



# Transport

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# Editorial

## Transporting the Urban Poor

The radios ring with advice on what not to do on the road. It's 7:30am on a weekday in an increasingly crowded city. The urban poor who can't afford habitation in the city centre are commuting to work, with anxiety over reprimands from superiors suffusing their hearts. But the drivers race against the pervading current of advice from the radio. It's Accra; it's Lagos; it's Abuja; it's Abidjan.

Urban transport is a running challenge ever more left for private entrepreneurs to address for profit. Such transport remains largely poorly regulated and rather expensive when measured against the purchasing power. This is the same for transport within the region which is facilitated mainly by private road and air carriers. Development of a functional insurance sector affects the efficiency of such transport systems. Boat accidents on waterways and road crashes are widespread, often with fatalities. And it is not safer across borders.

Artificial barriers to crossborder transportation within the ECOWAS territory is what the West Africa Transport and Transit Facilitation Strategy intends reducing. This strategy has got various components, including the Interstate Road Transport framework (ISRT), the ECOWAS Trade Liberalisation Scheme (ETLS), the ECOWAS Common External Tariff (ECET), the ECOWAS Protocol on the Free Movement, and the Right of Residence and Establishment. The strategy is a recognition of the multifaceted impact of transportation and the fact that it has got a potential to transform the regional transport landscape and contribute to socio-economic and political integration within the region.

Regrettably, commitment towards the full implementation of the provisions of these documents is lacking among member states. As such, private initiatives must gain ascendancy. The urban poor have since resorted to commercialising their motorcycles for intra-city movements, in the face of breakdown of government-owned transport infrastructure. Millions of passenger-bearing Japanese motorcycles have sprung up in the streets giving off large palls of toxic smoke. Communities have embarked on their own self-help campaigns. In The Gambia the National Youth Parliament (NYP) recently held a Run For Road Safety campaign while the Village Development Committee (VDC) of Touba Angalleh rehabilitated a 4 -kilometre road stretching to Fass Njaga Choi in Lower Nuimi of North Bank Region. ECOWAS itself is paying tribute to these nonstate actors. Recently, it collaborated with the West African Civil Society Forum (WACSOFF) on a project meant to aid transportation in the region through the construction of modern joint border posts and sensitisation of border communities, with funding from the European Union (EU).

--Odoh Diego Okenyodo

# Urban Poverty and Transportation



One of the major challenges facing the region of West Africa today is the failure of governments in the region to provide adequate transportation infrastructure that adequately caters for the ever growing population of its cities. According to UN estimates well over 50% of the world population would be living in urban agglomeration by 2025<sup>1</sup>. At the same time, about half of the population in cities (approx. 800 million people) are marginalised, living in informal settlement districts on the outskirts of cities or also in inner-city poor districts and as homeless people, often in inhumane conditions<sup>2</sup>. As a result, transport management in the metropolises is already facing considerable problems owing to non-sustainable transport structures, high local levels of air pollution, noise, traffic jams even outside the peak traffic times as well as

decreasing safety levels for non-motorised road-users<sup>3</sup>.

Urban poverty may be reduced through the contribution which transport makes to the efficiency of the urban economy and so to the overall growth of incomes<sup>4</sup>. Governments within the region have not appreciated this fact. Over the years there has been a rather lackadaisical attitude towards the development of well structured and integrated transportation systems that would adequately cater for the transportation of the populace who mostly live on the outskirts of the city centres or suburbs of the major cities of countries in the region.

Government policies have failed to address the crucial issues of accessibility to adequate, safe and affordable transportation for a large number of the city populace. The urban poor face a complex trade-off between residential location, travel distance, and travel mode, in an attempt to minimise the social exclusion associated with low earning potential<sup>5</sup>. The "income poor" may in fact have chosen

poorly served peripheral locations precisely because they are the places where their overall welfare (in terms of availability of shelter, access to activities, etc) is best served. High transport cost is then a symptom of their poverty rather than its fundamental cause<sup>6</sup>. In Abuja, the capital of Nigeria for instance, where it is estimated that a large percentage of the population lives under a dollar a day, due to high rents most of the people live outside the city centre, the least cost of transportation via small buses to and from work is an average of 2 dollars a day. The result is that a large number of people are either underemployed or unable to take up certain jobs. Inability to access jobs and services is an important element of the social exclusion which defines urban poverty<sup>7</sup> in most cities of West Africa today.

