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PRESENT STATUS OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK

- I. Dakar-Ndjamena
- II. Nouakchott-Lagos
- III. Feeder roads

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## DAKAR-NDJAMENA HIGHWAY

Introduction

1. The outline given here is based on information collected during a mission in November and December 1974 to the Sahel, in the case of Senegal, Mali, Upper Volta and Niger, and in the case of Nigeria and Cameroon, on letters received by ECA secretariat.

## STATUS OF THE ROAD IN DIFFERENT COUNTRIES

A. Condition of the road in Senegal

2. Three main sections may be distinguished between Dakar, at the western end of the road, and Nayé, on the frontier between Senegal and Mali. All three sections are part of Route Nationale 1.

Dakar-Malème Hodar section (276 km)

3. The road has been completely asphalted over three lanes from Dakar to Djam-Niadia (40 km) and over two lanes from Djam-Niadia to Malème Hodar (236 km).

Malème Hodar-Tambacounda section (186 km)

4. This is an all-weather laterite road. It is to be improved to asphalted standard, 6 m wide. This work is scheduled to start the beginning of 1975 and is to be carried out by the local firm of Mamadou Sylla, which is providing financing by means of a loan of 3,000 million CFA francs.

Tambacounda-Nayé section (180 km)

5. This is an earth road, but maintenance work has resulted in all-weather practicability, though with greater difficulty during the rains.

6. A mission dispatched by the World Bank visited Senegal in November with a view to a feasibility study of the road, which will certainly be carried out under the aegis of the Permanent Inter-State Committee for Drought Control in the Sahel (CILSS). However, it seems that the study is too late since the engineering studies for this road have been decided upon; the topographical part, to be carried out by SOGECOT-DAKAR, will commence very shortly. Financing has been ensured as a part of the financing for the Malème-Hodar-Tambacounda road; the geotechnical studies (analyses and field studies) will be carried out under the national budget by the Building and Public Works Laboratory (LBTP) of the Ministry of Public Works. A decision on the improvement of the road will be taken upon completion of the studies.

B. Condition of the road in Mali

7. In Mali the road passes through Nayé, Kayes, Ségala, Sandaré, Nioro du Sahel, Kolokani, Bamako, Bougouni, Niéna and Sikasso. Two sections may be distinguished, one to the east and one to the west of Bamako.

Nayé-Bamako section (788 km)

8. The Nayé-Kayes-Nioro du Sahel-Kolokani-Bamako road runs for 788 km. In general this is a barely improved earth road which, apart from the Kolokani-Bamako section (124 km), is difficult to use, especially during the rainy season. Various studies bearing on a number of sections of this road have been carried out.

9. At the third meeting between the Trans-African Highways Bureau and the industrialized countries, held at Addis Ababa from 6 to 8 November 1974, since France, the Federal Republic of Germany, Italy and the United Kingdom had indicated a desire to assist with a feasibility study of the road junction (étoile routière) at Nioro du Sahel, ECA expressed the wish that an initial meeting should be held between representatives of the four countries in order to determine the nature of the contribution each would be prepared to make towards the study. Subsequently a second meeting would be held at the initiative of ECA and might result in the establishment of a plan of operation comprising all the stages of studies necessary preparatory to road construction. That second meeting might be attended by representatives of EDF, UNDP and the World Bank as well as representatives of the four countries involved.

10. To date ECA has not been informed that the first of these meetings has been held and is therefore waiting before convening the second.

Bamako-Bougouni-Sikasso-border with Upper Volta section (419 km)

11. Apart from a stretch of about 45 km between Sikasso and Koloko, on the border with Upper Volta, this road is fully improved and asphalted (that is, over 374 km).

C. Condition of the road in Upper Volta

12. The road runs for 883 km, that is, 484 km between the Mali border and Ouagadougou and 399 km from Ouagadougou to the border with Niger. The road, which is fully improved and asphalted over only 140 km, may be subdivided into seven sections, which are described below.

Koloko (Mali border) - Orodara-Bobo Dioulasso section (128 km)

13. This is an earth road; a study covering the Orodara-Bobo Dioulasso section (76 km) was carried out in 1965-1966 with EDF financing.

Bobo Dioulasso-Houndé section (105 km)

14. This is another earth road, with a wearing course in selected laterite. The study including the execution phase financed by IDA is nearing completion.

