	Dakar-Rosso	363	363	—	—
Mauritania	Rosso-Nouakchott	204	204	—	—
	Nouakchott-Diandioumé	975	—	—	975
Mali	Diandioumé-Nioro du Sahel	40	—	—	40

TWAH COASTAL ROUTE. DAKAR-LAGOS

25. The coastal or southern alternative, which runs very close to the border of Gambia, would serve nine countries (see map) Senegal, Guinea, Sierra Leone, Liberia, Ivory Coast, Ghana, Togo, Dahomey and Nigeria.

26. At Lagos the coastal route would join the Trans-African Highway project which would ultimately link east and west Africa.

27. The route of the coastal or southern alternative from Dakar to Lagos would be as follows.

Senegal : Dakar-Tambacounda-Kédougou-Fongolimbi

Guinea : Fongolimbi-Mali-Coyah-Pamelap

Sierra Leone : Pamelap-Kambia-Bo-Koribundu-Zimi

Liberia : Zimi-Bendaja-Monrovia-Ganta-Tobli

Ivory Coast : Tobli-Toulépleu-Daloa-Abidjan-Frambo

Ghana : Frambo-Axim-Takoradi-Accra-Denu

Togo : Denu-Lomé-Grand Popo

Dahomey : Grand Popo-Porto Novo-Idiroko

Nigeria : Idiroko-Otta-Lagos

28. The length of the coastal route (Dakar-Lagos) is about 4 245 km, of which 3 583 km (84 per cent) are of all-weather standard (2 336 km or 65 per cent of which are bitumen-surfaced) and the remaining 662 km (16 per cent) consist of partially improved and unimproved earth roads (see Table II).

29. Thus, the highway sections currently partially improved or unimproved (662 km) which need attention in order to make the Trans-West African Highway (Dakar-Lagos) of an all-weather standard are as follows.

Senegal (224 km) : Tambacounda-Dialakoto (64 km)
Dialakoto-Fongolimbi (160 km)

Guinea (277 km) : Fongolimbi-Mali-Labé (200 km)
Labé-Mamou (77 km)

Sierra Leone (20 km) : Zimi-Sierra Leone/Liberia frontier

Liberia (55 km) : Sierra Leone/Liberia frontier-Bendaja-Dia

Ivory Coast (75 km) : Abouisso-Frambo

Ghana (11 km) : Frambo-Half Assini

30. The current status of the coastal route (Dakar-Lagos), which is summarized in Table II, is given country by country as follows:

SENEGAL

31. The TWAH section in Senegal passes through Mbour, Kaolack, Kaffrine, Malème Hodar, Tambacounda, Dialakoto, Kédougou and Fongolimbi, at the Senegal/Guinea frontier.

32. The Dakar-Fongolimbi route is 733 km in length and its condition may be described as follows.

(a) Dakar-Malème Hodar. 232 km

This is a bitumen surfaced road with three lanes for the first 40 km up to Diam Niadia, and thence two lanes for the remaining 242 km from Diam Niadia to Malème Hodar.

(b) Malème Hodar-Tambacounda. 177 km

This is a laterite road of all-weather standard and its horizontal and vertical alignments are adequate. The national Third Four-Year Plan (1963-1973) provides for the bitumenization of this route at a cost of 1,140 million francs CFA, to be obtained from external assistance.

(c) Tambacounda-Dialakoto. 64 km

This is a partially improved earth road practicable during the dry season. The improvement of this route, which provides the only access to the Niokolo-Koba national park, would enhance the development of tourism in that region.

(d) Dialakoto-Kédougou-Fongolimbi. 210 km

This earth road is unimproved, specially for the first 120 kms and the last 40 kms. The only section which is in fairly good condition consists of some 50 kms between Mako and Kédougou. The National Third Four-Year Plan (1963-1973) provides for the improvement of some 160 kms of this route, between Dialakoto and Mako at a cost of 450 million francs CFA, to be obtained from external sources.

GUINEA

33. The section of the Trans-West African Highway passing through Guinea would have the following itinerary: Fongolimbi-Mali-Labé-Mamou-Coyah-Pamelap (Guinea/Sierra Leone frontier).