Governments across the region have at different times

turned towards urban mass transport schemes as quick solution to the problem. Careful monitoring though has shown that these schemes have largely failed due to several factors: the lack of efficient management systems, corruption and bad road networks.

Several consequences have arisen from this. Most people have resulted to the purchase of personal vehicles most of which are used cars. In areas like Abuja, Lagos, and Accra traffic jams, resulting in a waste of working and productive hours are common. So also are stress related illnesses from long hours in traffic jams inside overloaded buses and respiratory diseases among commuters. An ultimate consequence of this is decline in productivity in these cities. An African Development Bank survey of informality and productivity in 900 formal and informal businesses in the capital cities of Benin,

Burkina Faso and Senegal revealed this link.<sup>8</sup>

As the rural to urban drift continues unabated, it is important that in the future governments develop integrated transportation systems that are not only workable but those that are poverty focused. A World Bank document recommends the design of public transport fare policies "based on more than the commonly used criterion of affordability" as "charging low fares without an assured deficit finance mechanism has proved to leak benefits and lead to service deterioration". The document also calls for framing of policies for regulating the informal transport sector with their impacts on poor people carefully taken into account, "lest the poor be the losers in the anti-congestion drives". The debates over removal of fuel subsidies and attendant demands by organised labour for measures to ameliorate the impacts of such action can imply that governments would be indifferent to these prescriptions. The poor will thus remain losers in

this game.

-Terfa Hemen

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Urban Transport and Poverty in Developing Countries: Analysis and Options for Transport Policy and Planning

Eschborn, August 2002

# SEMINAR: Non State Actors and Transport Facilitation

The West Africa Transport and Transit Facilitation Strategy of the Economic Community of West African States (ECOWAS) aims to improve transportation infrastructure, standardise processes and facilitate movement in the region. Divided into 2 major corridors: (a) the trans-Sahel highway, from Dakar to Niamey via Bamako and Ouagadougou and (b) the trans-Coastal highway, from Lagos to Abidjan, including the interlinks between the two highways originating from each port. The implementation of the strategy is slowly, but steadily removing impediments to the system and West Africa is heading into the future of its regional transport and transit and integration.

One significant input to the right direction is the emerging lead role assumed by non state actors (NSA's) in transport and transit facilitation partnership initially existing at planning level between only government and donors. Recently, for the first time, a non-governmental organisation, the West African Civil Society Forum (WACSOF) was assigned to provide lead planning and policy implementation in the regional transport sub sector. Established through a Centre

for Democracy and Development (CDD)-led process, WACSOF with headquarters in Abuja and national platforms in ECOWAS member states has now been playing a crucial role of stakeholder sensitisation on joint border administration across the region. As part of its ECOWAS assigned role, WACSOF organised series of workshops lately bringing together government-policy makers and public administrators including heads of customs, land transport, ports authorities, immigration, road safety, local mayors; and NSAs including NGOs, transporters' union, chambers of commerce, traders, border community associations, women and youth groups.

The sensitisation and training workshops were held in Accra (for participants from Ghana and Togo on 14th September, 2011); Cotonou (for participants from Benin and Niger, 22nd September); and again in Cotonou (for participants from Benin and Nigeria, 23rd September); and another in Accra (for participants from Lagos-Abidjan Corridor Countries: Nigeria, Benin, Togo, Ghana and Cote d'Ivoire, from 26th to 28th October, 2011). At the events participants examined key transport facilitation developments in the ECOWAS region.