Houndé-Sakoinsé section (191 km)

15. This is an earth road with a selected laterite layer. The Federal Republic of Germany is prepared to finance the studies, which are in principle planned to start at the beginning of 1975.

Sakoinsé-Ouagadougou section (60 km)

16. The engineering studies financed by EDF for the improvement of this road, which at present has a laterite wearing course, are nearing completion. Upper Volta hopes to obtain financing for the construction work under the fourth EDF convention.

Ouagadougou-Koupela section (137 km)

17. In 1971-1972 this road was improved to modern geometrical standards, with an asphalted 6 m pavement, as a result of EDF financing.

Koupéla-Fada N'Gourma section (88 km)

18. At present this is an earth road of poor practicability. Engineering studies for its improvement have recently been carried out by the Italian consultants Technital with EDF financing.

Fada N'Gourma-Kantchari-border with Niger section (174 km)

19. This is an earth road, barely improved, with poor specifications and irregular surface. Maintenance is difficult and expensive. USAID provided finance for a feasibility study, to the extent of \$US 200,000 and the study was carried out by Wilbur Smith and Associates in 1970. The study concluded that a single-lane (3.5 m wide) asphalted road would be economic. The cost of the relevant improvement work was estimated at \$13 million. However, Upper Volta, which contested the report's conclusions submitted to the African Development Bank (ADB) a request for additional financing of \$3 million in order to construct a 6 m wide asphalted road. Agreement in principle was obtained from ADB when USAID withdrew.

20. Accordingly, the entire financing for the improvement of the Fada N'Gourma-Niger border (Gouina) road remains to be found.

D. Condition of the road in Niger

21. In Niger the road runs for 907 km - 123 km from the Upper Volta border (Gouina) to Niamey and 784 km from Niamey to Jibiya, on the Niger-Nigeria border. The road is generally in good condition, being either asphalted or laterite surfaced or currently being asphalted. Four main sections may be distinguished:

Gouina (Upper Volta border) - Niamey section (123 km)

22. This is a section of the Fada N'Gourma-Niamey road which was the subject of a feasibility study financed by USAID and carried out by Wilbur Smith and Associates in 1970. Financing for improvement work has yet to be found.

Niamey-Dosso section (140 km)

23. This road has been fully improved and asphalted through EDF financing.

Dosso-Birni Nkonni-Guidam-Rondji section (540 km)

24. Asphaltting of the Dosso-Guidam Rondji, which was planned as a part of improvement work on the Niamey-Zinder road with EDF financing of 24.8 million units of account (second EDF convention and allocations under the third EDF convention), is proceeding smoothly; the work on the Dosso-Birni Nkonni section (282 km) is under way and work on the Birni Nkonni-Guidam Rondji (258 km) has been completed.

Guidam Rondji-Maradi-Jibiya (104 km)

25. This is a single-lane asphalted road.

E. Condition of the road in Nigeria

26. In Nigeria between Jibiya and Maiduguri the road passes through Katsina, Kano, Kari and Beni Sheik, running for 790 km. The condition of the road in Nigeria may be described as follows:

Jibiya-Maiduguri section (790 km)

27. This road, which has been fully asphalted, is currently undergoing reconstruction or improvement work. The following work on this section is in progress or has been completed:

(a) Jibiya-Katsina (42 km): Reconstruction to asphalted standard with a width of 7.32 m; with 1.53 m shoulders, has been completed. Reconstruction of the bridge at Jibiya will be completed in May 1976.

(b) Katsina - 99 km after Kano (273 km): Reconstruction of an asphalted road with a 7.32 m pavement and 1.53 m to 2.75 m shoulders has been completed.

(c) 99 km after Kano - Kari (180 km): Reconstruction has been completed, except for a stretch of 8 km, which will be reconstructed by January 1976.

(d) Kari-Beni Sheik (225 km): The road has an asphalted pavement of 3.67 m, but feasibility studies for improvement to a 7.52 m road with 2.75 m shoulders have been completed. Engineering studies and construction are envisaged under the Third National Development Plan, 1975-1980.

(e) Beni Sheik-Maiduguri (70 km): Reconstruction of an asphalted road of 7.32 m pavement with 2.75 m shoulders has been completed.

