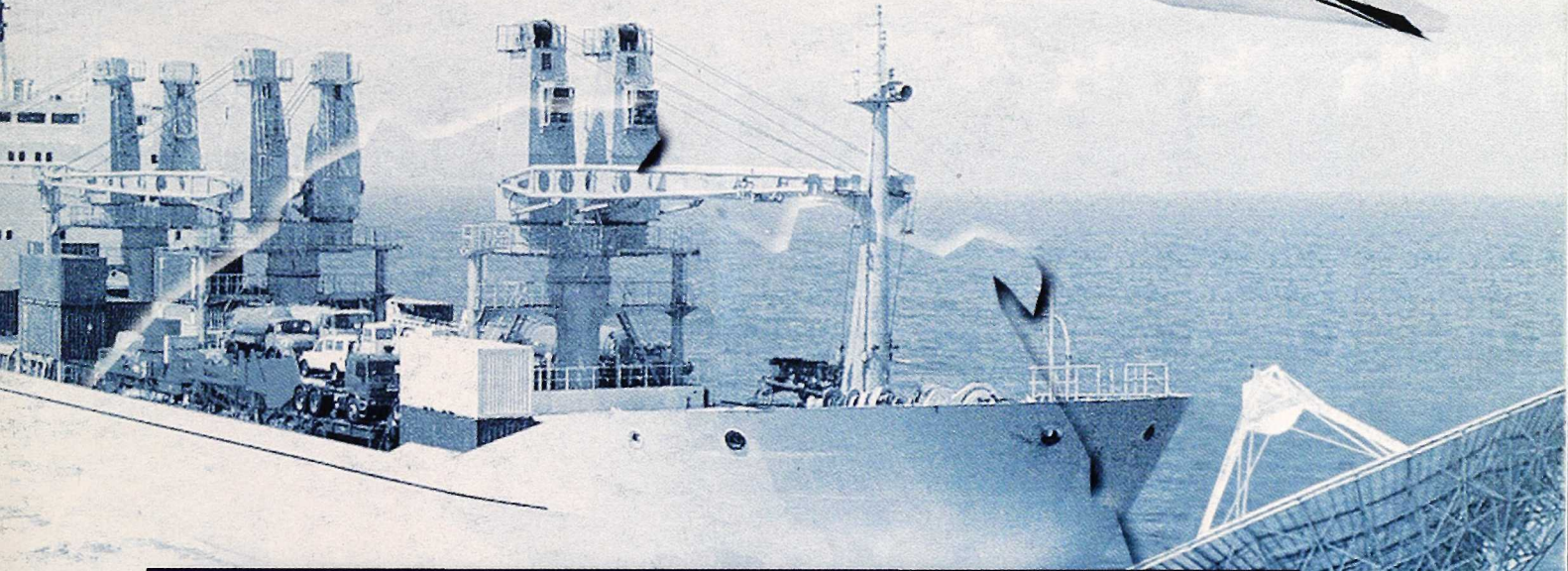
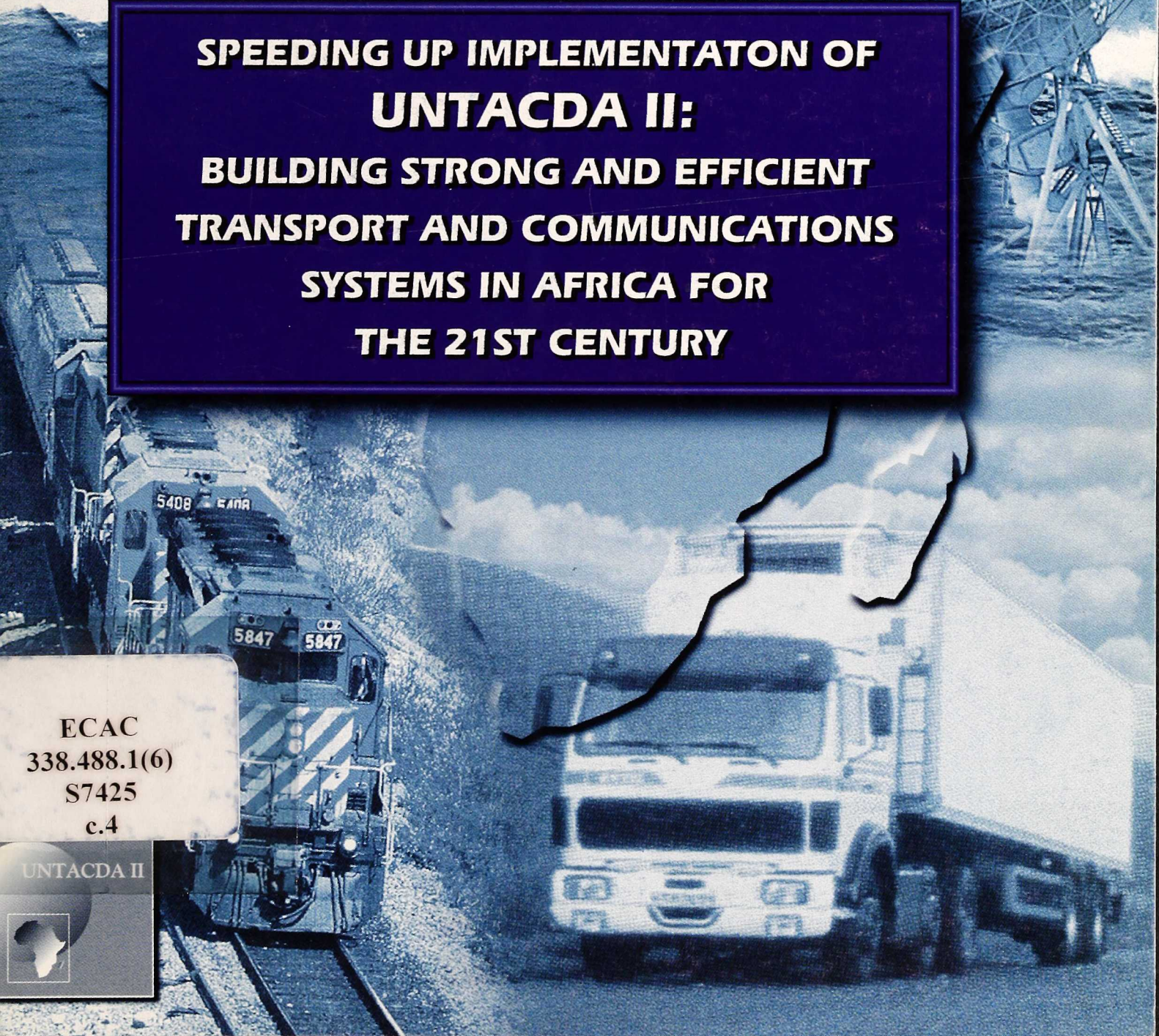