34. The Fongolimbi-Pamelap route is 670 km in length and its condition is as follows.

(a) Fongolimbi-Mali-Labé. 200 km

This route, which traverses the mountain mass of Tangué (Massif du Tangué), is an unimproved earth track negotiable only with 4 wheel-drive vehicles.

(b) Labé-Mamou 152 kms

This route passes through a mountainous area and consists of 75 kms of asphalted road and 77 kms of partially improved road.

(c) Mamou-Coyah 224 kms

From Mamou to Coyah, which is the junction 35 kms north-east of Conakry, it is an all-weather road of two lanes with bitumen surfacing.

(d) Coyah-Pamelap 94 kms

From Coyah to Pamelap at the Guinea/Sierra Leone border it is a one lane road with bitumen surfacing.

SIERRA LEONE

35. The section of the Trans-West African Highway traversing Sierra Leone would be: Pamelap-Kambia-Mile 47-Bo-Zimi (at the Sierra Leone/Liberia frontier).

36. The condition of the Pamelap-Zimi route which is about 425 km in length may be described as follows.

(a) Pamelap-Kambia-Porto Loko: 69 kms

A feasibility study of the Kambia-Porto Loko (64 kms) carried out in 1965 recommended the bitumenization of the road and the building of two bridges. Accordingly, the National Ten Year Plan (1962/63-1971/72) provides for the recommended improvement of this road to one of three lanes with a possible widening to four lanes.

(b) Porto Loko-Mile 47 : 46 kms

From Porto Loko to Mile 47, the junction 76 kms east of Freetown, it is a two-lane highway with bitumen surfacing.

(c) Mile 47-Bo: 190 kms

This is a two lane highway with bitumen surfacing.

(d) Bo-Koribundu-Potoru-Zimi: 121 kms

From Bo to Zimi (101 kms) it is an improved road of all-weather standard, but from Zimi to the Sierra Leone/Liberia frontier (20 kms) there is no practicable road. Furthermore, there is need for a bridge over the Mano River and an IBRD study suggests two alternative sites for its location.

LIBERIA

37. The proposed routing of the TWAH section in Liberia would be: Zimi-Klé-Monrovia-Gbarnga-Ganta-Tapeta-Tobli-Toulépleu (Liberia/Ivory Coast frontier)

38. The Zimi-Toulépleu route is about 626 kms in length and its condition may be summarized as follows.

(a) Zimi-Bendaja-Dia-Klé-Monrovia. 171 kms

There is no practicable road from Zimi (actually from the frontier) to Bendaja (20 km). From Bendaja to the junction near Dia (35 km) it is an improved earth track while from Dia to Monrovia (116 kms) it is an all-weather road with bitumen surfacing.

(b) Monrovia-Gbarnga 224 kms

This is an all-weather road with bitumen surfacing for almost its entire length.

(c) Gbarnga-Ganta-Tapeta-Tobli 231 kms

From Gbarnga to the frontier (16 kms north of Tobli) the road, which is 231 kms in length, is improved and of all-weather standard.

IVORY COAST

39. The TWAH section passing through the Ivory Coast would have the following itinerary. Tobli-Toulépleu-Duékoué-Daloa-Abidjan-Aboisso-Frambo (Ivory Coast/Ghana frontier).

40. The distance from the Liberia/Ivory Coast frontier, which is 16 kms north of Tobli in Liberia or 11 kms south of Toulépleu, to Frambo on the Ivory Coast/Ghana frontier is about 367 kms and the condition of the route is as follows:

(a) Tobli-Toulépleu-Duékoué-Daloa. 264 kms

From the frontier (16 kms north of Tobli) to Daloa (264 kms) it is an improved road of all-weather standard.

(b) Daloa-Yamoussoukro-Abidjan 406 kms

This is an all-weather road with bitumen surfacing.

(c) Abidjan-Aboisso-Frambo. 197 kms

From Abidjan to Aboisso (122 kms) it is an all-weather road with bitumen surfacing.

From Aboisso to Frambo (75 kms) it is a partially improved road.

GHANA

41. The itinerary of the TWAH section in Ghana would be. Frambo-Half Assini-Axim-Takoradi-Accra-Denu (Ghana/Togo frontier).