Maiduguri-Cameroon border section

28. From Maiduguri Nigeria favours the route Maiduguri-Gambaru-Maltam-Kousséri-Ndjaména, that is, a length of 235 km, 133 km in Nigeria and 102 km in Cameroon, while Cameroon prefers the route Maiduguri-Bama-Mora-Waza-Maltam-Kousséri, giving 355 km, 115 in Nigeria and 240 in Cameroon. These two stretches share the section from Maltam to Kousséri (30 km). Cameroon argues that the road in Cameroon is improved over 172 km and being improved for the 68 remaining km. Since a final decision has not yet been arrived at, the road includes two alternatives.

29. The two alternatives may be described as follows:

(a) Northern alternative: Maiduguri-Gambaru (133 km). The present road is an earth road, and practicability is good. It has been decided to construct it as a 7.32 m asphalted road with 2.75 m shoulders. The contract for the work has already been signed and completion of the work is expected in December 1978.

-- (b) Southern alternative: Maiduguri-Bama-Cameroon border (115 km). Sixty-nine km of the road are asphalted, as far as Bama; the remaining 46 km are earth road, but improved.

F. Condition of the road in Cameroon

30. The Gambaru-Maltam-Chad border route runs for 102 km. It is an earth road.

31. The route through Mora and Waza is 240 km long and may be divided into three sections:

(a) Nigerian border-Mora (38 km)

32. Engineering studies for the reconstruction of a road with a 7.5 m asphalted pavement have been entrusted to the German company DIWI. The report was expected in January 1975.

(b) Mora-Waza-Maltam (172 km)

33. This wholly improved road has a 7.5 m asphalted pavement.

(c) Maltam-Kousséri (30 km)

34. Engineering studies for the reconstruction of a road with a 7.5 m asphalted pavement have been entrusted to the German company DIWI. The report was expected in January 1975.

G. Condition of the road in Chad

35. In Chad the only link which remains to be made is the crossing of the Chari. A feasibility study had been carried out on this problem, relating to the replacement of the present 45 ton ferry with a bridge. Cameroon and Chad have stated their agreement to the construction of a bridge at a location yet to be determined.

36. At the meeting held by the Trans-African Highways Bureau with the industrialized countries in Addis Ababa from 6 to 8 November 1974, the representative of Italy referred to the possibility that Italian technical assistance might consider financing the engineering studies required in connexion with the bridge over the Chari between Fort Fourreau and Ndjamena, provided, of course, that the countries concerned agreed and that the financing needed to complete the work on the bridge became available within a reasonable time (see E/CN.14/TRANS/120, paragraph 48).