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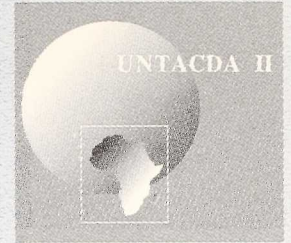
**SPEEDING UP IMPLEMENTATION OF
UNTACDA II:
BUILDING STRONG AND EFFICIENT
TRANSPORT AND COMMUNICATIONS
SYSTEMS IN AFRICA FOR
THE 21ST CENTURY**



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UNTACDA II





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Foreword



K.Y. Amoako

The importance of transport and communication infrastructures in promoting Africa's socio-economic development can not be overemphasized. It is in recognition of this, that the international community adopted two United Nations Transport and Communications Decades for Africa (UNTACDA) and launched UNTACDA I and II for the periods 1978-1988 and 1991-2000, respectively.

The Decades' long-term goal is to establish integrated and efficiently operated transport and communications systems for Africa's physical integration and to facilitate smooth and efficient intra-African and international trade flows.

The Second Decade (UNTACDA II) programme was prepared in close cooperation with partners - including African Governments, subregional economic organizations, African intergovernmental organizations, United Nations agencies and funding institutions. The programme which was adopted with strong support from Member States, provided an ideal framework for the coordination and contribution of African partners with a view to achieving the goals set for the Decade.

The 1994 and 1997 evaluations of the UNTACDA II programme looked into the relevance of the follow-up mechanisms put in place as well as quantitative mid-term results.

The Eleventh Conference of African Ministers of Transport and Communications, held in Cairo, Egypt, from 25 to 27 November 1997, considered the second mid-term report and adopted a frame work for action in response to the urgent need for the continent and its partners to set up an efficient and integrated transport and communications system. To this end, the Conference appealed to all partners to:

(a) Assist Africa in developing and carrying out programmes in four cross-cutting areas of focus in the transport and communications sector, namely: sectoral reforms; technology transfer; human resource and institutional development; and improvement of security and safety;

(b) Give priority to activities aimed at strengthening inter-African cooperation, indispensable for sustainable development; and

(c) Focus sub-sectoral efforts on solving specific problems.

This publication is part of the Commission's efforts to maintain the momentum gathered along the Decade and from the 11th Conference of Ministers. It re-emphasizes provisions of the Framework for Action to prompt its effective implementation by Member-States and their partners.

We will be meeting, once again, in the year 2000 as we enter the increasingly liberalizing and globalizing new millenium. It is with high expectations and a strong resolve to implement Africa's Agenda that we move to stand up to the challenge of developing transport and communication networks in the continent and putting in place capacities for their effective utilization. This is an urgent and critical task for which we should all be mobilized.



K.Y. Amoako
UN Under- Secretary General and
Executive Secretary of ECA

FRAMEWORK OF ACTION IN TRANSPORT AND COMMUNICATIONS ADOPTED BY THE 11TH MEETING OF THE CONFERENCE OF AFRICAN MINISTERS OF TRANSPORT AND COMMUNICATIONS

I. INTRODUCTION

1. The importance of building and efficiently operating national and regional transport and communications systems in Africa is of universal acceptance among African countries and their partners in the international community.

The adoption of two United Nations Transport and Communications Decades in Africa (UNTACDA I and UNTACDA II) and the implementation of major related programmes, including the Sub-Saharan Transport Policy Programme (SSATP) are many milestones in furthering the objectives Africa set for itself in such continental blue prints as the Lagos Plan of Action (1980), the Abuja Treaty establishing the African Economic Community (1991) and treaties

of the various subregional economic communities.

2. There is an increasing awareness of the need for the continent to foster the results achieved during UNTACDA I, to speed up implementation of the Decade programmes and to project itself into the 21st century with a renewed resolve to build competitive economies by, inter alia, increasing the efficiency of transportation and communication systems.

3. This need is looming large on the tasks ahead of the continent and its development partners as we move into the 21st century with a rapidly globalizing and liberalizing world economy.

