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REPORT OF THE SEVENTH MEETING OF THE  
CONFERENCE OF AFRICAN MINISTERS OF TRANSPORT,  
COMMUNICATIONS AND PLANNING

Tangiers, Morocco, 15-16 November 1989

## A. ORGANIZATION

1. The seventh meeting of the Conference of African Ministers of Transport, Communications and Planning was held at the Palais Marchan, Tangiers, Morocco on 15 and 16 November 1989, at the invitation of the Government of the Kingdom of Morocco.

## B. ATTENDANCE

2. Representative of 36 States members of the Economic Commission for Africa were present: Algeria, Angola, Benin, Burundi, Cameroon, Cape Verde, Central African Republic, Comoros, the Congo, Côte d'Ivoire, Egypt, Equatorial Guinea, Ethiopia, Gabon, the Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, the Libyan Arab Jamahiriya, Malawi, Mali, Mauritania, Morocco, Mozambique, the Niger, Nigeria, Rwanda, Senegal, the Sudan, Swaziland, Tunisia, Uganda, the United Republic of Tanzania, Zaire and Zimbabwe.

3. France and Spain participated in the meeting as observers.

4. The meeting was also attended by representatives of the following 21 United Nations bodies, specialized agencies, African and international organizations; Economic Commission for Europe (ECE), International Civil Aviation Organization (ICAO), International Maritime Organization (IMO), International Telecommunications Union (ITU), United Nations Conference on Trade and Development (UNCTAD), United Nations Educational, Scientific and Cultural Organization (UNESCO), United Nations Development Programme (UNDP), World Bank, International Air Transport Association (IATA), African, Caribbean and Pacific Group (ACP), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Development Bank (ADB), Arab Maritime Transport Academy (AMTA), International Road Federation (IRF), Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Pan-African Telecommunications Union (PATU), Saudi Fund for Development (SFD) and Trans-African Highway Authority (TAHA).

## C. OPENING OF THE MEETING

5. The meeting was officially opened by His Excellency Dr. Azeddine Loraki, Prime Minister of the Kingdom of Morocco.

6. In his opening statement, the Prime Minister first of all welcomed all the delegations and said that it was a great pleasure and pride for his country to host the seventh meeting of the Conference of African Ministers of Transport, Communications and Planning.

7. He recalled that the ultimate objective of the Decade was the creation in Africa of an integrated transport and communications network, capable of efficiently sustaining the efforts to develop the agricultural, industrial and commercial sectors. The execution of the Decade programme was primarily the responsibility of the African States themselves. The support of the international community should only complement sacrifices made by the African

States beforehand. The experience of the first Decade clearly illustrated this fact. In this connection, the Prime Minister enumerated some activities which had been carried out by Morocco and informed the meeting about the status of the feasibility study on the fixed link through the Strait of Gibraltar.

8. In addition, he emphasized the need to create large subregional economic groupings as the framework for efficiently assisting Africa to meet the obstacles to its economic and social development.

9. After wishing the Ministers every success in their deliberation, he declared open the seventh meeting of the Conference of African Ministers of Transport, Communications and Planning.

10. Citoyen Mokolo Wa Mpombo, outgoing Chairman of the Conference and Minister of Transport and Communications of Zaire, thanked the people of Morocco on behalf of all the countries represented at the meeting for the warm welcome and typical African hospitality extended to all of them since their arrival in Tangiers. He expressed his gratitude to His Majesty King Hassan II for having accepted to host the meeting in Morocco.

11. He indicated that African countries had become aware of the importance of transport and communications in the process of economic development and integration of Africa; the continent was determined to achieve its physical integration through the construction of the trans-African highways. He recalled the eight resolutions adopted by the sixth meeting of the Conference of African Ministers, held in Kinshasa in 1988 on air transport, telecommunications, inland water transport, maritime transport, the trans-African highways, overland transport, strengthening of the capacity of intergovernmental organizations and finally the proclamation of the second United Nations Transport and Communications Decade for Africa.

12. Referring to the activities carried out under his mandate, he mentioned the organization in Yamoussoukro of a special meeting of African Ministers responsible for civil aviation, which adopted the Yamoussoukro Declaration on the new African air transport policy, the action taken by ECA to create a single Bureau of the trans-African highways, the work of the PANAFTEL Co-ordinating Committee and finally the activities of the Inter-Agency Co-ordinating Committee under the aegis of ECA which led to the formulation of the objectives, strategies and guidelines for preparation of the second Decade programme.

13. He further informed the meeting that, in his capacity as Chairman of the Conference, he participated in the fourteenth meeting of the ECA Conference of African Ministers responsible for Economic Development and Planning, held in Niamey in 1988 and in the meeting of the United Nations Economic and Social Council organized in Geneva in July 1988, to back up the resolution on the second Decade.

14. Zaire had also organised the third ordinary meeting of the Authority for the co-ordination of transit transport in the Northern Corridor and the seventeenth General Assembly of UAR.

