

The Trans-Saharan Road Corridor (TSR), its Commercialization and Evolution towards an Economic Corridor

Frida Youssef

Chief, Transport Section

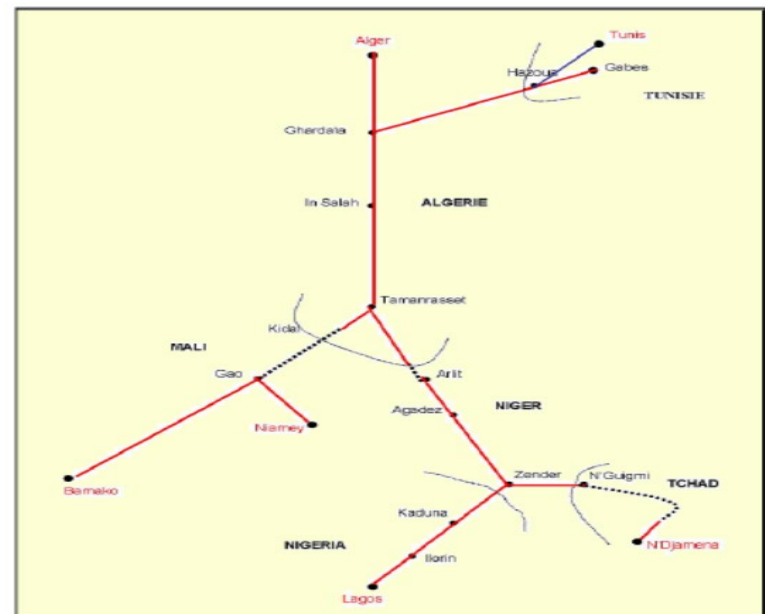
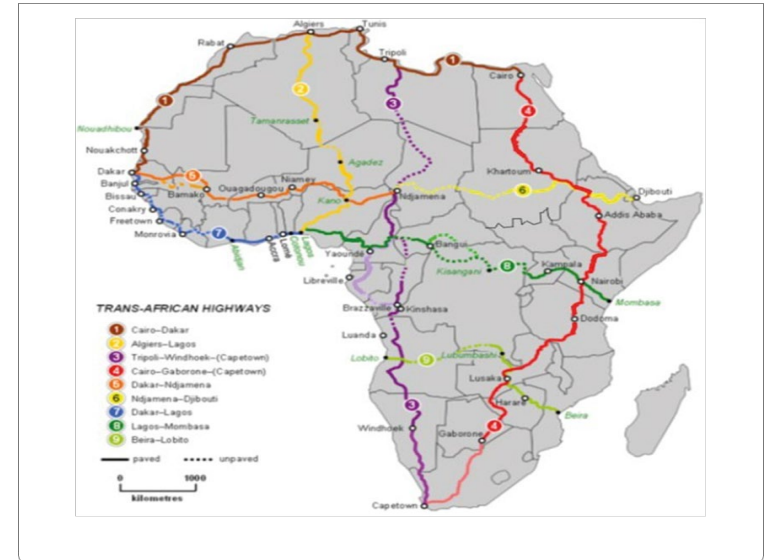
Trade Logistics Branch

Division on Technology and Logistics

Implementation of the TIR Convention, 1975: challenges and opportunities
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The Trans Saharan Road Corridor (TSR)

- The TSR Corridor is one of the nine main Trans African Highway corridors (TAH).
- It is one of the oldest transnational road corridors in Africa (being proposed in 1962) and one of the most complete.
- It links Algeria, Chad, Mali, Niger, Nigeria, and Tunisia (three port countries and three landlocked ones).
- The 4,500 km long North-South backbone (main road) of the corridor connects the ports of Algiers and Lagos through Algeria, Niger, and Nigeria. An additional 4,600 km of linked highways (feeders) to Tunisia, Mali, and Chad are considered an integral part of the TSR Corridor.
- Led by a coordination committee, the Trans-Saharan Road Liaison Committee (CLRT), of representatives from the six countries.

