

**No. 17176**

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**BENIN, IVORY COAST, NIGER,  
TOGO and UPPER VOLTA**

**Convention regulating road transport (with protocols).  
Signed at Niamey on 9 December 1970**

*Authentic text: French.*

*Registered by the Niger on 10 November 1978.*

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**BÉNIN, CÔTE D'IVOIRE, HAUTE-VOLTA,  
NIGER et TOGO**

**Convention réglementant les transports routiers (avec pro-  
tocolos). Signée à Niamey le 9 décembre 1970**

*Texte authentique : français.*

*Enregistrée par le Niger le 10 novembre 1978.*

## [TRANSLATION — TRADUCTION]

CONVENTION<sup>1</sup> REGULATING ROAD TRANSPORT BETWEEN THE  
REPUBLICS OF: IVORY COAST, DAHOMEY, UPPER VOLTA,  
NIGER, TOGO

The Government of the Republic of the Ivory Coast,  
The Government of the Republic of Dahomey,  
The Government of the Republic of the Upper Volta,  
The Government of the Republic of the Niger,  
The Government of the Togolese Republic,  
Desiring to strengthen their ties of solidarity;  
Aware of the need to develop commercial exchanges between the countries;  
Anxious to harmonize their policies on road transport;  
Have agreed as follows:

## TITLE I. GENERAL PROVISIONS

*Article 1.* The purpose of this Convention is to define the conditions under which road transport shall be carried out between the Republics of the Ivory Coast, Dahomey, the Upper Volta, the Niger and Togo.

It concerns the carriage of goods and passengers by road across the borders of the Ivory Coast, Dahomey, the Upper Volta, the Niger and Togo from one or several points of the territory of one of the Contracting Parties to one or several points of the territory of one or more of the other Contracting Parties in road vehicles or in containers loaded on such vehicles and on clearly defined inter-State roads.

*Article 2.* For the purposes of this Convention:

- “Road vehicle” means not only any road motor vehicle but also any trailer or semi-trailer (rear axle trailer the front of which rests on the towing vehicle) designed to be attached to such a vehicle.
- “Container” means a piece of transport equipment (lift-van, demountable tank or other similar structure):
  1. Of a permanent character and accordingly strong enough to be suitable for repeated use;
  2. Specially designed to facilitate the carriage of goods, by one or more modes of transport, without intermediate reloading;
  3. Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;

<sup>1</sup> Came into force on 7 October 1978, the date of deposit of the last of the instruments of ratification with the Government of the Niger, in accordance with article 28. The instruments of ratification were deposited as follows:

State	Date of deposit of the instrument of ratification	State	Date of deposit of the instrument of ratification
Niger .....	14 July 1971	Upper Volta .....	10 August 1978
Togo .....	10 December 1971	Ivory Coast .....	7 October 1978
Dahomey .....	20 March 1972		

4. So designed as to be easy to fill and empty;
5. Having an internal volume of one cubic metre or more.

*Article 3.* For the purposes of this Convention, major roads mean the following inter-State roads:

In the Ivory Coast:

Abidjan–N'Douci–Toumodi–Yamoussokro–Tiébissou–Bouaké–Katiola–Ferkessedougou–Ouangolodougou–La Leraba–(Upper Volta) and Ouangolodougou–Niébié–Kornani–(Mali)–

Abidjan–Yamoussokro–Bouaflé–Daloa–Duekoué–Guiglo–Toulépleu–(Libéria)–and Duekoué–Man–Danané (Guinea)–

Abidjan–Adzopé–Abengourou–Agnibilékrou–Takikroum–(Ghana)

Abidjan–Grand Bassam–Aboisso–(Ghana)

(Mali)–Manankoro–Odienné–Touba–Man–Danané–Toulépleu–(Liberia)–

San Pedro–Duékoué–Man–Odienné–(Mali)–

San Pedro–Tabou–(Liberia).