Table I

| Country                | Route                                   | Total    | Asphalted<br>or being<br>asphalted<br>(BA) | Improved<br>earth<br>road | Unim-<br>proved<br>road |
|------------------------|---|----------|--|---------------------------|-------------------------|
| <u>Senegal</u>         | Dakar-Malème-Hodar                      | 276      | 276 km                                     |                           |                         |
|                        | Malème-Hodar-Tambacounda                | 186      | 186 km (BA)                                |                           |                         |
|                        | Tambacounda-Nayé                        | 180      |  | 180                       |                         |
|                        |   | 642      | 462 km                                     | 180                       |                         |
| <u>Mali</u>            | Nayé-Bamako                             | 788      |  | 124 km                    | 664 km                  |
|                        | Bamako-Sikasso                          | 374      | 374 km                                     |                           |                         |
|                        | Sikasso-Upper Volta border              | 45       |  |                           | 45 km                   |
|                        |   | 1 207    | 374 km                                     | 124 km                    | 709 km                  |
| <u>Upper<br/>Volta</u> | Mali border-Bobo Dioulasso              | 128      |  | 176 km                    | 52 km                   |
|                        | Bobo Dioulasso-Houndé                   | 105      |  | 105 km                    |                         |
|                        | Houndé-Sakoinsé                         | 191      |  | 191 km                    |                         |
|                        | Sakoinsé-Ouagadougou                    | 60       |  | 60 km                     |                         |
|                        | Ouagadougou-Koupéla                     | 137      | 137 km                                     |                           | 88 km                   |
|                        | Koupéla-Fada N'Gourma                   | 88       |  |                           | 88 km                   |
|                        | Fada N'Gourma-Niger border              | 174      |  |                           |                         |
|                        |   | 883      | 137 km                                     | 432 km                    | 314 km                  |
| <u>Niger</u>           | Upper Volta border-Niamey               | 123      |  |                           | 123                     |
|                        | Niamey-Dosso                            | 140      | 140 km                                     |                           |                         |
|                        | Dosso-Guidam Rondji                     | 540      | 282 km (BA)                                |                           |                         |
|                        |   |          | 258 km                                     |                           |                         |
|                        | Guidam Rondji-Jibiya                    | 104      | 104 km                                     |                           |                         |
|                        |   | 907 km   | 784 km                                     |                           | 123 km                  |
| <u>Nigeria</u>         | Jibiya-Maiduguri                        | 790      | 790  |                           |                         |
| (a)                    | Maiduguri-Gambaru                       | 133      |  | 133 km                    |                         |
| (b)                    | Maiduguri-Bama                          | 69       | 69   |                           |                         |
|                        | Bama-Cameroon border                    | 46       |  | 46                        |                         |
|                        |   |          | 859  | 179                       |                         |
|                        | Via Gambaru                             | 923      | 790  | 133                       |                         |
|                        | Via Bama                                | 905      | 859  | 46                        |                         |
| <u>Cameroon</u> (a)    | Via Gambaru                             |          |  |                           |                         |
|                        | Gambaru-Chad border                     | 102      |  | 102                       |                         |
| (b)                    | Via Mora and Waza                       |          |  |                           |                         |
|                        | Nigeria border-Mora                     | 38       |  | 38                        |                         |
|                        | Mora-Maltam                             | 172      | 172  |                           |                         |
|                        | Maltam-Kousséri                         | 30       |  | 30                        |                         |
|                        |   |          | 172  | 170                       |                         |
| (a)                    | Via Gambaru                             | 102      |  | 102                       |                         |
| (b)                    | Via Mora                                | 204      | 172  | 68                        |                         |
| <u>Cameroon-Chad</u>   | A ferry has to be replaced by a bridge. |          |  |                           |                         |
| (a)                    | Via Gambaru                             | 4 664 km | 2 547                                      | 971                       | 1 146                   |
| (b)                    | Via Mora                                | 4 784 km | 2 788                                      | 850                       | 1 146                   |

## NOUAKCHOTT-LAGOS HIGHWAY

Introduction

37. The route for the Nouakchott-Lagos highway has yet to be defined between Kaolack in Senegal and Conakry, the capital of Guinea. There are two reasons: firstly, the participants at the first meeting of the Co-ordinating Committee for the highway, held at Niamey from 14 to 16 January 1974, expressed the wish that a coastal alternative to the highway passing through Guinea-Bissau should be considered for adoption when the political situation in that country permitted; secondly, Guinea, which was not represented at the Niamey meeting, but subsequently welcomed an ECA mission, has not yet announced its position as to the route of the highway across Guinea.

38. Since that meeting Guinea-Bissau has become independent and the Government of Senegal, in accordance with the wish of the meeting, has proposed two possible routes across its territory. The first route, which has been granted priority status, passes through Dakar, Kaolack, Nioro du Rip, Keur Ayip, Farafenni, Sénoba, Boukiling, Ziguinchor and Mpak to reach Saint Domingo in Guinea-Bissau; the second route leaves the first at Kaolack and from there it continues to Tambacounda and passes through Dialakoto, Mako, Kédougou and Fongolimbi on the Senegal-Guinea border. This second route was set aside at the Niamey meeting, at the request of The Gambia which was seeking to have its territory crossed by the Trans-West African Highway, in favour of a route to be defined between Sénoba, on the Senegal-The Gambia border, Boukiling and Kédougou, which would be located entirely within the Casamance region in southern Senegal. However, it should be pointed out that in this forested area there is not a direct improved route similar to the two routes proposed by the Government of Senegal and, moreover, the first route proposed does cross The Gambia.

39. The present document constitutes a status report on the Nouakchott-Lagos highway and a study of the two possible routes in Senegal, the Gambia, Guinea-Bissau and Guinea and is designed to enable the members of the Co-ordinating Committee to evaluate the two routes and select an itinerary for the trans-West African coastal highway through these four countries. It should be noted that Alternative I crosses the four countries between Kaolack and Conakry (Senegal, the Gambia, Guinea-Bissau, Guinea), while Alternative II crosses neither the Gambia nor Guinea-Bissau.