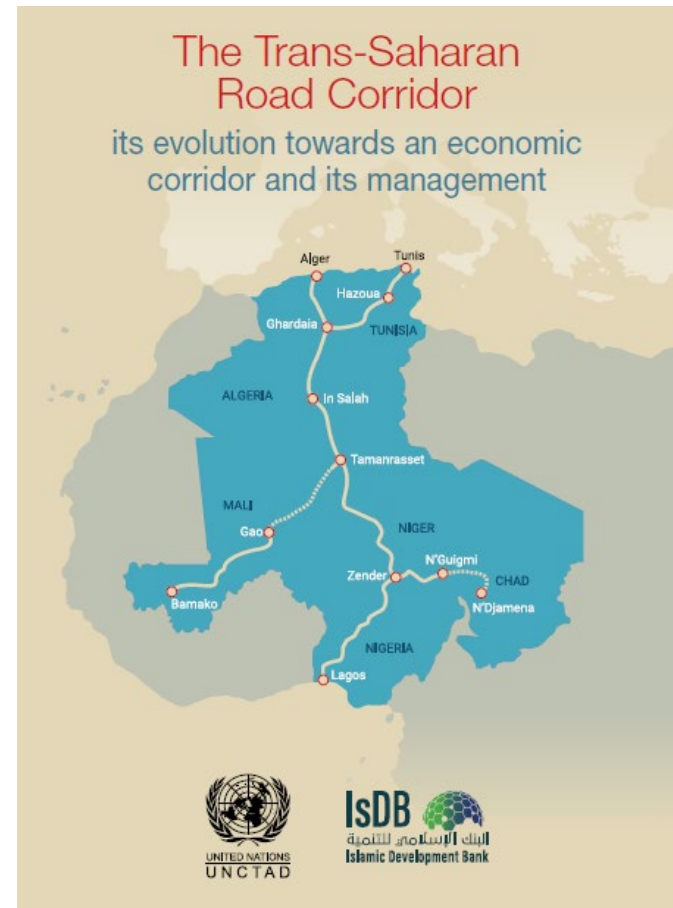


Source: CLRT

UNCTAD / ISDB Study

The TSR Corridor: its evolution towards an economic corridor and its management

- The TSR constitutes a major **collaborative initiative** for the development of commercial and economic activities between Northern and West Africa, contributing to improving regional and global connectivity, reducing transport costs and boosting intra-African trade.
- In this context, UNCTAD in collaboration with the Islamic Development Bank (IsDB) implemented a joint-[project](#) aimed at supporting economic and social development and regional integration through Africa's Trans-Saharan corridor encompassing:
 - A study entitled "[Towards an economic corridor: Commercializing and managing the Trans-Saharan Road Corridor](#)", provides recommendations that countries along the corridor can implement with the [Trans-Saharan Road Liaison Committee](#) (CLRT) and the support of development partners to transform the TSR from a road transport corridor to an economic one.



The TSR Corridor: its evolution towards an economic corridor and its management

Key points

- **Markets:**
 - The TSR corridor countries represent about 27% of the total GDP of Africa and 25% of its population.
 - Together, Nigeria and Algeria represent 77% of the total population and 88% of the total GDP of the TSR corridor countries.
 - The corridor is also a critical trade route for goods such as petroleum, minerals, and agricultural and livestock products.
- **Potential to Grow:** The potential to grow and diversify trade along the Tran-Saharan road corridor is significant.
- **Time and cost savings:** Improving the infrastructure and transit and customs procedures in the Tran-Saharan region has the potential to reduce transport costs and transit times for goods.
- **This highlights the merit of developing a TSR corridor that goes beyond a road network and transforms into an engine of economic growth and development.**

Main findings and diagnosis of the study

The TSR road corridor, its constraints, and challenges (1)

- There **have been major investment efforts** in the road sector in the corridor by all TSR member countries.
- However, several **missing links remain uncompleted**. The condition of the roads is uneven between countries, and **road maintenance** policies and **funding** are lagging particularly in the three landlocked countries (Chad, Mali, and Niger).
- The **traffic** (2019) on the main north-south axis is high on the sections in Algeria and Nigeria with a share of heavy traffic (trucks) of 15% in Algeria and 35% in Nigeria.
- At the **port levels**, major issues, including port operations, congestion, infrastructure, and hinterland connectivity, are still to be addressed at the two main gateways of the north-south backbone of the TSR corridor, the port of Algiers and the port of Lagos, and as well as at the port of Gabès (Tunisia).
- **Road safety** remains a major challenge for all TSR corridor countries including enforcement of safety legislation for major laws and measures.

Main findings and diagnosis of the study

The TSR road corridor, its constraints, and challenges (2)

- The low level of importance given to the “soft” aspects regarding **transport, transit and trade facilitation**, which results in poor performance of the corridor.
- The analysis shows that much is still to be done to address issues related to: (i) customs processes, exchange of information, risk management, ICT use; (ii) lack of trade promotion and facilitation; (iii) lack of logistics services and capacity building in these services; (iv) weak/fragmented trucking industry and transport services; (v) high cost and lengthy time of transport and transit through the supply chain, and ports congestion; (vi) uneven use of national single window platform and processes, and unoptimized when they exist;

Main findings and diagnosis of the study

The TSR road corridor, its constraints, and challenges (3)

- The TSR corridor lacks **harmonization**, at the national and regional levels, of procedures and processes in support of corridor performance, particularly:
 - (i) institutional, legal, and regulatory context;
 - (ii) disparity of transboundary issues such as axle loads, vehicle insurance and inspection;
 - (iii) **relevant conventions ratification and enforcement**;
 - (iv) addressing the landlocked and transit specificities, needs and requirements;
 - (v) use of ICT, data collection, treatment and knowledge-sharing;
 - (vi) overall economic corridor coordination and management, monitoring and evaluation, and performance.