Speaking to West Africa Insight after the series of workshops, the President of WACSOF, Professor Omar Ndongo, said

certain steps must be taken to improve the lot of the West African populace. "There is a need to do the following," he said: "One, implement the provisions of various ECOWAS Transport and Transit Facilitation Strategy contained in several documents and decisions of the ECOWAS; Two, the member states should show commitment to upholding the commitments they have agreed to; Three, transportation facilities like roads, border posts, etc should be rehabilitated; Four, processes that have to do with transportation, like licensing and vehicular inspection, driver's training process, etc, should be standardised across the region; and lastly the populations of West Africa should be sensitised to the need for them to demand from their government the appropriate systems."

Such systems, as the sensitisation workshops noted, include the railway network that is disjointed, with only two networks extending beyond the borders: the Dakar-Bamako railway line, and the Abidjan-Ouagadougou-Kaya line. Only less than 2% of West African people patronise air transport because it is expensive and cumbersome. Intra-regional

water transport is near nonexistent as there is little demand for it both for people movement and for trade. It is completely geared for travels between West Africa and the West.

The meetings described above developed outcomes and plans that NSA's are

going to pursue and work with on a sustainable basis for the decade to come. Step down trainings are planned for execution from 2012-2015. A variety of donors have pledged and are demonstrating commitment (including the West African Development Bank, BOAD; and the West African Economic and Monetary Union,

UEMOA) to pursue transport and transit facilitation. Involvement of NSA is likely to provide not only good governance, but also inclusive participation in the facilitation scheme which will increase ownership.

-Paul Yao Ahiave

## ***ECOWAS Transport & Telecommunication Department***

**Under the new structure of the ECOWAS Commission, there is a Department of Transport and Telecommunications under the Commissioner for Infrastructure. The Department of Transport and Telecommunications have the responsibility to carry out the following functions in conformity with Articles 32 and 33 of the ECOWAS Revised Treaty:**

- ✍ Develop Common Transport and Telecommunications policies, laws and regulations;
- ✍ Develop an extensive network of all weather highways within the Community;
- ✍ Formulate programmes for the improvement and integration of railway networks;
- ✍ Formulate programmes for the improvement of coastal shipping services and inter state inland waterways and for the harmonisation of maritime transport policies and services;
- ✍ Promote the development of regional air transport services and implement air transport safety and security programmes;
- ✍ Encourage the establishment and promotion of joint ventures and the participation of the private sector in the areas of Transport and Telecommunications.

Specifically in the area of Telecommunications the Department shall assist Member States in:

- ✍ Developing, modernising and coordinating their national networks in order to provide reliable interconnection;
- ✍ Coordinating their efforts with regard to the operation and maintenance of West African portion of the Pan-African Telecommunications network and in the mobilization of national and international financial resources.
- ✍ In carrying out its mandate, due attention shall be paid to other initiatives in the sectors both at regional and international levels. The Department shall cooperate with the UEMOA Commission in the sub-region and other technical bodies such ECA, WORLD BANK, ITU, ICAO, IMO, PMAWCA, PAPU etc.... whose mandates cover these two sectors.
- ✍ For the implementation of the above mandate, the following structure is proposed for the Department of Transport and Telecommunications.

From [http://www.comm.ecowas.int/dept/stand.php?id=f\\_f1\\_brief&lang=en](http://www.comm.ecowas.int/dept/stand.php?id=f_f1_brief&lang=en)

## Moped Takeover and Toxicity



**T**ransport in West Africa today and tomorrow is based on the motorcycle. Following the economic crisis of the 1980s, the transport model of the urban centre based on five- or seven-seater car taxis that began to take two to three more additional passengers began to collapse. Mini buses and motorcycles then took over the transport business as informality overtake the business. The revolution started in Benin Republic around 1980 with moped

(contracted word from of motor and pedal). As workers lost their jobs in the economic crisis, many of them who owned motorcycles started transporting their neighbours for a small fee. In Benin's two major urban centres in the present day Cotonou and Porto Novo over 70% of commercial public transport of goods, persons and services is provided by the informal sector, especially motorcycle-taxis called "Zémidjan."