42. From Frambo to Denu the route is about 603 kms in length and its condition is as follows:

(a) Frambo-Half Assini. 11 kms

This is unimproved earth road but will soon be of all-weather standard when the construction of the proposed Abidjan-Accra Highway link is completed.

(b) Half Assini-Axim. 93 kms

This is an improved road of all-weather standard.

(c) Axim-Takoradi-Accra-Denu. 504 kms

From Axim to Denu (Ghana/Togo frontier) it is an all-weather road with bitumen surfacing.

TOGO

43. The TWAH section traversing Togo consists of an all-weather road with bitumen surfacing. The route is 50 kms in length and its itinerary would be Denu-Lomé-Grand Popo (Togo/Dahomey frontier).

DAHOMY

44. The TWAH section in Dahomey is an all-weather road with bitumen surfacing for its entire length. The route is 165 kms in length and will have the following itinerary: Grand Popo-Cotonou-Porto Novo-Idiroko.

NIGERIA

45. The TWAH section in Nigeria, Idiroko-Otta-Lagos, is 100 kms in length and consists of an all-weather road with bitumen surfacing. At Lagos it joins with the Mombasa-Lagos Trans-African Highway which links East and West African countries.

Table II TNAH Coastal Route, Dakar-Lagos

Country	Route	Road surface condition (km)			
		Total	Bitumen surfaced	All-weather but not bitumen-surfaced	Dry weather and tracks
Senegal	Dakar-Malème Hodar	282	282	—	—
	Malème Hodar-Tambacounda	177	—	177	—
	Tambacounda-Kédougou-Fongolimbi	274	—	50	224
	Total	733	282	227	224
Guinea	Fongolimbi-Mali-Labé	200	—	—	200
	Labé-Mamou	152	75	—	77
	Mamou-Coyah-Pamelap	318	318	—	—
	Total	670	393	—	277
Sierra Leone	Pamelap-Bo	305	236	69	—
	Bo-Koribundu-Zimi	121	—	101	20
	Total	426	236	170	20
Liberia	Zimi-Monrovia-Gbarnga	395	116	224	55
	Gbarnga-Ganta-Tapeta-Tobli	231	—	231	—
	Total	626	116	455	55
Ivory Coast	Tobli-Toulépleu-Daloa	264	—	264	—
	Daloa-Yamoussoukro-Abidjan	406	406	—	—
	Abidjan-Aboisso-Frambo	197	122	—	75
	Total	867	523	264	75
Ghana	Frambo-Half Assini-Axim	104	—	93	11
	Axim-Takoradi-Accra-Denu	504	504	—	—
	Total	608	504	93	11
Togo	Denu-Lomé-Grand Popo	50	50	—	—
Dahomey	Grand Popo-Porto Novo	127	127	—	—
	Porto Novo-Idiroko	33	—	33	—
	Total	165	127	33	—
Nigeria	Idiroko-Otta-Lagos	100	100	—	—
GRAND TOTAL		4 245	2 336	1 247	662

Feeder Links

46. The Gambia could be linked with the Trans-West African Highway as follows: Banjul-Barra-Karang-Kaolack (109 km). This is an all-weather road with bitumen surfacing.

47. The northern and coastal or southern routes could be linked by the following feeder roads (see map) whose current status is given in Table III.

Guinea/Mali Mamou-Kankan-Badougou-Bougouni-Bamako

Guinea/Liberia Kankan-Nzerékoré-Ganta

Guinea/Ivory Coast Nzerékoré-Nzo-Danané-Man

Ivory Coast/Mali Duékoué-Man-Manankoro-Bamako

Ivory Coast/Upper Volta Yamoussoukro-Kawara-Bobo Dioulasso

Ghana/Upper Volta Accra-Tamale-Paga-Pô-Ouagadougou

Togo/Upper Volta Lomé-Sokodé-Dapango-Koupéla

Dahomey/Upper Volta Cotonou-Savalou-Porga-Fada N'Gourma

Dahomey/Niger Cotonou-Parakou-Dosso

Nigéria Lagos-Kontagora-Kaduna-Kano.