In Dahomey:

Cotonou–Bohicon–Dassa–Zoumé–Parakou–Bembéréké–Kandi–Malanville–(Niger).

Cotonou–Dassa–Zoumé–Savalou–Djougou–Nattitingou–Porga–(Upper Volta).

(Togo)–Hillacondji–Ouidah–Cotonou–Porto-Novo–Igolo–(Nigeria).

(Togo)–Djougou–Parakou–N'Dali–Nikki–(Nigeria).

In Upper Volta:

(Ivory Coast)–La Leraba–Bobo-Dioulasso–Boromo–Sabou–Ouagadougou–Koupéla–Fada-N'Gourma–Kantchari–(Niger)–

Ouagadougou–Koupéla–Tenkodogo–Bitou–(Togo)– and (Ghana).

Ouagadougou–Koupéla–Fada-N'Gourma–Pama–Porga–(Dahomey)–

Ouagadougou–Po–(Ghana).

Ouagadougou–Kaya–Dori–(Niger).

Ouagadougou–Yako–Ouahigouya–Thiou–(Mali).

Bobo-Dioulasso–Faramana–(Mali).

Bobo-Dioulasso–Orodara–Koloko–(Mali).

Bobo-Dioulasso–Diébougou–(Ghana).

In Niger:

(Upper-Volta)–Makalondi–Niamey.

(Upper-Volta)–Téra–Gothèye.

(Mali)–Ayorou–Tillabéry–Niamey–Dosso–Birni-N'Konni–Maradi–Zinder.

Dosso–Gaya–(Dahomey).

Tsernawa–Tahoua.

Maradi–Dan Issa–(Nigeria).

Takiéta–Matamèye–(Nigeria).

In Togo:

Lomé-Tsévié-Atakpamé-Sokodé-Lamakara-Sansanné Mango-Dapango-(Upper Volta).

Lomé-Palimé-Atakpamé-Badou-(Ghana).

(Ghana)-Lomé-Anécho-Saviconджи-(Dahomey).

Lamakara-Kétao-(Dahomey).

(Ghana)-Palimé-Nuatja-Tohoun-(Dahomey).

This list of inter-State roads is not definitive. It may be modified by the Higher Committee for Ground Transport following study of a regional transport plan.

## TITLE II. ROAD CODE

*Article 4.* Pending the availability of the feasibility studies and statistics which will be established by the freight offices and which will permit standardization of the axle-load, vehicles authorized to engage in inter-State goods transport shall not exceed the axle-load in force in the States in which they are authorized to travel.

*Article 5.* The maximum admissible dimensions for road vehicles defined in article 2 above are the following:

(a) Length:

- Two or three axle carriers . . . . . 11 metres  
(Nevertheless, the length of passenger transport vehicles may exceed 11 metres but shall not exceed 12 metres, provided that the rear overhand does not exceed 6/10 of the wheel-base of a length of 3.50 metres.)
- Articulated vehicles . . . . . 15 metres  
(Subject to the special provisions for container carriers.)
- Articulated assemblies (carrier + trailer) . . . . . 18 metres
- Road train . . . . . 22 metres

(b) Width:

- All vehicles . . . . . 2 metres 50

*Article 6.* Vehicles exceeding these dimensions shall require, on a case-by-case basis, an authorization issued by the Transport Minister of the State in which the vehicle is registered and approved by the Transport Ministers of the States traversed.

Vehicles exceeding those dimensions shall travel only by day on set routes during a specific period.

*Article 7.* The maximum number of passengers to be carried in public passenger transport vehicles shall be determined by the following standards:

- Width per passenger space . . . . . 40 centimetres
- Spacing between the backs of the seats . . . . . 60 centimetres
- Average weight of passengers . . . . . 70 kilograms.

A central access corridor with a minimum width of 40 centimetres shall be provided.

