

## Chapter 1 : Down African Roads by Judy Langley

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Africa is a continent known for its wild animal encounters, dramatic landscapes, exotic cultures, and stunning beaches. However, traveling around Africa can be a difficult and daunting experience for travelers. Overland Africa Safari Tours Overland safari tours are the organized package tours of Africa and are filled with short-term travelers who want to see Africa without a hassle. Overland tours are more expensive, but food, transport, and accommodation costs are included. Baz Bus The Baz Bus is a transportation company in South Africa with designated routes that generally follow the travel trail. You choose the route you want and buy the ticket. You can buy a ticket for a certain number of days or a more open-ended, flexible ticket. Our bus journeys were often filled with laughter and conversation with local Africans, who went out of their way to make sure that we, as visitors, were made as comfortable as possible. Children were plonked on our laps and entrusted to our care, and quite often the head of a neighboring rooster would poke threateningly around our faces and cock-a-doodle in our ears. These buses are generally comfortable, safe, and spacious. Places that have fewer or no sealed roads will have ancient buses that frequently break down and are overcrowded. Minivans How many people do you think you can fit in a minivan? Africa is the place that defines the limit to that answer. Craig and I hitchhiked from Namibia to South Africa because other transportation options were limited. A Namibian trucker, for a small tip, drove us halfway, sharing stories with Craig about Namibian life while I slept comfortably in his bed. Chinese students drove us the rest of the way to Cape Town for the price of gas. Car Hire Hiring a car will put a small dent in your budget, so make sure you know which game parks you want to go to and where the best viewing areas are, so you can plan accordingly and cut down on fuel expenses. We hired cars for safaris in Namibia and South Africa, which made for a flexible, relaxed, and comfortable safari. We also hired a car to experience the beautiful Garden Route, a popular and scenic stretch of the South African coast. If you are planning on long-term travel in Africa, you may even consider buying your own 4WD to tour the continent in. South Africa would be the best option for purchase, or look for a departing traveler ready to sell up. When planning your African travel adventure, carefully consider your budget and safety interests for getting around. Hiring or buying a car is the more expensive choice but will give you greater freedom as well as maintain an authentic experience. Overland safari tours will be expensive and less authentic but will give you an all-inclusive package and the greatest sense of safety. Caz Makpeace hails from Australia and traveled Africa with her husband Craig. You can read more about their adventures and travel tips at their blog, Y Travel.

*Down African Roads has 1 rating and 1 review. LeAnne said: These experiences of a missionary child in Africa would be better if the author didn't try to.*