4. The second mid-term evaluation of UNTACDA II carried out in 1997 points to this need and further recommends immediate action to:

(i) Pursue and deepen on-going economic reforms in general and reforms of the transport and communications sector in particular;

(ii) Promote an adequate technological base for development of efficient transport and communication systems in Africa and efficient operation of the latter;



(iii) Build critical human, institutional and entrepreneurial capacities in the area of transport and communications; and

(iv) Ensure viability in the transport and communications sector by reconciling the required rapid development of the sector and the need for a balanced environment with due regard to security and safety.

5. These four intersecting domains of action will eventually provide solid foundations for the road, railways, air, maritime and inland transport subsectors, as well as for telecommunications and postal infrastructure and services.

6. Of vital importance to the proposed framework for action are the issues of cooperation, coordination and mobilization of the needed resources to support development policies, programmes and actions as well as identification and promotion of relevant technical assistance and investment projects.

7. The proposed framework is quite flexible, providing for responses to changes in the national, regional or international environment.

II. CROSS-CUTTING AREAS OF FOCUS

A. Pursuing and deepening on-going economic reforms in general and reforms of the transport and communication sector in particular.

8. First and foremost, for the transport and communications sector to be viable it is of utmost importance to establish the right

macro-economic framework so as to create conditions for increased public and private savings for investments in the sector and for improved management.

9. The transport and communications sector reforms should be based on the following objectives:

(a) Drawing up and implementing policies and strategies for the planning, financing, building and efficient operation of infrastructure, including rural infrastructure, taking into account the interests of semi and completely landlocked countries;

(b) Building maintenance capacities, ensuring implementation of maintenance projects and programmes and securing efficient management of facilities;

(c) Promoting access to transport and communications services, including the rural areas, by providing quality services that will facilitate economic growth and improve the peoples quality of life in all countries and, particularly, in semi- and completely landlocked countries; and

(d) Removing non-physical barriers/impediments to smooth flow of transport and communications traffic.



To this end, well-designed phased liberalization policies should be adopted and implemented so as to enable local public and private actors to adjust to the required structural and management changes. Measures envisaged include, liberalization of shipping, facilitation of port procedures (IMO convention), facilitation and implementation of transit procedures contained in relevant agreements, liberalization of air traffic and implementation of other relevant provisions of the Yamoussoukro Declaration. ECA should prepare a list of relevant conventions and assist member-State accession to them. It should also promote bilateral and multi-lateral facilitation agreements, harmonize construction and operating standards and organize regional seminars.

10. Conclusive relevant studies on State withdrawal from the management of transport and communications operations must be followed by concrete action, particularly as regards the railways, port and airport authorities as well as airlines, telecommunications, broadcasting and postal services. Reduction of monopoly and inflexibility in operations as well as in tariff policies, which result from strong State interference, will help to improve the economic efficiency of these operations in favour of effective competition. The above-mentioned restructuring activities must involve the private sector, taking into account the aspirations of all stakeholders including governments, service providers, users, labour and the general public. The opening of these subsectors to the private sector should be done on competitive bases and in accordance with the relevant criteria.

B. Promotion of an adequate technological base for the development of efficient and operational transport and communications systems

11. Transport and communications are consumers as well as generators of technologies. Technology development and transfer are therefore key to the sector. While technology transfer is currently dominant, maintenance, technology adaptation and specific utilization require research and development (R & D) efforts. Immediate areas of focus in this domain are:

(a) Enhancing capacities for negotiations on technology transfer. Technical business curricula should be developed and



integrated into the agenda of subregional training centres for long-and short-term training programmes. Cost-effective acquisition of adapted technologies is key to the sector's efficiency.

(b) Promoting research/development and training in areas such as building materials, metallurgy, mechanics, aero-space sciences, meteorology, telecommunications and computer technologies is of utmost importance. To this end action should be taken to maintain the capacities of existing research and training centres, strengthen them and reorient their programmes, where necessary. Existing multinational transport, telecommunications, postal and meteorological training centres should be strengthened and endowment funds created to equip them adequately. Regional centres such as the African Regional Center for Technology (ARCT), the African Centre for Meteorology (ACMAD), the African Regional Centre for Training in Aerospace (RECTAS) and the Regional Centre for Cartography, Mapping and Remote Sensing should be requested to include transport and communications-related research/development and training programmes in their activities. Such institutions could lead the design of programmes and networks catering for the technology needs of the sector if adequate resources are mobilized to this end.

(c) Promoting appropriate road technologies, manufacture of railway coaches and equipment, shipyards, aircraft overhaul centres and manufacture of post and telecommunications equipment. The agencies mentioned under (b) above could,

depending on their capabilities, assist in the development of these technologies.

12. The African Regional Center for Manufacturing and Design (ARCEDEM) located in Nigeria could help plan and backstop envisaged manufacturing centers by providing relevant upstream research and by coordinating transport and communication manufacturing projects.

13. In view of the scarcity of resources and the required economies of scale, and in order to avoid duplications, action should as a matter of priority be directed to promoting subregional and regional facilities. Cooperation in the training and development of human resources, relying on existing African institutions, should be consolidated.

C. Building institutional capacities

1. Developing and upgrading human resources

14. Human resources development is essential for the transport and communications sector.

Taining must include all levels of personnel, from management to executive staff of both the public and private sectors and take into account the results of phase 1 of the HRID and SSATP programmes. However, the approach must be reexamined in order to better deal with the management of such a programme.