The phenomenon of rising unemployment, deterioration of the urban roads coupled with the economic crisis meant that the

mopeds were not only cheaper but also more suitable for providing greater accessibility to areas with unpaved roads or degraded urban infrastructure. The conventional public transport had become rarer and too expensive. From Cotonou, the moped revolution has spread to virtually all major urban centres in West Africa.

In Ouagadougou in Burkina Faso, there is a huge growth in two-wheelers which provide transport to 58% of the population while another

20% use bicycles. In Niger, motorcycle-taxis commonly called "Kabou-Kabou" are used in several cities or large villages. In the Togolese capital Lomé, the motorcycle-taxis also called "Zemidjan" or "Oléyia" numbered about 40,000 in 2002. Now close to 70,000 and each carrying an average of 60 people per day motorcycle have been widely adopted by the Togolese, providing up to 80% of the means of transportation.

The moped revolution is one of the most evident expressions of informality in contemporary West Africa. Its economics is straightforward. The Chinese economy is capable of delivering motorcycles at affordable prices so people buy and use them. The conditions under which they do so are however very problematic.

At the human level, most of the riders are not licensed and do not have a clue about the Highway Code and traffic rules. They are not aware of the dangers of over speeding; many take prescription drugs "to stay alert" thereby raising the chances of having accidents. All over West Africa, commercial motorcycle riders have resisted laws to impose wearing of helmets. A good percentage of the mopeds are not road worthy, often characterized by defective brakes and lights and plying risky terrains. The result is a very high rate of accidents. Indeed, most hospitals in West African cities have trauma wards dedicated to motorcycle accidents.



Despite these problems of poor safety conditions and pollution (which we shall address), motorcycle-taxis offer customers an undeniable service in terms of frequency, door-to-door transportation, and all at a distance-based cost, which explains why they are so popular. This means of transport is today the biggest employer of young persons in most West African cities.

Over the coming years, the most important impact of the moped revolution would be the deteriorating health of urban residents subjected to the toxicity produced by the mopeds. We shall take the example of Kano city in northern Nigeria. This city of five million inhabitants has two million mopeds or 'achabas' as they are called there, says Ahmed Ibrahim, head of the Kano office of the Federal Road Safety Commission (FRSC). They have the highest concentration of mopeds in Nigeria.

However, it is not just the numbers of bikes on the streets that worry residents; it is the levels of pollution they emit. The two million motorcycles plying the roads of Kano produce as much

toxic fumes as six million cars - too much for a city of five million people," says Yusuf Adamu Mohammed, an environmentalist at the Bayero University in Kano. The damage motorbike pollution is causing to the city is enormous, and something needs to be done to address this problem, which is already... out of proportion," Ibrahim told IRIN.

Over the coming years, the impact of motorcycle toxicity on health might be greater than that of HIV/AIDS and malaria combined. A motorcycle gives off about 0.13 kg of carbon dioxide (CO<sub>2</sub>) when it travels 1.6 kilometers. If the two million motorcycles we have today in Kano travel 1.6 kilometers, they give off 272,154.00 kg of carbon dioxide (CO<sub>2</sub>). If you ride a motorcycle for 16 kilometers, you are adding an additional 1.36077 kg of CO<sub>2</sub> to the environment. That is, if Kano's two million motorcycles travel 16 kilometers, they give off 2,721,540.00 kg of CO<sub>2</sub> to the environment.



On the whole, motorcycles add an estimated 81,646,200.00 kg of CO<sub>2</sub> every 30 days to Kano city's environment. The impact of this on climate change in this Sahelian zone must be huge. The impact on the health of the population is also massive.

Motorcycles also produce carbon monoxide (CO). When carbon monoxide gets into the body, it prevents the blood from bringing oxygen to cells, tissues, and organs. The body's parts need oxygen for energy, so high-level exposures to carbon monoxide can cause serious health effects. Massive exposures to (CO) can cause death. Symptoms of exposure to carbon monoxide can include vision problems, reduced alertness, and general

reduction in mental and physical functions. Carbon monoxide exposures are especially harmful to people with heart, lung, and circulatory system diseases.