History[ edit ] The pyramids at Giza: Modern humans, homo sapiens, are believed to have originated in East Africa somewhere between Ethiopia and Kenya. North Africa, on the other hand, has a recorded history dating back several millennia with bountiful structures, writings, arts, and crafts which have survived to this day. The ancient Pharonic civilization centred in modern-day Egypt is recognized as the longest-lasting and one of the, if not the, greatest ancient civilizations lasting from around BC until the invasion of Persians in BC. Today, their legacy lives with many of their cities well-preserved and now popular tourist attractions along with a few museums hosting their artefacts. Modern Jews believe themselves to be descendants of slaves in ancient Egypt and much of the Hebrew Bible, religious texts for both Jews and Christians, was based and written in the region. The other great early civilizations on the continent were the Nubians in northern Sudan and southern Egypt, who were very similar to the ancient Egyptians, leaving behind the city of Meroe in Sudan, and the Aksumite Empire from the 4th century BC until the 7th century AD in modern-day Ethiopia and eastern Sudan which was important to trade between India and the Roman Empire and an important centre of early Christianity. Roman theatre at Leptis Magna , Libya Meanwhile, the s BC brought about the first and less famous invasions of Europeans to the continent. Meanwhile, the Romans conquered much of the Mediterranean coastline to the west, leaving behind such ruins as Carthage and Leptis Magna. In the west, Berbers would intermarry with the Arab invaders to become the Moorish population that would later invade the Iberian peninsula. When Damascus was invaded in the early eighth century, the Islamic religious and political centre of the Mediterranean shifted to Kairouan in Tunisia. Their progress was limited only by the dense forests of West and Central Africa and to coastal areas in the East. The last region to come under Muslim influence was that of Nubia modern-day northern Sudan in the 14th century. Old Mogadishu which reached its height as a commercial center in the 13th century. The 7th-9th centuries would be a time contributing significant changes to the history of sub-Saharan Africa. As many of these kingdoms converted to Islam, trans-Saharan trade grew as salt and gold were transported to Libya and Egypt in large caravansâ€”a trade made possible by the introduction of camels from Arabia in the 10th century and would support much of the area from northern Nigeria west to Mali and Mauritania until the 19th century. During the 13thth centuries, many of these early kingdoms were replaced with new empires, chief among them the Mali in Mali, Guinea, and Senegal and later Soghay in Mali, Burkina Faso, and Niger and a plethora of small, single-tribe kingdoms and city-states sprouted. The Hausa tribes in northern Nigeria began organizing in walled city states, of which remnants remain in Kano. Meanwhile, East Africa saw a rise of Islamic influence and prosperity from Indian Ocean trade as ships from Arabia, Persia, India, and as far as Southeast Asia dropped anchor in major ports from Somalia down to Mozambique bringing spices and in return for slaves and ivory. Between the 7th and 19th centuries, over 18 million people were taken from the region as part of the Arab slave tradeâ€”roughly twice as many as the Atlantic slave trade would take to the Americas. Today, that influence remains in the culture and gastronomy of many places, most notably on the Indian Ocean islands such as Zanzibar, Comoros, the Seychelles, and Mauritius. Ruins at Great Zimbabwe Southern Africa remained undeveloped, with primarily nomadic hunter-gatherers such as the San people and some small kingdoms. The Kingdom of Mapungubwe in modern eastern South Africa also left smaller stone ruins. Both profited from the trade in gold and ivory with Arab and Asian merchants. While a few Genoese, Castillian, and French explorers managed to reach parts of West Africa in the Middle Ages, European exploration of the continent truly began when Prince "Henry the Navigator" set out to acquire African territory for Portugal in the midth century. The Portuguese reached Cape Verde in , and by , had charted the course to and began trade with the entire Guinea coast modern Guinea-Bissau to Nigeria. The Portuguese set up numerous forts along the African coast and established a highly profitable trade, initially held good relations with locals, and remained the dominant European power in the region until the 17th century while Spain, France, and Britain began exploring the