15. The new approach should give greater responsibility to subregional economic



cooperation organizations. They should be made responsible for training aimed at improving the professional skills of the management staff and lead actors (the professionals) as well as trainers for the other levels (experts and executive staff) whose training should take place in each State. At the regional level, plans should be made only for the training of high-level trainers, that is, trainers for training at the sub-regional level.

2. Building management capacities

16. Promoting small- and medium-scale enterprises should be a major concern in capacity building.

In fact, the sector is dominated by foreign operators either because they represent the interests of the old colonial companies or because they are appendages of big multinationals.

Also, the emergence and consolidation of young local operators (national and subregional) and protecting their interests absolutely call for changes not only in

the operating procedures and methods (organization of access and competition) but also in the assistance and training that the authorities should provide them.

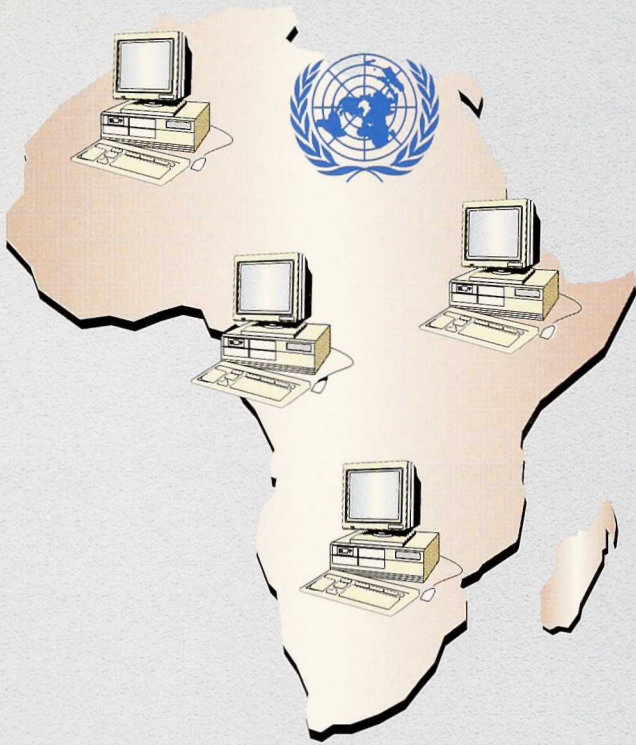
17. Furthermore, improving the sector's public institutions must be by first defining their mission in light of allocated resources, quality of plan-

ning and, control of financial resources and programming of activities.

D. Improving management and conditions for sustainable development of transport and communications

18. Availability of reliable and detailed data on the sector will help to improve management skills as this allows for better planning and programming of various actions. That means envisaging to pursue the Transport Data-Bank (TDB) programme. This also requires a new approach. It is indeed advisable to begin proper





preparation of data at the subregional level before proceeding to the regional level. Also, bearing in mind the objectives and results achieved during the first phase of the Transport Data-Bank programme, it is now necessary to organize data collection and preparation as well as to train relevant personnel for both collection and processing at the subregional level using the standards fixed at the regional level. It seems indispensable to ensure that the institutional framework is well prepared in order to secure the project's success. Thus, continuation of the programme to establish a transport and communications data-base must be included in activities designed to meet the Decade objectives. In this connection seminars at the subregional level should be organized with the participation of institutions responsible for collecting and processing statistical data, with a view to unifying and harmonizing data collecting procedures. It will also be necessary to increase cooperation in the area of manufacturing transport materials by using existing units.

19. Viable development of the transport and communications sector cannot, indeed, be sustainable in an environment of inadequate safety, on the one hand, and degradation of ecological balance, on the other hand. The loss of life and compensations due to accidents are clearly a huge burden on African economies. The degradation of the natural environment as a result of investments and transport operations, has a real impact on the continent's ecosystem as well as on agricultural and animal production which largely depend on the state of the ecosystem. It also impedes the attraction of investments from external sources, and is at the root of the high costs of investments and management and maintenance of transport infrastructure following desertification phenomena which are very often the end result. That is why the Decade programme included, among objectives to be attained, improvement in transport safety and security as well as intensification of transport-related environmental protection measures.

20. It is also important to pursue activities meant to improve transport security and safety as well as intensify environmental protection measures, especially in the forest, sea, desert and air. In this respect, the agencies must help States provide a solution not only to staff training but also to the formulation and application of appropriate regulations.

III. AREAS OF IMMEDIATE SUB-SECTORAL CONCENTRATION

21. The evaluation revealed the existence of about 34 projects whose total funding has been secured but whose execution has not yet started. It was thus recommended that States and executing agencies should make necessary efforts to ensure rapid take-off of these projects before the end of the Decade.

22. Still in an effort to speed up implementation of the Decade programme, by laying emphasis on the key elements of increased intra-African cooperation, vital to any sustainable integration, it is appropriate, in addition to the activities defined above, to focus subsectoral efforts on solving the following problems:

Roads and road transport

A. Phase I : 1998 - 2000

(a) Institutional capacity-building and improved network management;



(b) Improved planning and budgeting system and improved collection and management of domestic resources;

(c) Improved execution of maintenance and investments, in order to increase road density and serviceability levels, with private-sector participation;



(d) Drawing up of policy and institutional frameworks for developing road safety programmes;

(e) Development of guidelines for policy and market regulation frameworks for road transport operations;

(f) Training of travel agents with a view to facilitating movement in the transit corridors; and

(g) Elaboration of a road construction technology.