There shall be a baggage allowance of 30 kilograms per passenger. Children between the ages of 5 and 12 shall count as half passengers when their number does not exceed 10, children under 5 years of age not being taken into account.

These provisions shall not be applicable to the composite transports provided for in article 14.

*Article 8.* Vehicles dealt with in this Convention shall mandatorily carry on the rear a special plate with the following initials:

Vehicles registered in the Ivory Coast . . . . .	RCI
Vehicles registered in Dahomey . . . . .	DY
Vehicles registered in the Upper Volta . . . . .	RHV
Vehicles registered in the Niger . . . . .	NIG
Vehicles registered in Togo . . . . .	TG

*Article 9.* The minimum period of validity of technical inspections shall be set as follows:

Passenger transport vehicles . . . . .	3 months
Goods transport vehicles . . . . .	6 months

*Article 10.* The technical inspection shall be made in the State of registry of the vehicle. It shall be valid in the other States.

If the period of validity of the technical inspection expires when the vehicle is in a State other than that of its registry, it shall mandatorily undergo a technical inspection in that State.

The State that has made such inspections shall send every month to the other Contracting States the relevant list of their vehicles which have been inspected.

*Article 11.* Any driving permit issued by a State and which conforms to the Geneva Convention<sup>1</sup> shall be valid in the other States, as long as categories C, D and E are valid.

### TITLE III. TRANSPORT CODE

*Article 12.* A vehicle registered in one of the Contracting States may travel from one or several points of the territory of one of the Contracting States to one or several points of the territory of one or more of the other Contracting States on the routes set forth in article 3 above provided that:

- It is loaded in one State solely for travel abroad;
- It meets the regulations of the freight offices;
- It meets the regulatory provisions when passing through the customs barriers of each State.

*Article 13.* For travel along public passenger transport routes between States, exceptions to the above article may be allowed provided that they are the subject of a bilateral or multilateral agreement between the Parties concerned.

<sup>1</sup> See "Convention on Road Traffic, signed at Geneva on 19 September 1949", in United Nations, *Treaty Series*, vol. 125, p. 3.

*Article 14.* From 1 January 1975 onwards, it is prohibited to transport simultaneously between two States passengers and goods in the same vehicle.

In the meantime, this measure shall be the subject of a temporary regulation.

*Article 15.* Transport on the inter-State routes set forth in article 3 above shall respect the regulations in force in each State concerning rail and road co-ordination.

*Article 16.* Vehicles registered in one of the Contracting States shall observe the road traffic regulations and tax laws in force in that State. Such vehicles shall be exempt from all taxation in the other Contracting States.

*Article 17.* Vehicles engaged in inter-State transport shall carry a bilingual (French and English) inter-State transport card, coloured grey for public passenger transport and green for public goods transport.

The single model for this card is annexed hereto.

This card, valid for each vehicle, shall bear the exact definition of the authorized journeys and the seal of the State concerned with respect to that journey.

This card shall be valid for one year.

*Article 18.* The method of issue of these transport cards shall be set forth in bilateral or multilateral agreements between the States concerned. These agreements, renewable annually, shall also stipulate, for each State, the number, by category, of the vehicles authorized to travel in one or more of the other States.

The point of comparison shall be the tonnage; the number of vehicles by category may vary from one State to another in terms of their national fleet.

*Article 19.* The implementation of this system of transport authorization shall be subject to establishment of freight offices for inter-State transport in the main cities of the countries signing this Convention.

*Article 20.* The allocation of inter-State freight shall be governed by the internal regulations of the inter-State freight offices of the Contracting States.

*Article 21.* Vehicles must be supplied with a consignment note issued by the shipper or the freight office stipulating the nature and weight of the cargo, the points of loading and unloading and the date that the shipment commences.

The single model for this consignment note is annexed hereto.

*Article 22.* The driver of the authorized vehicle shall present, on demand of the competent authority entrusted with road traffic control, in addition to the papers for the vehicle and driver:

- The inter-State transport card
- The consignment note.