International Conventions signatories for TSR corridor countries						
Conventional Treaty	TSR Corridor Countries					
	Algeria	Chad	Mali	Niger	Nigeria	Tunisia
TIR	Yes					Yes
Kyoto	Yes	Yes	Yes	Yes	Yes	Yes
CMR						Yes
ATP						Yes
Road traffic				Yes		Yes
ADR dangerous goods					Yes	Yes
Harmonization of goods control at borders						Yes

Main findings and diagnosis of the study

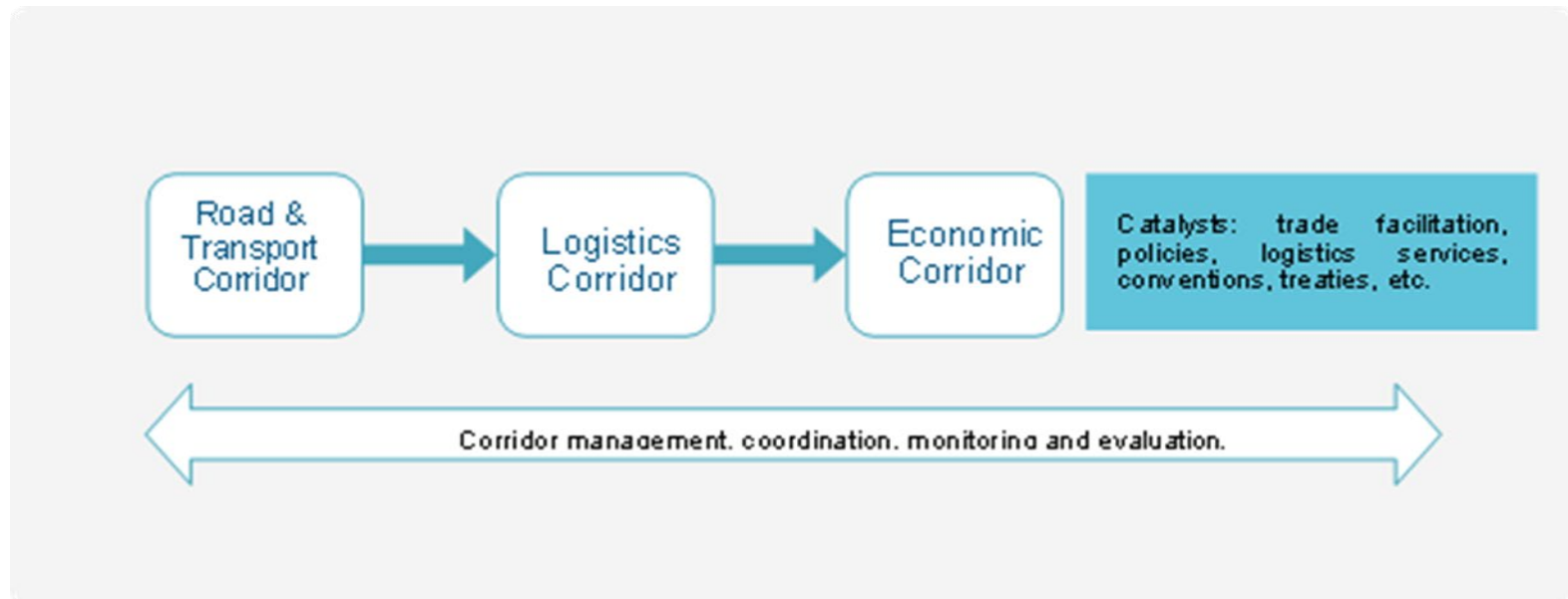
- The **TIR convention** can play a critical role in promoting the development of the TSR corridor by:
 - 1. Streamlining customs procedures: The TIR convention provides a harmonized and standardized system for customs procedures, reducing the time and costs associated with border crossings.
 - 2. Enhancing security: The TIR convention provides a secure and transparent system for the transit of goods, reducing the risk of smuggling and theft.
 - 3. Attracting investment: The TIR convention can help attract investment into the Tran-Saharan region by demonstrating the security and efficiency of the transit system.

By working together, governments, businesses, and international organizations can help to unlock the full potential of the Tran-Saharan road corridor as a trade gateway for Africa.

Way forward: establish a regional transport corridor management mechanism

- It is important to establish a **regional transport corridor management mechanism** to ensure effective coordination and collaboration among TSR corridor stakeholders, including users and service providers.

Evolution from Transport Corridor to Economic Corridor - Stages of Development of An Economic Corridor



Action Plan and proposed TSR trade and economic development corridor program

Program/ projects Phase	Objective	Components Content/Description	Duration	Scope and nature
Phase 1	Lay the ground for increased trade within subregion and between subregion and the rest of the world	<p>Setup scheme for TSR corridor management and institutional arrangements</p> <p>Regional strategic trade and transport facilitation framework improvements</p> <p>Support ratifying conventions, agreements</p> <p>Trade promotion and corridor commercialization</p> <p>Preparation of next phase of program</p>	2 years	Regional
Phase 2	Promote trade within the subregion and between the subregion and the rest of Africa and the world, and support economic development along the corridor	<p>Follow up on soft institutional arrangements and regional trade framework improvements</p> <p>Hard infrastructure and ICT improvements</p> <p>Preparation of (potential) follow-up investments and national development projects</p> <p>Program/projects implementation and monitoring and evaluation, capacity building</p>	5 years (Could start after the first year of phase 1, or when ready for implementation)	Regional and national projects

Thank you

frida.youssef@unctad.org

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