B. Phase II : Beyond 2000

(a) Human resources development through incentives and training;



(b) Institutional capacity-building and improvement of road network management;

(c) Involvement of development partners, particularly from the private sector;

(d) Execution of maintenance and infrastructure investment projects in order to increase the density and improve the quality of the road-transport infrastructure;

(e) Development of appropriate technology for the road-transport infrastructure;

(f) Improved facilitation of international road transport through application of existing subregional, regional and international agreements/conventions to reduce physical and non-physical barriers to international traffic;

(g) Improved planning and budgeting systems and improvement of collection and management of domestic resources;

(h) Effective promotion and development of road safety programmes through actualization of the perspectives contained

in the African Road Safety Initiative; sensitization of all partners and adoption of harmonized rules and regulations;

(i) Establishment and adoption of appropriate mechanisms for protecting the environment against negative effects of the road-transport infrastructure and operations.

(j) Drawing up of frameworks, guidelines, policies and market regulations for road transport operations.

Railways

A. Phase I : 1998 - 2000

(a) Retaining the performance indicators defined in paragraph 61 of the Progress Report;

(b) Supporting the UAR (African Union of Railways) proposal to convene, for 1998, a meeting of railway experts to evaluate the performance goals achieved since 1991;

(c) Follow-up and improvement of the railway administration and enterprise restructuring process (1997-1999);

(d) Implementation of specific evaluative studies covering each subregion, in coordination with the subregional groupings (1998-2000);

(e) Highlighting and evaluating the different experiences with operations under concession (1998-2000);

(f) Evaluating implementation of contractual/planning instruments and adherence by contracting parties to their obligations (1999);

(g) Convening, for 1998, a conference of transport ministers responsible for railways, for a comprehensive evaluation of the subsector and issuance of guidelines to improve and sustain the restructuring process (1998);

(h) Developing railway-equipment manufacturing industries (including joint manufacture of wagons by member States of regional groupings), creating subregional maintenance units, and establishing centres for coordinating, centralizing and channelling the supply of equipment (1998-2000);

(i) Embarking on the actualization of study projects relating to the implementation of the UAR (African Union of Railways) master plan and subregional interconnection plans (1998-2000);

(j) Sustaining programmes focused on improved railway operations management through cost reduction and enhancement of staff productivity as well as equipment(1998-2000);

(k) Streamlining flow of traffic, particularly international traffic (1998-2000);

(l) Improving maintenance techniques (1998-1999-2000);

(m) Sustaining human resources development initiatives and those concerned with the coordination of training programmes in various institutions. Solving the problem of the WARDAN and KABWE centres (1998-2000);

(n) Carrying out a study on the UAR databank and harmonizing this with other ongoing projects, taking into account the progress so far achieved by organizations such as ECA and the World Bank.

B. Phase II: Beyond 2000

(a) Completing the programmes commenced during UNTACDA II;

(b) Redefining the role of African railways, taking into consideration the globalization process and various constraints affecting African economies, and more particularly, the transport sector;



(c) Integrating sectoral development objectives into the commitments made by States in the Abuja Treaty (article 61) and the additional Protocol on the transport sub-sector (article 4);

(d) Coordinating studies carried out at the subregional level with the UAR Master Plan for railway linkages in Africa (2002);

(e) Embarking on evaluative studies;

(f) Seeking financing for construction of linkages and implementation of industrial projects;

(g) Setting up the UAR databank;

(h) Actualizing, in cooperation with UAR and other international railway organizations, the harmonization and standardization of machines and equipment for use by African railways;

(i) Developing research programmes in railway operations with specialized institutions in Africa in co-operation with UIR, AICCF, AAR, and ERRI.

Urban transport

(a) Creating an African expertise in urban transport planning operation, research and financing (through institutions, municipalities and research centres);



(b) Studying the needs of the urban poor in

selected member States, in parallel with the commitment on the part of political leaders to putting in place relevant urban transport policies.



Air transport

A. Phase I : 1998 - 2000

(a) Implementation of the Yamoussoukro Declaration particularly on air transport liberalization in Africa, in accordance with the conclusions reached in Mauritius on traffic rights;

(b) Study on the development of African air transport services, and the challenges, including long-term perspectives and action programmes for air transport in Africa;

(c) Improvement of air safety and aviation security;



(d) Following up on the implementation of the AFT air navigation plan;

(e) Encouraging member States to utilise the ICAO's AVSEC mechanism;

(f) Improvement of the quality of air transport services;

(g) Institutional reform to facilitate development of market-oriented operations and service delivery, and taking into account the interests of users of air services.

B. Phase II : Beyond 2000

(a) Restructuring of airport and airspace management authorities to make them more efficient and cost-effective;

(b) Integration of airspaces and cooperative approach to airspace management, particularly through regionalization and globalization of upper airspace management;

(c) Development of human resources;

(d) Establishment of funding mechanism for the implementation of the ICAO/CNS/ATM plan in Africa and of the AFI air navigation plan;

(e) Improvement of facilitation;

(f) Establishment of a data base and improvement of data collection;

(g) Improvement of air safety and aviation security;

(h) Speeding up ratification of relevant international air law conventions;

(i) Encouraging private-sector participation in the purchase and leasing of aircraft.