48. Thus, if the northern and coastal or southern routes are to be linked by all-weather feeder roads, improvement work would be required over 1 090 km on the following stretches.

Guinea (639 km) Mamou-Dabola (157 km)

Kouroussa-Kankan (100 km)

Kankan-Badougou (157 km)

Beyla-Nzerékoré-Ganta (204 km)

Nzerékoré-Nzo (71 km)

Mali (260 km) Badougou-Bougouni (137 km)

Manankoro-Bougouni (123 km)

Upper Volta (141 km) Fada N'Gourma-Porga.

Table III Feeder Links

Countries	Route	Road surface condition (kms)			
		Total	Bitumen-surfaced	All-weather but not bitumen-surfaced	Dry weather and tracks
Guinea/ Mali	Mamou-Kankan-Badougou	578	—	164	414
	Badougou-Bougouni-Bamako	300	163	—	137
Guinea/ Liberia	Kankan-Nzerékoré-Ganta	465	—	261	204
Guinea/ Ivory Coast	Nzerékoré-Nzo	71	—	—	71
	Nzo-Danané-Man	139	—	139	—
Ivory Coast/ Mali	Duékoué-Man-Manankoro	483	—	483	—
	Manankoro-Bougouni	123	—	—	123
Ivory Coast/ Upper Volta	Yamoussoukro-Kawara	427	106	321	—
	Kawara-Bobo Dioulasso	147	—	147	—
Ghana/ Upper Volta	Accra-Tamale-Paga	837	677	160	—
	Paga-Pô-Ouagadougou	164	164	—	—
Togo/ Upper Volta	Lomé-Sokodé-Dapango	726	117	609	—
	Dapango-Bittou-Koupéla	136	—	136	—
Dahomey/ Upper Volta	Cotonou-Savalou-Porga	638	113	525	—
	Porga-Fada N'Gourma	141	—	—	141
Dahomey/ Niger	Dassa Zoume-Parakou-Malanville	529	308	221	—
	Malanville-Gaya-Dosso	163	163	—	—
Nigeria	Lagos-Kontagora-Kano	1 126	1 126	—	—
Gambia/ Senegal	Banjul-Karang-Kaolack	109	109	—	—
Total		7 302	3 046	3 166	1 090

TWAH Network

49. The total length of the Trans-West African Highway Network (see map) is about 17 511 km, of which 13 512 km (77 per cent) are of all-weather standard (7 842 km or 58 per cent of this are bitumen-surfaced). Thus, in order to make the TWAH Network of an all-weather standard, improvement work would be required over 3 999 km (23 per cent) as follows.

(a) Northern route (Dakar-Fort Lamy):	2 247 km
(b) Coastal route (Dakar-Lagos):	662 km
(c) Feeder links	1 090 km
Total	3 999 km