Status of the highway in different countriesA. Condition of the highway in Mauritania

40. The road from Nouakchott to Rosso on the northern bank of the Senegal river runs for 204 km. This two-lane asphalted road was constructed in 1970-1971.

41. The Senegal river is crossed from Rosso to Ross Béthio by a 40 ton ferry. However, as part of its plans for the development of the Senegal river valley, the Organization for the Development of the Senegal River (OMVS) has planned the construction of a dam at Diama, which would make it possible to cross the river at that point.



**B. Condition of the highway in Senegal**

42. In Senegal the two routes proposed involve a common section of 552 km from Ross Béthio, opposite Rosso on the Senegal River, to Kaolack, passing through Dakar. This section is fully asphalted over two lanes, and over three lanes for some stretches.

43. The first alternative is the route Kaolack-Farafenni-Ziguinchor-Mpak, which runs for 265 km, including 16 km in the Gambia, and is fully asphalted from Kaolack to the border with Guinea-Bissau. The route includes two ferry crossings, the first at Farafenni in the Gambia and the second at Ziguinchor in the Casamance. Preliminary studies have been carried out for the construction of a bridge over the Gambia at Farafenni, but no decision has yet been taken for its construction. As for the bridge at Ziguinchor, the first stone was laid in December 1974 and construction, which is being financed by the European Development Fund (EDF) has begun.

44. Once these structures have been built, the highway will be completely improved between Nouakchott in Mauritania and the Senegal-Guinea-Bissau border.

45. Alternative II, the route via Kaolack, Tambacounda, Dialakoto, Kédougou and Fongolimbi, is asphalted for the 87 km from Kaolack to Malème Hodar. Reconstruction work, including asphaltting, were envisaged from the beginning of 1975 on the sections Malème Hodar-Tambacounda (186 km) and Tambacounda-Dialakoto (70 km). Financing had been secured and the contractor selected.

**C. Condition of the highway in Guinea-Bissau**

46. Only Alternative I crosses Guinea-Bissau. The road runs for 498 km from Mpak, on the border with Senegal, to Cassine, on the border with Guinea. According to information available to ECA, 175 km are asphalted and 323 km are earth road.

**D. Condition of the highway in Guinea**

47. As explained above, there are two alternatives as far as Conakry: the first is the extension of the route Ziguinchor-Saint Domingos-Bassau-Cassine, which in Guinea passes through Papaya, Boké, Boffa and Coyah and runs for 372 km from the border to Coyah, or 391 km from the border to Conakry. Information as to the present condition of the road is not available to ECA. According to the Michelin road map, this road is entirely an earth road, except for a 16-km stretch above Coyah. The second alternative is the road which had provisionally been selected by the Niamey meeting and passes through Fongolimbi, Mali, Labé, Mamou and Coyah. This 627-km road is asphalted over 587 km. It has been decided to proceed with the construction of the 40 km before the Senegal border.

48. From Conakry to Pamelap on the border with Sierra Leone, the selected route is common to both alternatives. It runs for 145 km, including 94 km from Coyah to Pamelap. The road is asphalted apart from the last 10 km before the Sierra Leone border.

**E. Condition of the highway in Sierra Leone**

49. The road in Sierra Leone runs from Pamelap, Mange (pronounced "Mangay"), Mile 47 (at the juncture of the Freetown road, which, on the new road, is 50 km

from Freetown), Bo, Kenema, Zimmi and Fairo. It is 410 km long and may be divided into three sections, as follows:

(a) Pamelap-Mange (45 km)

This section is a track in poor condition. At Mange the river is crossed by an old ferry, which is being replaced by a bridge financed and constructed by China. At Kambia there is another crossing by ferryboat, which is also to be replaced within the next three years with financing by China.

(b) Mange - Mile 47 - Bo (244 km)

The road was recently reconstructed and the 210 km between Porto Loko and Bo are asphalted. The 34-km stretch between Mange and Porto Loko is rather badly deteriorated and there are plans to rebuild it entirely. The 45-km section between Pamelap and Mange will also be reconstructed after the bridges at Mange and Kambia have been completed.