Americas. Slaving castle in Cape Coast , Ghana The lucrative trade and large amounts of gold obtained by the Portuguese lured other nations to the continent. As the demands for labour in the Americas grew, Portuguese sailors began taking shiploads of slaves to the Americas, beginning the Atlantic slave trade. In the early 17th century, the Dutch fought the Portuguese to win control of most of their West and Central African ports, some like Luanda would be retaken later, and established a couple dozen forts of their own, notably at Goree Island in Dakar and at the Cape of Good Hope—a port they hoped to use for trade routes to East Asia and which has become modern-day Cape Town. In , the French built their first fort on Madagascar which they claimed in and in , the British built their first fort on the continent in the Gambia. Swedish merchants established a fort on Cape Coast , which later was overpowered by the Danish nearby at modern Accra. In the 19th century, European attention shifted from establishing coastal ports for trade to fighting one another to colonize the continent and explore its uncharted interior. With slavery abolished by Britain and their strong efforts to thwart slavery around the world, Europe began to look for other sources of wealth on the continent. Napoleonic France conquered Egypt in , notably discovering the Rosetta Stone, only to be forced out by the British and then the Turks. France invaded a significant amount of coastal West Africa and the Barbary states in Algeria, cutting rampant piracy in the region. Chief among explorers was the British national hero David Livingstone, who as a poor missionary with few porters explored much of Southern and Eastern Africa, flowed down the Congo River from its sources, and sought the source of the Nile. With social Darwinism introduced, many countries saw Africa as a great opportunity to establish colonial empires and establish their pre-eminence among other European nations, chiefly Germany to catch up with other European nations and France, to regain glories lost in North America and under Napoleon. Britain and Portugal joined this Scramble for Africa when they saw their interests threatened. In , the Berlin Conference brought together European colonial powers to carve up the continent into defined colonial territories with many straight lines and no input from any African kingdom or settlement. At the turn of the 20th century, Britain began a series of deadly South African Wars from their Cape Colony into surrounding African and Boer white descendants of the Dutch lands in modern South Africa, which brought Cecil Rhodes to fame for his vision to conquer and bring unite Africa from Cairo to Cape Town. It was the social changes stemming from the war, in which tens of thousands of Africans fought for their colonial power, along with the Atlantic Charter which led to the spread of nationalistic movements post-war. Dates of independence across Africa. The decolonization of Africa began with Libyan independence from Italy in Colonial powers employed varying means of control over their colonies, some granting natives representation in the government and cultivating a select few civil servants while others maintained a firm grip with an all-European government. In some countries, nationalist movements were quashed and their leaders killed or jailed while others were able to peacefully achieve independence. By , all but a handful of African nations were independent. The Portuguese bitterly fought to maintain their African possessions until , all but one of whom gained independence through war. Zimbabwe was the last major colony to gain independence, in In , semi-autonomous Namibia gained independence from South Africa and in , Eritrea separated from Ethiopia following a protracted war. South Africa remained under firm control by its white minority, suppressing its black population under a system called apartheid until Morocco maintains control over Western Sahara, despite an established independence movement and remains a point of contention between Morocco and Algeria. South Sudan declared independence from Sudan in Europe divided Africa with complete disregard for the cultures and ethnic groups in Africa, often dividing a peoples between 2 or more countries and forcing peoples with a history of fighting or differing religions into one country. Additionally, a lack of training in civil service before and even after independence left most countries with dysfunctional governments and leaders tended to reward their own ethnic groups with jobs and money and in many cases suppressed ethnic minorities. The discovery of valuable natural resources such as oil, uranium, diamonds, and coltan, has produced numerous independence movements post-independence citing the taking value of resources from their land to benefit the entire country notably tiny, oil-rich Cabinda in Angola. Fortunately, there are numerous examples in Africa where past conflict has made way for functional governments, offering some hope for the future of African self-government. Climate[ edit ] As the second largest continent, there is a wide range of climates to be found. There are a few bastions of cooler

weather, however. Peaks on islands such as Reunion , the Canary Islands , Mount Cameroon and more are cool enough to necessitate a jacket much of the year. Timing varies a bit even in neighbouring countries, so check the page of the country you are visiting for more info. While rain may not be a huge factor when travelling to southern or East Africa, it is very problematic in West Africa and on islands in the Indian Ocean. In West Africa, rains will often flood and make many roads and railways impassable and, due to poor drainage, can literally result in rivers of water flowing down streets and sewage lines to overflow. In the Sahel, it can result in flash floods in low-lying areas. The largest weather-related dangers for travellers to Africa are lightning and tropical cyclones. The Democratic Republic of the Congo has more lightning strikes each year than any other country on earth, especially in the eastern part of the country near Goma. Tropical cyclones affect the islands of the Indian Ocean, with the season running from 15 Nov Apr 15 May in the Seychelles and Mauritius.

### Chapter 3 : A Self-Drive Expedition Coasting down South Africa - Tour Package

*African Roads, American Streets (ARAS) is a family-friendly fun-filled show featuring a strong mix of urban & cultural performances unveiling a unique story of multiculturalism and solidarity- based on the creator's childhood journey from Liberia to New York.*