The problem in Kano has been exacerbated by the 2006 government ban on commercial motorbikes in Abuja, which led operators to head to Kano, where moped use doubled in a year, according to FRSC studies. These fumes from the motorcycle exhausts have the potential of causing skin cancer if one comes in constant contact with them, particularly because of the engine oil added in the petrol by riders who believe that that reduces the cost of fuel by lowering the combustion rate. A lot of infections that are common in Kano, including anomalies in the upper respiratory tract and eye infections, especially conjunctivitis, can be traced to the fumes people

are ingesting. According to the FRCS's Ibrahim, bikes cause at least 70 percent of the city's road traffic accidents. The Kano General Hospital has a ward called the 'achaba ward' where only accident victims from motorcycles are hospitalised. "We receive no fewer than 20 cases of 'achaba' accidents a day," Samira Yakubu, a nurse at the hospital, said. Rather than trying to limit the number of bikes on the road, in the run-up to the April 2007 general elections, Kano council distributed free motorcycles to party members as thanks for their support.

As the moped revolution grows, states, communities and the scientific world needs to close study,

*Motorcycle which is one of the cheapest and popular means of transportation in West Africa is called different names in the different countries. The table below shows the different names it is known as:*

<b>Country</b>	<b>Name of commercial motorcycles</b>
Benin Republic	Keke Z(ed) Zemidjan or abbreviated zem Moto Motorcycle taxi
Ghana	Motorbike, Okada
Mali	Taxi motor Motrocycle
Mauritania	Motoconcho
Niger	Motorbike
Nigeria	Inaga Going Okada Bike, Kpukpu Achaba Egere
Togo	Oleyia Zemidjan



monitor and act on the moped revolution to improve the quality of life of citizens. But government's intervention aimed at mitigating the problems of accident and pollution that result from the development of motorbike revolution has been outright bans or limitations. In Lagos, for example, the government intervened by banning commercial motorcyclists from plying expressway and confining their business hours to between 6am and 10pm. Private and commercial motorcycle licenses are being prescribed and slowly enforced in many cities.

But, such close study, when they launch are unlikely to result in reduction in number of motorcycles for four main reasons. There are active motorcycle riders'

unions that constitute strong lobbies against attempts to ban or regulate their activities. Many politicians know better than to draw the ire of these groups. Secondly, poverty and high rates of unemployment always push new recruits into the commercial motorcycle ranks, while political patronage systems practised in Nigeria persist. The fourth factor that is yet to play itself out will be the push for full motorcycle manufacturing plants in any of the West African states which will become a lower-cost source of acquiring this creative means of commercial transportation.

-Jibrin Ibrahim

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# Monthly News and Current Affairs

Compiled by Oluchi Agbanyim



## Partnering towards waste utilisation in Nigerian cities

The Ministry of Environment, in collaboration with the Embassy of Sweden, organised a two-day workshop with the title 'SUSTAINABLE CITY DEVELOPMENT - WASTE MANAGEMENT AND WASTE-TO-ENERGY' in Abuja.

The workshop was a result of the substantial interest the Ministry of Environment and the Embassy of Sweden has noted among Nigerian States, companies, and authorities for waste management and conversion of waste into energy solutions. It was organised with the aim of attracting investments to the renewable energy sector of Nigeria. The participants had the opportunity of business to business match-making and networking with industry stakeholders.

The first day was dedicated to a discussion the rapidly growing sector and business opportunities followed by a day of site visit to Abuja Green City and time for business-to-business matchmaking. The Swedish University of Borås also signed a Memorandum of Understanding with five different universities in Nigeria

on cooperation and student exchanges in the area renewable energy.



## NATURAL RESOURCES Ghana's new oil wealth

While the Petroleum Revenues Management Bill is notable in its transparency provisions there is need to worry given the relatively weak anti-corruption authorities, which will invariably pose accountability issues. By August 2011 Jubilee field oil production, having got underway in December 2010 has raised Ghanaian hydrocarbon output from around 4,000 to 77,000 barrels per day (bpd). This is behind the expected 120,000 bpd but nevertheless a significant boost to economic growth and foreign exchange earnings. Nevertheless, recent oil finds presuppose that the full extent of Ghana's hydrocarbon potential is not yet ascertained.