*Article 23.* The carrier shall take out and keep up to date an insurance policy covering the liability for third party damages which may be incurred under the legislation in force in the countries traversed, taking into account the possible limitations of the amount of insurance that is acceptable or will be acceptable in those countries.

*Article 24.* Any infraction of the regulations governing road traffic policy in each of the States shall make the offender liable to the penalties laid down by the legislation in force in the country in which the infraction takes place.

In addition, any infraction of the provisions of this Convention, without prejudice to the penalties imposed on the driver, shall make the offending carrier liable, in the State in which the infraction takes place, to a temporary or definitive withdrawal of the inter-State transport authorization concerning the vehicle in question.

#### TITLE IV. OTHER PROVISIONS

*Article 25.* The Contracting States agree that the agreements in force signed between them which are not contrary to this Convention shall remain valid. In addition, they undertake to harmonize the agreements in force with third countries, in accordance with the provisions of this Convention.

*Article 26.* If one of the Contracting Parties wishes to amend any clause of this Convention, it shall so inform the President of the Higher Committee for Ground Transport, in writing, at least three months prior to the regular meeting of that Committee.

*Article 27.* Any State adjacent to the countries of the Council of the Agreement may accede to this Convention.

*Article 28.* This Convention shall be ratified and approved by the signatory States in accordance with their respective constitutional procedures.

The original instrument shall be deposited with the Government of the Republic of the Niger which shall transmit certified copies of this document to all States.

The instruments of ratification shall be deposited with the Government of the Republic of the Niger which shall notify all signatory States of its deposit.

Niamey, 9 December 1970.

For the Government of the Republic of the Ivory Coast:

GRAH KADJI  
Minister of Public Works and Transport

For the Government of the Republic of Dahomey:

GABRIEL LOZES  
Minister of Public Works, Mines and Transport

For the Government of the Republic of the Upper Volta:

BOUREÏMA SORGHO  
Director of Transport

For the Government of the Republic of the Niger:

LÉOPOLD KAZIENDE  
Minister of Economic Affairs, Trade and Industry

For the Government of the Togolese Republic:

ALEX MIVENDOR  
Minister of Public Works, Mines, Transport, Postal Services and  
Telecommunications

**FIRST PROTOCOL TO THE CONVENTION REGULATING ROAD TRANSPORT CONCERNING THE IMPLEMENTATION OF ARTICLE 14**

The signatory Governments of the Convention regulating road transport,  
Desirous of discontinuing progressively composite transport,  
Have agreed as follows:

*Article 1.* One year after the signing of this Convention, the Contracting States undertake to discontinue providing composite transport authorizations for new vehicles used in inter-State transport.

*Article 2.* When authorizations are granted for inter-State transport, a special yellow card shall be provided for composite transport.

Niamey, 9 December 1970.

For the Government of the Republic of the Ivory Coast:

GRAH KADJI  
Minister of Public Works and Transport

For the Government of the Republic of Dahomey:

GABRIEL LOZES  
Minister of Public Works, Mines and Transport

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and Telecommunications

**SECOND PROTOCOL TO THE CONVENTION REGULATING ROAD TRANSPORT CONCERNING THE IMPLEMENTATION OF ARTICLES 17, 18, 19, 20 and 21**

The signatory Governments of the Convention regulating road transport,  
Desirous of establishing progressively a rational inter-State transport organization,  
Have agreed as follows:

*Single article.* The Contracting States agree to take, one year from the signing of this Protocol, the measures necessary for the implementation of the provisions set



forth in articles 17, 18, 19, 20 and 21 of the Convention regulating inter-State road transport.

Niamey, 9 December 1970.

For the Government of the Republic of the Ivory Coast:

GRAH KADJI  
Minister of Public Works and Transport

For the Government of the Republic of Dahomey:

GABRIEL LOZES  
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For the Government of the Republic of the Upper Volta:

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