Child pedestrians, particularly small children in poor communities, are particularly at risk. Click on markers for details. Click here for larger map. In the Western Cape, the situation is no different. In , for example, of the children killed on the roads in the province, were run over, and 90 of these child pedestrians were aged 10 years or younger. In recognition of this, Safely Home will be driving the message that we can all play a part in bringing down the appalling rate of child road deaths, especially in our poorer communities. So how can you help make child road safety Better Together? First, simply by providing a better example to our children, wherever you are, and whether you are a parent or not. The average South African pedestrian pays little or no attention to road signs, traffic lights, or even to freeways. If you are a pedestrian who behaves this way, you need to understand the following very carefully: Using the roads responsibly as a pedestrian will not only provide a good example for children, but dramatically decrease your own chance of becoming a road death statistic. Little kids get struck in the head or chest by cars, so they are much more likely to be killed than adults. Lwandile Tongo, run over and killed by alleged drunk driver, Mfuleni. IOL If you have children who must use the roads frequently, for example to walk to school, you must ensure they are well versed in the rules of the road, particularly when it comes to crossing the street. As well as crossing the street at designated crossing points wherever possible, and never walking on or near freeways, children need to learn to look both ways, listen and think when it comes to crossing a street. In South Africa, because of very low levels of traffic law compliance, it is critical that children understand that they must wait for traffic to stop before using pedestrian crossings. It is only with your help that we can truly tackle the crisis that is killing and maiming our most vulnerable children, and make the roads Better Together. As a driver, you can help keep children safe by never speeding, and making a deliberate point of slowing down where large numbers of children are present. Remember that South Africa has very high urban speed limits compared to developed countries, and that driving at the speed limit is not always the safest choice for yourself or pedestrians. This is particularly important close to school opening and closing times, and on weekends and holidays. Kids often play in the street, particularly in townships, and even on the freeway system. Whether or not they should be there in the first place should not influence your decision to drive slower and exercise greater caution. Large numbers of children are also killed as passengers, very often as a result of not being buckled up properly. Always use an age appropriate child seat when transporting children by road. Children who are not buckled up are far more likely to die than adults, and are more likely to be ejected from the vehicle. Click here for guidelines on age appropriate child seats. Parents must also ensure that child pedestrians wear high-visibility clothing. This is important at all times, but especially in winter and if children will be walking in the early morning or evening. Reflective clothing such as reflective vests, takkies, caps, armbands, tassles etc can used, as well as white t-shirts and clothes. Safely Home can provide you with all the necessary information in this regard. Communities and individuals can also apply to their local municipality to have traffic calming measures introduced, such as lower speed limits, speed bumps and road signs. Many developed countries have introduced lower speed limits around schools to protect children, and parents should consider working through the school to get lower limits assigned to the surrounding streets at certain times on school days.

Chapter 4 : Safe Roads, Safe Kids | SafelyHome

*African Party Vibes Vol.1 (Nonstop Dancing) African Party Mix, Naija Music.*

Of these, Rwanda, Malawi, Lesotho and Swaziland have paved highways connecting to the network, and the network reaches almost to the border of the others. This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. September Learn how and when to remove this template message More than half of the network has been paved, though maintenance remains a problem. There are numerous missing links in the network where tracks are impassable after rain or hazardous due to rocks, sand, and sandstorms. The missing links arise mainly because the section does not have a high national priority as opposed to a regional or transcontinental priority. While North Africa and West Africa are linked across the Sahara , the main deficiency of the network is that there are no paved highways across Central Africa. Although there may be paved links from West, East, or Southern Africa to the fringes of Central Africa, those links do not penetrate very far into the region. The terrain, rainforest, and climate of Central Africa, particularly in the catchments of the lower and middle Congo River and the Ubangui , Sangha , and Sanaga Rivers , present formidable obstacles to highway engineers, and paved roads there have short lifespans. Further north in Cameroon and Chad , hilly terrain or plains prone to flooding have restricted the development of local paved road networks. Through this forbidding environment, three Trans-African Highways are planned to cross in the east-west direction highways 6, 8, and 9 while one will cross north to south highway 3. As of , all have substantial missing links in Central Africa. Background and need for trans-African highways[ edit ] The neutrality of this article is disputed. Relevant discussion may be found on the talk page. Please do not remove this message until conditions to do so are met. September This section does not cite any sources. September Learn how and when to remove this template message Africa has a relatively poor history of international cooperation in road-building. Colonial powers and, later, competing superpowers and regional powers , generally did not encourage road links between their respective spheres except where absolutely necessary, and in newly independent African states, border restrictions were often tightened rather than relaxed as a way of protecting internal trade, as a weapon in border disputes, and to increase the opportunities for official corruption. Poverty affects development of international highways when scarce financial resources have to be directed towards internal rather than external priorities. The agencies developing the highway network are influenced by the idea that road infrastructure stimulates trade and so alleviates poverty, as well as benefiting health and education since they allow medical and educational services to be distributed to previously inaccessible areas. On 1 July Robert K. Wars in the Democratic Republic of the Congo set back road infrastructure in that country by decades and cut the principal route between East and West Africa. In recent years, security considerations have restricted road travel in the southern parts of Morocco , Algeria , Libya and Egypt as well as in northern Chad and much of Sudan. This article needs to be updated. Please update this article to reflect recent events or newly available information. November Trans-African highways can only develop in times of peace and stability, and in the future looks brighter, with the southern Sudan conflict being the only one currently affecting development of the network highway 6. Lawlessness rather than war hampers progress in developing highway 3 between Libya and Chad, and though economic instability could affect maintenance of paved highways 4 and 9 though Zimbabwe , there are practical alternatives through neighbouring countries. Conflicts in Somalia do not affect the network as that is the largest African country with no trans-African highways, but they will affect the development of feeder roads to the network. Principles and processes[ edit ] This section does not cite any sources. September Learn how and when to remove this template message Using existing national highways as much as possible, the aim of the development agencies is to identify priorities in relation to trade, to plan the highways, and to seek finance for the construction of missing links and bridges, the paving of sections of earth and gravel roads, and the rehabilitation of deteriorated paved sections. The need to reduce delays caused by highway checkpoints and border controls or to ease travel restrictions has also been identified, but so far solutions have not been forthcoming. Rather than just having international highways over which each country maintains its