TWAH Co-ordinating Committee

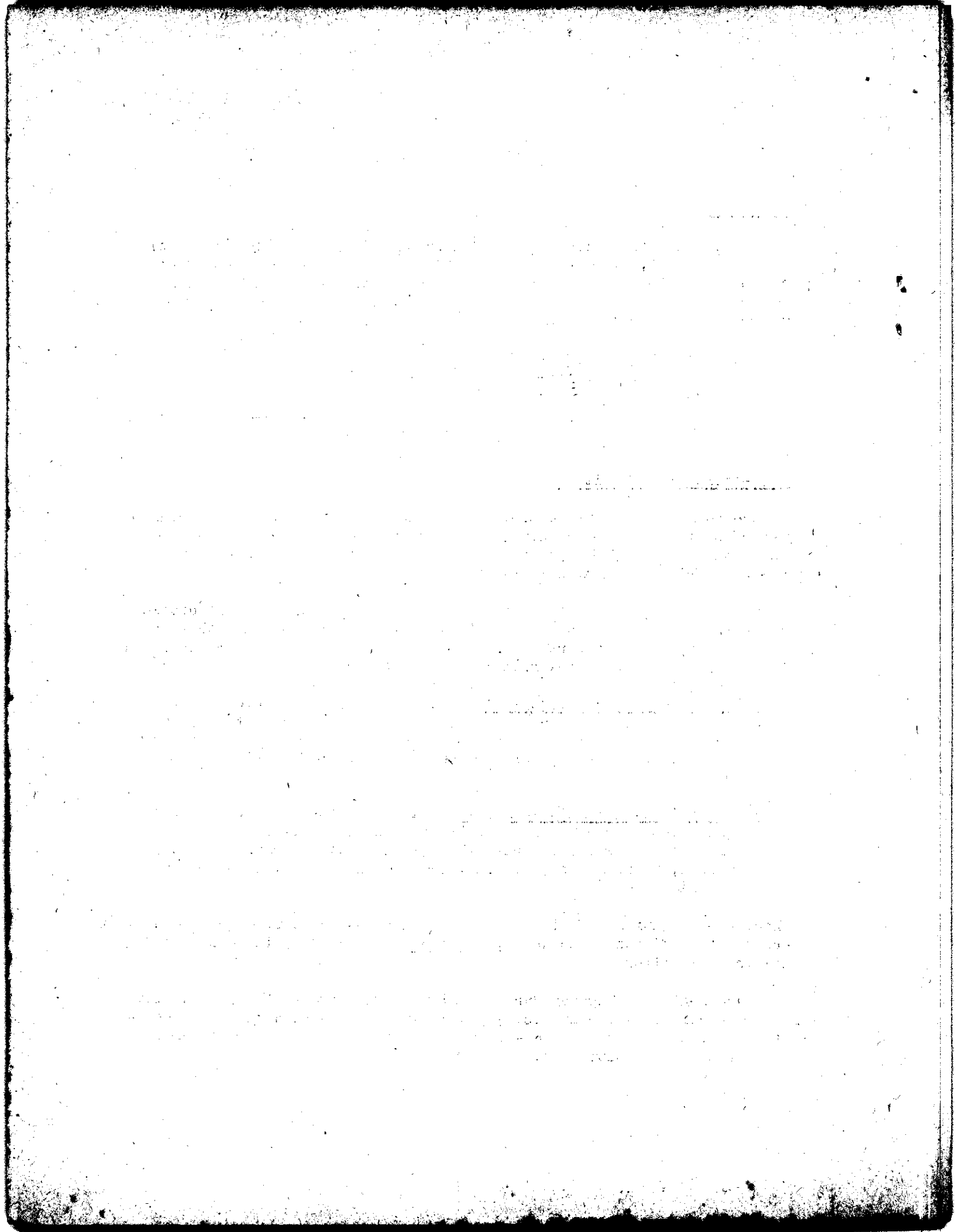
50. A co-ordinating committee similar to that established for the Mombasa-Lagos Trans-African Highway should be set up in order to promote and co-ordinate the planning, construction, improvement and maintenance of the Trans-West African Highway network.

51. Since, however, the Trans-West African Highway consists of two distinct routes (northern and coastal), the secretariat is of the opinion that in order to expedite this important project, the most practical approach would be to set up two separate co-ordinating committees.