(c) Bo-Potoru-Fairo (121 km)

The 113 km earth road between Bo and Fairo is kept in good repair, but the earth road from Fairo to the border (the Mano River) is not a good road. There are plans to build a bridge over the Mano River. Bidding was closed at the end of May 1974. The Government of Sierra Leone is considering asking the World Bank (IBRD) for assistance in financing the studies on this road and its subsequent construction.

F. Condition of the highway in Liberia

50. Since Liberia would be interested in a route which crosses its territory along the coast between Monrovia and Plibo, passing through Buchanan, Cess Bay, Greenville and Barclay Ville, which represents an extension of the Tabou-San Pedro-Abidjan road under construction in Ivory Coast, the Co-ordinating Committee might examine the possibility of adopting such a route as a second alternative.

51. The alignment which was selected by the Niamey meeting runs for 574 km from the border with Sierra Leone (Mano river) to the border with the Ivory Coast. It comprises four main sections:

(a) Mano River-Klé (80.5 km): The road is a marked track from the Mano River to Tiéni (9.5 km) and then a first class laterite road recently reconstructed over 71 km.

(b) Klé-Monrovia (51.5 km): The road is of poor quality laterite for 42 km between Klé and Tubman Bridge and from there to Monrovia it is a first class asphalted road.

(c) Monrovia-Ganta (284 km): The road comprises firstly an asphalted section over 140 km, for which a feasibility study financed by IBRD with a view to upgrading is planned and then a section of improved laterite over 144 km, on which studies are under way for improvement of the alignment and asphaltting.

(d) Ganta-Tapeta-Ivory Coast border (158.5 km): This is all earth road, but the section from Tapeta to the Ivory Coast border (52 km) is in improved laterite.

G. Condition of the highway in the Ivory Coast

52. The Ivory Coast Government, which was not represented at the first meeting of the Co-ordinating Committee, gave its agreement in a letter to the selection of the Toulépleu-Daloa-Yamoussoukro-Aboisso-Ghana border route as the section of the Trans-West African highway in the Ivory Coast.

53. In the Ivory Coast, the road may be divided into three main sections. The first from the Liberian border to Daloa is a good laterite road of 264 km, passable in all weathers; the second which runs from Daloa to Aboisso and which passes through Yamoussoukro and Abidjan is a 528-km two-lane asphalted road; the third which runs 75 km from Aboisso to the border with Ghana is a barely improved earth road. The engineering studies for the construction of this road are currently being executed.

54. It should also be noted that, as a part of the development of the southern area of the Ivory Coast, the Government is currently constructing an Abidjan-San Pédro-Tabou-Liberia border-Plibo road. This road, which is nearer to the coast, is shorter than the one adopted by the Niamey meeting and also offers a better alignment.

H. Condition of the highway in Ghana

55. In Ghana the road, which passes through Half-Assini, Axim, Takoradi, Cape Coast, Accra, Dawa, Sagakope and Denu, runs for 608 km. The first section from the border to Half-Assini is an 11-km natural earth road. The section Half Assini-Axim (93 km) which is asphalted only over about 10 km to the west of Half Assini is over 83 km an improved earth road as far as Axim. From Axim to the Togo border, that is over 504 km, the road is asphalted over two lanes.

I. Condition of the highway in Togo

56. In Togo the road is an all-weather asphalted road. It is 50 km long and passes through Aflao, Lomé and Hilla Gondji.

J. Condition of the highway in Dahomey

57. In Dahomey the road is 165 km long and passes through Grand Popo, Ouidah, Cotonou, Porto Novo and Sakété. It is asphalted from the Togo border to Porto Novo (127 km) and is an earth road, but improved, from Porto Novo to the Nigerian border.

K. Condition of the highway in Nigeria

58. In Nigeria, the road is 100 km long. It passes through Idiroko, Otta and Ikéja and ends at Lagos. It is a completely asphalted road which it is planned to upgrade because of very heavy traffic.