Telecommunications and broadcasting

(a) Sensitizing governments on appropriate decision-making in defining policy orientations in the telecommunications and broadcasting sectors;

(b) Assisting countries that are still in the process of establishing legislative and regulatory procedures for the telecommunications and broadcasting sectors;



(c) Following up on the progress of legislative and regulatory reforms initiated in various countries and their impact;

(d) Organizing workshops on sectoral reform, at the subregional level;

(e) Setting up model guidelines designed to harmonize policy orientations, regulations - including domestic regulations on spectrum and the relevant tariff rates - and national institutional structures to speed up and rationalize the development of a global telecommunications network;

(f) Organizing regular workshops at the subregional level, on the range of technological applications and the development of various services;

(g) Analyzing all possible technological alternatives as well as the modalities of cooperation, with the other operators of telecommunications systems, new and old, whose activities tie in with the objectives of the Decade and of RASCOM in relation to telecommunications in Africa;

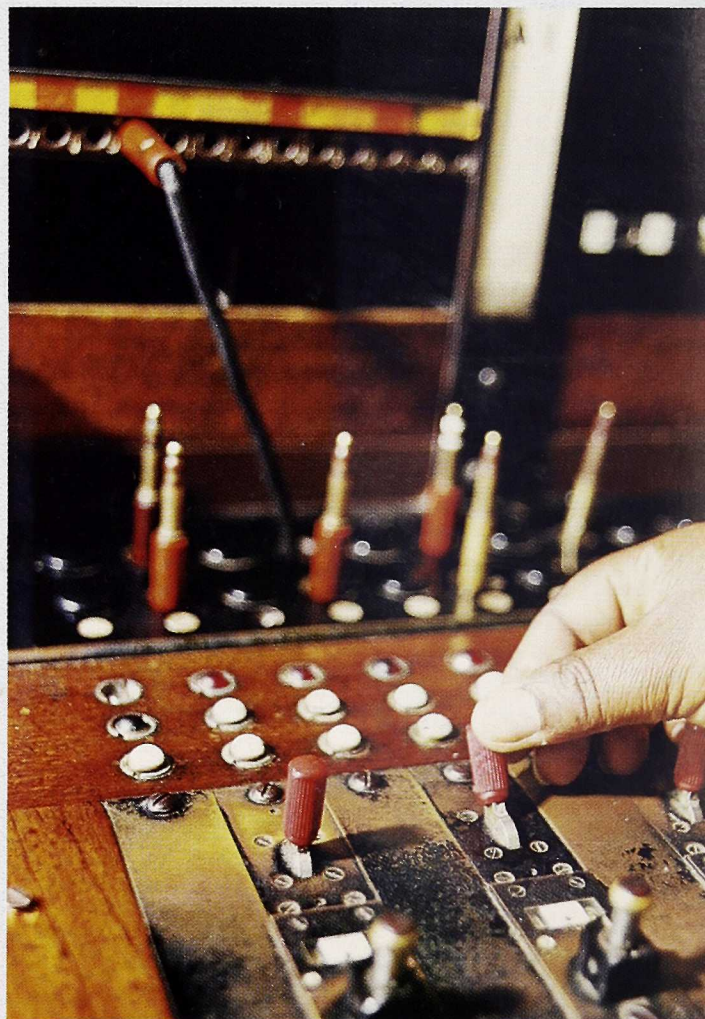
(h) Taking the initiative of establishing standards (at the regional level, if possible) on conventional TVRO systems for home use, with small boosters for retransmissions locally, particularly in rural and remote areas, in accordance with RASCOM objectives; since retransmissions of television programmes by satellite can reach the entire national territory;

(i) Preparing manuals (regulatory, operational and technical) to assist African countries in the installation of GMPCS

(mobile personal satellite communications) systems, to understand these systems better and be able to harmonize their use in the telecommunications systems of the various subregions;

(j) Ensuring wider access to information resources available in some of the countries by linking up several localities, including rural communities, into information networks, in order to enable decision-makers at all levels, researchers and change managers, particularly those based in Africa's rural areas, to have access to multimedia services;

(k) Organizing workshops/seminars on private-sector participation in telecommunications investment, to elicit debate on introduction of market



mechanisms, institutional development, subcontracting, etc. in order to strengthen the capacities and environment that will speed up development;

(l) Promoting the production in Africa, at low cost, of receivers and transmitters, beginning with an analysis by sectoral working groups, and integrating the ITU study on the manufacture of telecommunications equipment in Africa;

(m) Providing Africa's human resource base with the necessary motivation and know-how to enable regulating agencies and service providers in the area of telecommunications to function effectively in the changing telecommunications environment and make an effective contribution to the realization of the objectives of the Buenos Aires plan of action;

(n) Drawing up market-oriented development plans to enable governments to establish and update market-oriented development plans;

(o) Improving the management of maintenance operations, including information and management systems designed to control the quality of service delivery, address subscribers' needs and complaints, improve the management of equipment and spare parts, in order to bring the quality of service delivery up to the level of developed countries;

(p) Developing the planning, management and operational capacities of broadcasting agencies and independent broadcasters in African countries that are

desirous of increasing their autonomy and efficiency;

(q) Assisting African countries to computerize their management of radio-electric spectrum frequencies by developing a basic automated spectrum management system (BASMS) which would be followed by an advanced spectrum management system (ASMS), modelled on the BASMS;

(r) Assisting governments to install community telecommunications centres designed to facilitate the provision of services and technical support as well as public telephone booths to rural communities across Africa;

(s) Focusing attention on the various resolutions, recommendations and plans of action relating to telecommunications that have been adopted in various subregional and regional meetings such as AF-RTDC-96, so as to make a coordinated start towards accelerating the development of the sector;

(t) Organizing sectoral subregional meetings following decisions of large organizations at regional or international level, for implementation of the aspects relating to the Decade.