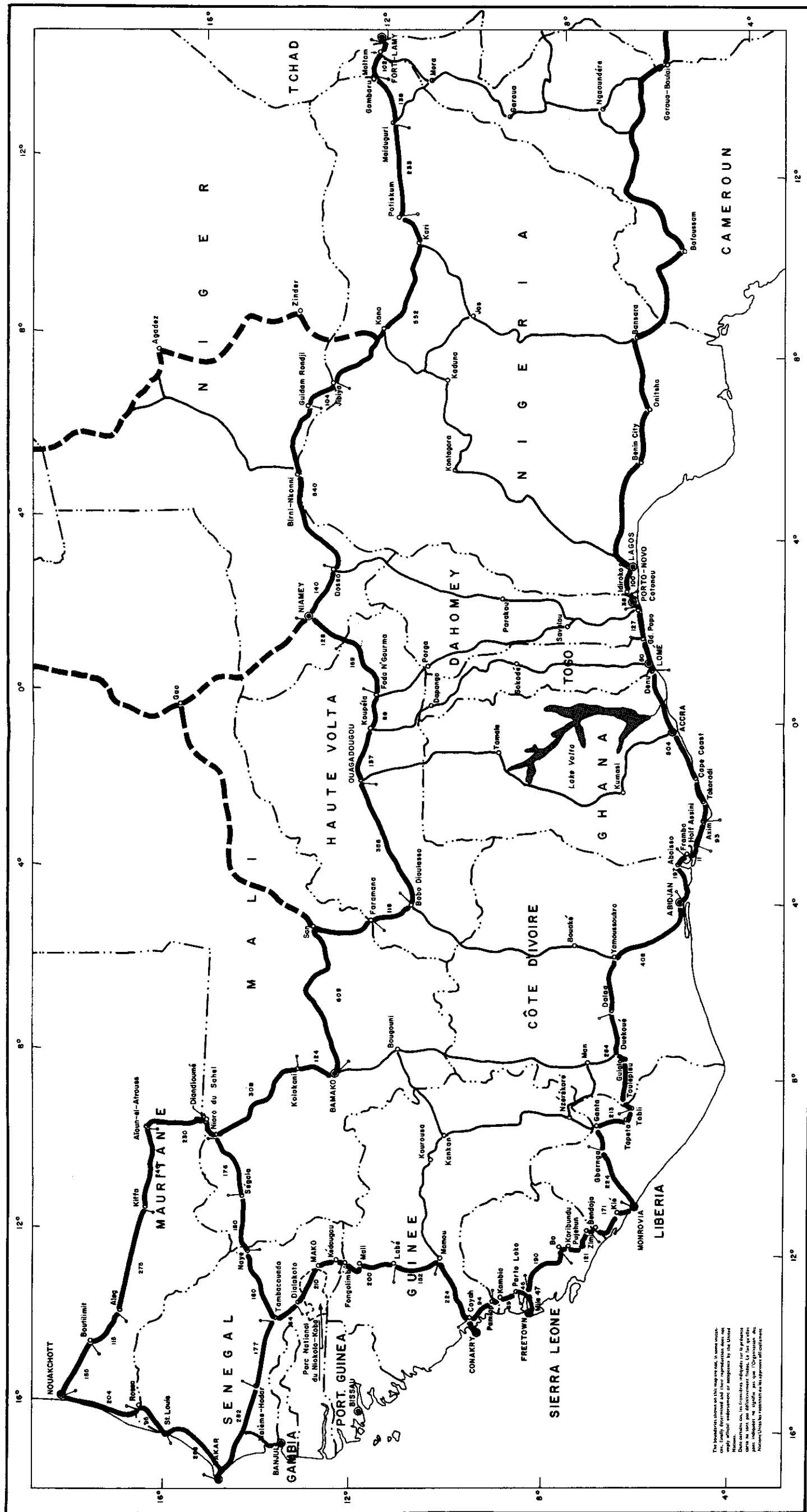
- (a) Co-ordinating committee No. 1 This Committee would confine its activities to the northern route and to matters affecting that project. It would be composed of the following eight countries: Senegal, Mauritania, Mali, Upper Volta, Niger, Nigeria, Cameroon and Chad.
- (b) Co-ordinating Committee No. 2 This Committee would be concerned only with coastal or southern route and with matters affecting that project. It would comprise the following nine countries: Senegal, Guinea, Sierra Leone, Liberia, Ivory Coast, Ghana, Togo, Dahomey and Nigeria.

52. Each Co-ordinating Committee would consider and adopt rules and guidelines governing its activities including, inter alia, financial, technical and administrative matters.

53. The Trans-African Highway Bureau, which would serve as the secretariat for the Co-ordinating Committees, would ensure the Co-ordination and harmonization of the activities of co-ordinating Committee NO.1 (northern route) and Co-ordinating Committee No. 2 (coastal route).



TRANS-WEST AFRICAN HIGHWAYS ROUTES TRANS-OUEST AFRICAINES



CART-M-73-30

International boundaries
Frontières internationales
Capitals
Capitales
Towns
Villes

0 50 100 200 300 400
Kilometres

Trans-West African Highways
Routes Trans-Ouest Africaines
Trans-African Highway
Route Transafricaine
Trans-Saharan Road
Route Transsaharienne
Feeder Roads
Routes de desserte

O73-546

