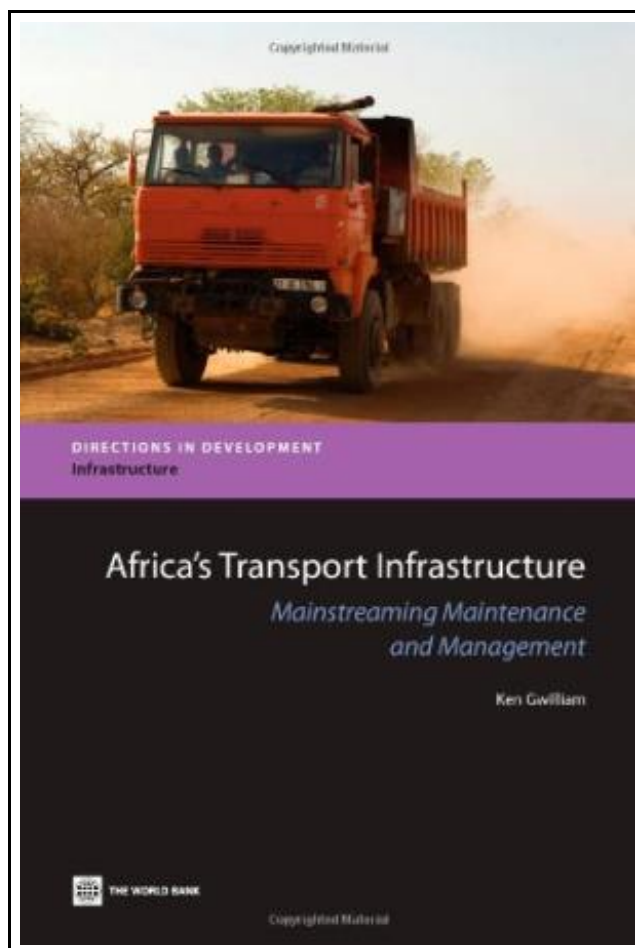


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World Bank Publications. Paperback. Book Condition: New. Paperback. 574 pages. Dimensions: 9.0in. x 5.9in. x 1.3in. This book presents and analyzes the results of a comprehensive collection of data on the extent and condition of transport infrastructure in Sub-Saharan Africa, identifies the reasons for poor performance, and estimates future financing needs. The transport facilities of Sub-Saharan Africa were built primarily for the colonial exploitation of mineral and agricultural resources. The chief goal of road and rail networks was to link mines, plantations, and other sites for the exploitation and transformation of natural resources to ports, rather than to provide general connectivity within the region. The road network of 1.75 million kilometers exhibits a low density with respect to population. Its average spatial density is very low by world standards. The network carries low average traffic levels. Even so, because most African countries have a low GDP, the fiscal burden of the network is the highest among world regions, maintenance is underfinanced, and road conditions are on average poor, while road accident rates are very high. Attempts to improve the financing of maintenance through second generation road funds have met with some success, but there remain serious weaknesses in implementation. Road freight transport is fragmented, but cartelized, with high rates and high profits. Railways were also built mainly as for the exportation of minerals and crops. With the exception of two or three very specialized bulk mineral lines, the traffic volumes are low, and the railways have been in financial decline since the 1960s. Concessioning of the lines to private operators has improved performance, but governments often impose unachievable requirements on the companies, and investment remains inadequate for long-term sustainability. Most of the 260 airports that provide year-round commercial service in Sub-Saharan Africa have adequate runway capacity, though some of the...



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