Postal services

(a) Securing the administrative and financial management independence requested by public operators.

(b) Clearly defining the limits and scope of monopoly or reserved services.



(c) Introducing a system for monitoring application of reserved service provisions.

(d) Defining the limits on competition in domestic and international services.

(e) Participating in the preparation and implementation of development strategies at the regional level to improve quality and competitiveness.

(f) Supporting postal development programmes by various means.

(g) Development of advanced technology (follow-up and localization of mail and transmitted messages).

(h) Developing new services.

(i) Establishing commercial strategies.

(j) Organizational and functional adaptation of institutions to market needs.

(k) Developing trade relations based on the best existing practices.

(l) Introducing modern human resources development policies.

(m) Adapting training to the commercial function of the Post.

(n) Adopting a management approach that emphasizes the value of team work and staff motivation.

(o) Implementing a quality of service policy.

(p) Adopting and implementing a voluntary security-related policy at all stages of postal activity.

(q) Expediting customs clearance of items.

(r) Making use of dedicated telecommunications networks and systems (such as EDI) aimed at ensuring effective interconnection of the international postal network.

(s) Adopting cost-control policies and measures to improve the efficiency and productivity of operations with a view to providing support to competitive prices.

(t) Establishment and strengthening of other regional and subregional transit centres.

(u) Development of postal services in rural areas.



Maritime transport

A. Phase I : 1998 - 2000

(a) Preparation of a report on the status in Africa of major maritime conventions which are of importance to African countries for dissemination through national and subregional seminars and assistance to member States in the integration and implementation of these conventions.

(b) Continued institutional reforms of the shipping sector taking into account the directives of specialized organizations such as CEMDAC. In this regard, effort should be made to organize national and sub-regional workshops on the implementation and application of major maritime transport conventions of relevance to African countries.

(c) Continued improvement of human resources after a proper evaluation of shipping training needs.

B. Phase II : Beyond 2000

(a) Continued sensitization towards adherence to international maritime conventions and their application in order to improve international maritime transport facilitation in general and multimodal transport.

(b) Improvement of infrastructure and handling equipment in areas reserved for landlocked countries.

(c) Continued support to the development of human resources and evaluation of training needs in maritime transport.

Maritime ports

A. Phase I : 1998 - 2000

(a) Organization and conducting of ports commercialization workshops in cooperation with subregional port management associations.

(b) Establishment of policies and measures for combatting pollution in African ports.

(c) Non-recurrent publication on challenges facing the African ports in the next millennium.



(d) Subregional seminars on ports safety and efficiency.

(e) Subregional seminars on improvement of human resources for the management of ports.

(f) Improvement of infrastructure in port and warehouses especially those serving landlocked countries in Africa.

(g) Development of common subregional policies for dredging.

(h) Co-operating with port management associations in the design of ports data-bases.

(i) Supporting transit and landlocked countries in the establishment and operations of inland dry ports.

(j) Delivery of TRAINMAR workshops and seminars in Africa, including the development of TRAINMAR centres, teaching materials and faculty for various African subregions.

(k) Financial contributions and collaboration of landlocked countries in the design and construction of the infrastructure.

(l) Minimizing port charges.

B. Phase II : Beyond 2000

(a) Subregional seminars on ports safety and efficiency;

(b) Subregional seminars on improvement of human resources for the management of ports;

(c) Improvement of infrastructure in port and warehouses especially those serving landlocked countries in Africa;

(d) Establishment of policies and measures for port safety and for combatting pollution in African ports;

(e) Supporting transit and landlocked countries in the establishment and operations of inland dry ports; and

(f) Delivery of TRAINMAR workshops and seminars including the development of TRAINMAR centres, teaching materials and faculty for various African sub-regions.



Inland waterways

A. Phase I: 1998 - 2000

(a) Conducting of studies on establishment of joint bodies for the management of inter-State navigable waterway infrastructure taking into account the interests of landlocked countries.

(b) Harmonization of inland waterway statutes and regulations, including improvement of navigation safety and communications over lakes and rivers.

(c) Development of joint policies for dredging of inland waterways, lakes, rivers, and their respective ports.

(d) Development of inland waterways subregional training programmes to be conducted at subregional levels with focus on technical, operation and managerial staff.

(e) Improvement of navigational aids and equipment for inland waterways.

(f) Developing inter-State co-operation arrangements for joint operation of inland waterways.

(g) Development of the naval industry for purposes of navigation and repair equipment.

B. Phase II: Beyond 2000

(a) Development of inland waterways vessels industry for both navigation and equipment repairs;

(b) Improvement of navigational aids and equipment for inland waterways; and

(c) Development of inter-country cooperative arrangements for joint operations of inland waterways.

General and multimodal transport and transit transport

A. Phase I: 1998 - 2000

(a) Organization and conducting of subregional workshops on transit problems affecting various transit transport corridors in the region.

(b) Providing assistance to transit transport authorities in the establishment of conducive transit policy environment for landlocked and transit countries.

(c) Implementation of activities for the use of modern communications technology such as those provided by ACIS and ASYCUND, including greater private sector involvement in all communications areas to help create a better environment and achieve greater efficiency for business operations along transit corridors.



(d) Consolidation of the achievements of Phase I of the Data Base Programme with pilot countries and sub regional organizations through national and sub-regional workshops.