Table II

| Country                                 | Sections  | Total | Asphalted road | Improved road     | Unimproved road |
|---|---|-------|----------------|-------------------|-----------------|
| <u>Mauritania</u>                       | Nouakchott-Rosso  | 204   | 204            | -                 | -               |
| <u>Senegal</u>                          | Ross Béthio-Saint Louis   | 95    | 95             | -                 | -               |
|   | Saint Louis-Dakar   | 268   | 268            | -                 | -               |
|   | Dakar-Kaolack   | 189   | 189            | -                 | -               |
|   | <u>Alternative via Bissau (I)</u>   |       |                |                   |                 |
|   | Kaolack-Farafenni   | 85    | 85             | -                 | -               |
|   | Farafenni-Soma  | 16    | 16             | -                 | -               |
|   | Soma-Ziguinchor-Mpak  | 164   | 164            | -                 | -               |
|   | <u>Alternative via Kédougou (II)</u>  |       |                |                   |                 |
|   | Kaolack-Tambounda   | 273   | 87             | 186 <sup>1/</sup> | -               |
|   | Tambacounda-Kédougou  | 233   | 10             | 223 <sup>2/</sup> | -               |
|   | Kédougou-Fongolimbi   | 39    | -              | 39                | -               |
|   | <u>Totals Senegal</u>   |       |                |                   |                 |
|   | (a) by alternative I  | 817   | 817            | -                 | -               |
|   | (b) by alternative II   | 1 097 | 649            | 448               | -               |
| <u>Guinea-Bissau</u><br>(alternative I) | Mpak-St. Domingos-Bissau  | 128   | 50             | 78                | -               |
|   | Bissau-Cassine  | 370   | 125            | 245               | -               |
|   | Totals  | 498   | 175            | 323               | -               |
| <u>Guinea</u>                           | There are 2 alternatives as far as Coyah at 51 km from Conakry; the road does not go to Conakry |       |                |                   |                 |
|   | <u>Alternative via Bissau (I)</u>   |       |                |                   |                 |
|   | Cassine-Papaya-Coyah  | 372   | 16             | -                 | 356             |
|   | <u>Alternative via Kédougou (II)</u>  |       |                |                   |                 |
|   | Fongolimbi-Coyah  | 577   | 537            | 40                | -               |
|   | <u>Section common to the two alternatives</u>   |       |                |                   |                 |
|   | Coyah-Pamelap   | 94    | 84             | 10                | -               |
|   | <u>Totals Guinea</u>  |       |                |                   |                 |
|   | (a) Alternative I   | 466   | 100            | 10                | 356             |
|   | (b) Alternative II  | 671   | 621            | 50                | -               |

1/ Construction was due to commence in January 1975.

2/ Construction from Tambacounda to Dialakoto (70 km) is also planned.

Table II (cont.d)

| Country             | Sections  | Total | Asphalted road    | Improved road     | Unimproved road |
|---------------------|---|-------|-------------------|-------------------|-----------------|
| <u>Sierra Leone</u> | The road does not pass to Freetown but to the point known as "Mile 47" located 50 km from Freetown by the new road. |       |                   |                   |                 |
|                     | Pamelap-Mange   | 45    | -                 | -                 | 45              |
|                     | Mange-Mile 47   | 79    | 79                | -                 | -               |
|                     | Mile 47-Bo  | 165   | 165               | -                 | -               |
|                     | Bo-Potoru-Fairo-Mano River  | 121   | -                 | 113               | 8               |
|                     | Totals  | 410   | 244               | 113               | 53              |
| <u>Liberia</u>      | Mano River-Klé  | 80    | -                 | 71                | 9               |
|                     | Klé-Monrovia  | 52    | 10                | -                 | 42              |
|                     | Monrovia-Ganta  | 284   | 140               | 144               | -               |
|                     | Ganta-Tobli-Ivory Coast border  | 158   | -                 | 52                | 106             |
|                     | Totals  | 574   | 150               | 267               | 157             |
| <u>Ivory Coast</u>  | Liberia border-Daloa  | 264   | -                 | 264               | -               |
|                     | Daloa-Abidjan-Aboisso   | 528   | 528               | -                 | -               |
|                     | Aboisso-Ghana border  | 75    | -                 | -                 | 75              |
|                     | Totals  | 867   | 528               | 264               | 75              |
| <u>Ghana</u>        | Frombo-Axim   | 104   | 15                | 78                | 11              |
|                     | Axim-Accra  | 303   | 303               | -                 | -               |
|                     | Accra-Aflao   | 201   | 201               | -                 | -               |
|                     | Totals  | 608   | 519               | 78                | 11              |
| <u>Togo</u>         | Aflao-Lomé-Grand Popo   | 50    | 50                | -                 | -               |
| <u>Dahomey</u>      | Grand Popo-Cotonou  | 77    | 77                | -                 | -               |
|                     | Cotonou-Porto Novo  | 50    | 50                | -                 | -               |
|                     | Porto Novo-Idiroko  | 38    | -                 | 38                | -               |
|                     | Totals  | 165   | 127               | 38                | -               |
| <u>Nigeria</u>      | Idiroko-Ikéja-Lagos   | 100   | 100               | -                 | -               |
| <b>GRAND TOTALS</b> |   |       |                   |                   |                 |
|                     | (I) Via Guinea-Bissau   | 4 759 | 3 014<br>(63.33%) | 1 093<br>(22.97%) | 652<br>(13.70%) |
|                     | (II) Via Fongolimbi   | 5 244 | 3 367<br>(64.21%) | 1 581<br>(30.15%) | 296<br>(5.64%)  |