regulations and practices, there is a need for transnational highways over which regulations and practices are simplified, unified and implemented without causing delays to goods and travellers. Description of the highways in the network[ edit ] Nine highways have been designated, in a rough grid of six mainly east-west routes and three mainly north-south routes. A fourth north-south route is formed from the extremities of two east-west routes. East-west routes[ edit ] Starting with the most northerly, the east-west routes are: TAH 1 joins with TAH 7 to form an additional north-south route around the western extremity of the continent. This highway joins with TAH 1 to form an additional north-south route around the western extremity of the continent. Its western extremity in Nigeria, Cameroon and Central African Republic is mostly complete but a long missing link across DR Congo currently prevents any practical use through the middle section. North-south routes[ edit ] Starting with the most westerly, these are: South Africa was not originally included, as the highway was first planned in the Apartheid era, but it is now recognized that it would continue to Cape Town. Crossing the Egypt-Sudan border by road has been prohibited for a number of years, a vehicle ferry on Lake Nasser is used instead. As with TAH 3, South Africa was not originally included as the idea was first proposed in the Apartheid era, but it is now recognized that it would continue to Pretoria and Cape Town. Except for passing through Ethiopia, the route roughly coincides with proposals for the Cape to Cairo Road in the early 20th century British Empire. In particular SADC manages road and rail corridors from landlocked areas to ports.

### Chapter 5 : South African Road Accidents on Rise

*South Africa is a country that really lends itself well to road trips. There's so much to do that the best way to see as much as possible is to hop in a car and hit the road. But prepare yourself before you hit that road to make sure you have the safest trip and best experience possible.*

### Chapter 6 : Free Download of Africa Maps

*How to use our interactive map. Our Street Map of South Africa lets you zoom down to road map level (double click to zoom in, right double click to zoom out), and is particularly detailed in major urban areas, like Cape Town, Johannesburg, Pretoria (Gauteng), Durban, Port Elizabeth, East London and so on.*

### Chapter 7 : National routes (South Africa) - Wikipedia

*The word "roadkill" took on a whole new meaning during a recent visit to Kruger National Park, as tourists watched two lions attack a kudu on the road.*

### Chapter 8 : Tourists Watch Hungry Lions Take Down Prey On African Road

*Ease on Down the Road Holder was the first African American man to be nominated and win the Tony awards for Director of a Musical and Costume Designer.*

### Chapter 9 : How to Travel Africa: 6 Ways to Get Around

*South African Road Accidents on Rise April 27, PM Voorendyk said two words summarize what he's seen in eight years on South African roads. South Africa is right down there.*