(e) Preparation of modal performance indicators covering all transport modes based on recommendations of the closing seminar for Phase I of the Data Base programme.

(f) Updating of ECA reports on new developments in electronic messaging, including internet for dissemination to countries and organizations interested in the establishment of transport data bases.

(g) Liaison with all organizations and countries working on establishment and development of transport data bases.

B. Phase II : Beyond 2000

(a) Harmonization of transit transport agreements with subregional transport legislations, and improvement of communications along the various transit corridors.

(b) Organization of seminars on transport statistics in cooperation with the United Nations and international organizations dealing with transport statistics development in Africa.

(c) Liaising with all organizations working on the establishment and development of the transport data bank.

IV. COOPERATION

23. While remaining an African programme, and its success indeed depends on that, the Decade must be an effective cooperation framework which makes it possible, through dialogue and consultation among all partners, to direct all efforts towards the harmonious development of the transport and communications sector and particularly towards the attainment of its objectives. In this regard, the partners must pursue and intensify cooperation proven during the Decade preparation and make all concerted efforts to mobilize as many resources as possible at the domestic and external levels to allow for the achievement of rapid results before the end of the Decade.

24. Within this framework, though SSATP and Decade programmes had made it possible to obtain some positive results which increased the thrust to attain the Decade objectives, it is necessary to harmonize and coordinate them in order to increase their efficiency. This harmonization and

coordination stage must be followed by a second one relating to the transfer of the SSATP base in Africa in order to further facilitate contacts with recipient countries, and the possible extension of the programme to the whole continent. In the long run, it would be necessary to envisage a single framework for action for the development of the transport and communications sector on the whole continent.

25. Regional programmes of international agencies must draw inspiration from the Decade programme; and the Decade agencies must be involved in the preparation of regional programmes in order to take account of experiences from the two Decades.

V. RESOURCE MOBILIZATION

26. Lessons drawn from the implementation of UNTACDA II show that the programme implementation suffered from lack of financial resources. The difficulties faced by the traditional financing agencies such as UNDP, and the States are partly a contributory factor. That situation required the States and agencies piloting the Decade to be more imaginative and to adopt new resource mobilization strategies centred on:

(i) Joint efforts by the States and agencies to identify and formulate good projects supported by all;

(ii) Collection and dissemination of information on projects, their execution and financing sources as well as procedures for the latter through all possible means, including the electronic channel;

(iii) Diversification of funding sources to include the non-traditional partners (bilateral, private, etc.); and

(iv) More aggressiveness in resource mobilization activities, including project marketing and promotion through the establishment of mechanisms hitherto unused within the framework of the Decade (round tables, opening of trust funds, acquisition of overall commitments of financing bodies, etc.)

27. Action already initiated to equip the subregional economic communities with their own resource-generation mechanisms must be pursued and facilitated by the States.

28. Accessibility to regional funds (Lome Convention) must be given a special attention. Authorizing ministers must be formally informed of the Decade programmes (signing meeting). Within that framework, the subregional organizations, must coordinate their efforts by establishing regional pools and by designating authorizing organizations from their midst.

29. The establishment of sectoral trust funds financed through levies like the road funds which existed in certain States, should be envisaged as well as maritime funds, ... etc., which were proposed.

VI. INSTITUTIONAL FRAMEWORK FOR COORDINATION AND MONITORING

30. Considering the problems identified in the evaluation report which led to the malfunctioning of the established institutional framework, and hence the tardy programme implementation, it is necessary to review this mechanism. In this respect, the following framework has been proposed, and it can be streamlined if necessary:

(a) The establishment, under the auspices of the Conference of Ministers of Transport and Communications, of a Ministerial Follow-up Committee composed of Ministers designated by the various sub-regions on a two-year rotating basis. This committee will oversee at the political level the orientation and implementation of transport and communications programmes adopted by the Conference.

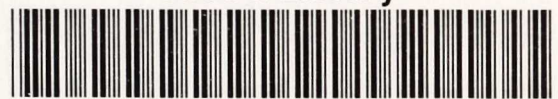
(b) The setting-up of a Coordinating Committee composed of ECA (lead agency and secretariat), OAU and ADB to monitor, at the operational level, the day-to-day implementation of the programmes, report on and coordinate resource mobilization (sensitization and dissemination of information, support to institutions and countries in their resource mobilization efforts). In this respect, ECA should coordinate subregional programmes of subregional economic organizations as well as the regional projects of international organizations. ECA, in cooperation with the countries, should collect and disseminate information on the best practices and support the efforts of organizations towards the attainment of the Decade objectives.

(c) Continued functioning of the Inter-Agency Coordinating Committee (IACC) and its subsectoral groups. The IACC will be the technical organ of the Ministerial Follow-up Committee defined above under (a) and will be responsible for the orientation of regional plans of action for the participation of partners in the development of transport and communications in Africa, and the technical coordination of the programme.

(d) Maintaining Subregional Coordinating Committees placed under the auspices of the subregional economic organizations which have the responsibility to co-ordinate and animate these committees. These subregional coordinating committees will have the responsibility to guide and ensure the technical preparation of the subregional programmes as well as follow-up on their implementation. Furthermore, the subregional organizations will coordinate the programmes and efforts to integrate their member States.

(e) Strengthening of National Coordinating Mechanisms entrusted with the coordination of the transport and communications sector under the thrust of subregional economic cooperation organizations.

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