[Http://www.allwestafrica.com/2110201110165.html](http://www.allwestafrica.com/2110201110165.html)



## VIOLENCE Ivory Coast need more funds for recovery, says UN

As Ivory Coast gradually recovers from the post election violence which claimed approximately 3,000 lives, the UN has appealed to donors for more aids, it is believed that there are

more than 194,000 internally displaced people in the west African nation of whom over 25,000 were living rough in camps. The United Nations estimates that more than 187,000 Ivoirians are sheltered in neighbouring countries, and nearly 160,000 of them in neighbouring Liberia which is emerging from two devastating back-to-back civil wars spanning 14 years.

<http://www.allwestafrica.com/2110201110173.html>



## ELECTIONS: Liberia Opposition threatens to pull out of Runoff

The main opposition in the recently held Liberian elections; Congress for Democratic Change has threatened to pull out of the runoff election if the head of the election commission is not changed. The party's candidate Winston Tubman and running mate George Weah; former football star finished second with 32.7 percent against incumbent Ellen Johnson Sirleaf at 43.9 percent and had alleged fraud in the first round of voting.

<http://www.allwestafrica.com/2110201110171.html>

## “The transport system development on course”

**Prof Omar Ndongo is the President of the West African Civil Society Forum (WACSOFF). His group has been at the fore of transport reforms efforts in the region. He tells Paul Ahiave that**



### **What is your assessment of the transportation system and delivery in the West African region today?**

I would summarily describe the transportation situation in West Africa as relatively underdeveloped. For us to perfectly understand the situation, we will begin to consider the issue from the basics. Each of the three major categories of transportation--that is, land, air and water--categories have their individual problems. Taking land transport for example, it can further be broken down into several other sub-categories including: Rail, Road, Animal, and Foot. While transportation by foot and on animal back is very common and employed by a lot of people in West Africa, even in transborder journeys, rail transport is almost non-existent, while road transportation is bedeviled with serious problems including bad roads, poor maintenance and non-registration of vehicles, and poorly developed infrastructure in terms of cross-border movements. As for air transport,

although a myriad of airline companies operate in and across West African states, many of the airports are usually poorly maintained while the airplanes available are usually very few, with the equipments often stretched beyond their limits. The flight schedules between and among most of the West African capitals are either non-existent or sparingly available. The cost of air transportation is very high compared to the living standard in West Africa, hence only a few customers, mostly the wealthy and elitist class, use it. In the case of water transport, hardly is there any form of water transport across West Africa. Though there are shipping lines with operations in several countries in the region, most of these shipping lines rather operate between West Africa and the Western world because only a very low volume of international trade occurs between the countries of West Africa; most of that trade is carried out through land.

### **ECOWAS has over the years tried to promote policies that would enhance an effective transportation system across the region. What impact, if any, has this made in terms of enhancing socio-economic and political cooperation within the region?**

The ECOWAS West Africa Transport and Transit Facilitation Strategy aims to standardise transportation processes across West Africa by reducing bottlenecks in transportation, removing artificial barriers to transportation at the border crossings as well as train and sensitise those using the borders including border communities and transit populations. However,

commitment towards the full implementation of the provisions of these documents is lacking among member states.

### **What do you think would be the general outlook of West Africa's transportation system in the next 5-10 years especially with the ever increasing population in the region and the growth of its major cities in terms of population?**

The transport system in West Africa is on the right course of development. While different components of the transport and transit facilitation strategy are being progressively implemented, the EU supported ECOWAS/UEMOA Transport and Transit facilitation project will contribute to the development of high border management standards in the region and a sensitised population to make it work. However, because of the type of population and the type of economic activities that go on within the region at the moment, there are certain limitations in terms of the type of developments that will occur in the West African transport sector. In essence, while the next 5-10 years will see the progressive development of road transport, the rail, air and water transport systems in West Africa would still be at a very low ebb. That is because there are as yet no real demand for these transportation systems, which would have helped to catalyse the process.