## FEEDER ROADS TO THE TRANS-WEST AFRICAN NETWORK

59. The major roads linking Dakar-Ndjamena and Nouakchott-Lagos trans-West African highways act also as feeder roads for the countries of the subregion, especially the land-locked countries crossed by the Dakar-Ndjamena road. In the table below, they are presented from west to east and from north to south.

Table III

| Countries linked           | Route                                       | Total length | Asphalted road | Improved road | Barely improved or unimproved road |
|----------------------------|---|--------------|----------------|---------------|------------------------------------|
| 1. Mauritania-Mali         | Nouakchott-Aioun el Atrouss-Gogui           | 940          | -              | -             | 940                                |
|                            | Gogui-Daindioumé-Nioro du Sahel             | 75           | -              | -             | 75                                 |
| 2. Senegal-the Gambia      | Kaolack-Karang                              | 88           | 88             | -             | -                                  |
|                            | Karang-Bara-Banjul                          | 21           | 21             | -             | -                                  |
| 3. Mali-Guinea             | Bougouni-Yanfolila-Badogo                   | 127          | -              | 107           | 20                                 |
|                            | Badogo-Kankan-Mamou                         | 588          | -              | 421           | 167                                |
| 4. Guinea-Liberia          | Kankan-Nzérekoré-Ganta                      | 465          | -              | 261           | 204                                |
| 5. Mali-Ivory Coast        | (a) Bougouni-Manankoro                      | 123          | -              | -             | 123                                |
|                            | (b) Sikasso-Zagoua-Pogo                     | 115          | 115            | -             | -                                  |
|                            | (a) Manankoro-Odienné-Dovekové              | 483          | -              | 483           | -                                  |
|                            | (b) Pogo-Niellé-Ouangolodougou-Yamcussoukro | 472          | 106            | 366           | -                                  |
| 6. Upper Volta-Ivory Coast | Bobo Dioulasso-Banfora-Leraba               | 154          | -              | 154           | -                                  |
|                            | Leraba-Ouangolodougou                       | 74           | -              | 74            | -                                  |
| 7. Upper Volta-Ghana       | Ouagadougou-Pô-Paga                         | 164          | 164            | -             | -                                  |
|                            | Paga-Navrango-Tamale-Kumasi-Accra           | 872          | 872            | -             | -                                  |
| 8. Upper Volta-Togo        | Koupela-Bittou-border                       | 136          | -              | 136           | -                                  |
|                            | Border-Dapango-Sokodé-Lomé                  | 726          | 117            | 609           | -                                  |
| 9. Upper Volta-Dahomey     | Fada N'Gourma-Porga                         | 141          | -              | -             | 141                                |
|                            | Porga-Djougou-Dassa Zoumé-Cotonou           | 648          | 123            | 525           | -                                  |
| 10. Niger-Dahomey          | Dosso-Gassa-Gaya                            | 155          | 155            | -             | -                                  |
|                            | Gaya-Parakou-Dassa Zoumé                    | 537          | 316            | 221           | -                                  |
| 11. Nigeria                | Kano-Kaduna-Kontagora-Oyo-Lagos             | 1 126        | 1 126          | -             | -                                  |
| Totals                     |   | 8 230 km     | 3 203 km       | 3 357 km      | 1 670 km                           |