15. Before concluding his statement, he expressed his thanks to all the countries which had responded to the invitations to meetings organized within the scope of the implementation of the Kinshasa resolutions, to the intergovernmental experts for the work accomplished in Tangiers, to the ECA secretariat and its Executive Secretary, Professor Adebayo Adedeji for the quality of the documents submitted to the seventh meeting, to the UNDP for the financial support given to African countries through ECA and to ADB, which he invited to play a more active role in the preparation and execution of the second Decade programme. He concluded by expressing his gratitude to the Prime Minister for having made the trip to Tangiers to open the meeting and wished the seventh meeting every success.

16. The Executive Secretary of ECA and United Nations Under-Secretary General, Professor Adebayo Adedeji in his statement underlined the fact that on the eve of the second UNTACDA, progress towards African economic integration was very slow. This was in stark contrast to the progress being made in Europe in attaining economic integration. Considering that Europe was Africa's main trading partner and that its economic integration would accentuate the disparities between it and Africa, how long could Africa continue to remain disunited?

17. ECA had endeavoured to remain faithful to the directives the Ministers had given when they decided to request ECA to prepare the programme of UNTACDA II and the Executive Secretary said he was hopeful that the product that would be delivered at the end of the preparatory period would be considerably superior to that of the first Decade. The institutions concerned with the preparation of the second Decade programme had applied themselves to their task in a methodical manner.

18. The Executive Secretary referred to the need to have the member States on the source of all projects so that planning would follow the "bottom up" approach. In this connection, it was crucial that Governments set up the National Co-ordinating Committees that would design national programmes and act as focal points for the co-ordination of these with the subregional and regional programmes at the national level.

19. The subregional and subsectoral working groups that would be established would have a significant role to play and they were expected to reinforce the paramountcy of the States by developing programmes that reflect their member States' wishes and concerns. The quality and content of the resultant programme would be scrutinized by the Resource Mobilization Committee under the overall supervision of the Inter-Agency Co-ordinating Committee. The linchpin of the whole structure was ECA, the lead agency. ECA was the cement that bound the different building blocks together, especially through its function of providing secretariat service to the other institutions.

20. The IACC had proposed, through the experts, ten objectives for UNTACDA II that were not too different from those of UNTACDA I in view of the fact that the second Decade would have to build upon the efforts commenced during the first. The attainment of these objectives would, in the first instance, depend on the efficiency of the institutional mechanisms created and, in the second instance, on the macro-economic environment. For the past four years African countries had been preoccupied with the recovery of their economies from severe decline. One of the main constraints was the debt burden which for many countries was so heavy that they were not able to replace equipment that had reached the end of its economic life.

21. The Executive Secretary concluded by appealing to African Governments not to miss the opportunity offered by the second Decade since it was hardly conceivable that another Decade would be proclaimed for Africa at the end of the second one.

22. In his statement, the representative of the Secretary General of OAU assured the meeting of the readiness at all times of the Secretary General of the Organization, to work in concert with all the member States in the implementation of the second Decade programme for the progress and development in the continent. Regrettably, the Secretary General had not been able to be present at the meeting.

23. He recalled that the experts had considered the various issues seriously and objectively and had made proposals relating to the objectives, criteria for the selection of projects and the institutional framework for the preparation of the Decade programme. The Organization of African Unity was confident that the decisions which would emerge from the meeting would contribute to making the second Decade an ideal framework for solving some of the critical concerns confronting the continent.

24. In conclusion, he paid tribute to His Majesty King Hassan II.

25. The observer from IATA in his intervention recalled the many problems facing transport and communications development in Africa and that air transport was only one of them. African nations have long recognized that air transport is an essential sector which can and does play a major role in the economic development of the continent as well as its social and political integration.

26. Exactly ten years ago African nations committed themselves to implement the programmes of the United Nations Transport and Communications Decade. Then came the Yamoussoukro Declaration in 1988 on a new African air transport policy for revamping the civil aviation industry in order to meet the challenges of the 1990s. In this connection, the speaker noted that not very much progress had been achieved and emphasized that the time for action was long overdue.

27. He then reviewed the dramatic changes which are reshaping the world aviation industry, the implications of these changes for Africa, the long-term policies for improving African air transport and the immediate steps which can be taken to break the logjam.

28. On the issue of worldwide industry changes, the speaker observed that the coming decade is likely to witness the consequential restructuring of the industry, with major implications. The key elements in this phenomenon will include: less economic regulations, widespread privatization of airline ownership, world-wide Computer Reservation System (CRS), marketing alliances, transnational mergers, and emergence of multinational mega-carriers. These changes will make it more difficult for smaller airlines to compete in international markets, and for African airlines, there are dangers that access to the European market will become more difficult. These increasing problems make it urgent that Africa should face up to its own internal differences and take immediate joint action. The problems will not go away: they will get worse the longer action is delayed.

29. With regard to the African problems, he pointed out that they are well known and generally agreed on. No studies are needed; only action is required. The Yamoussoukro Declaration is just a first step on the long march to achieving an integrated air transport policy. Some immediate initiatives and some concrete actions are still lacking.

30. He then suggested several future actions for consideration, namely, that past studies should be used to establish programmes for implementation; efforts towards greater collaboration among African countries should continue; resources are available in the continent to facilitate other forms of co-operation as identified by previous studies, such as maintenance pools, joint acquisition of aircraft, joint operations; etc.

31. In the area of management, three major improvements needed to be made. First, the tendency of governments to want to interfere with airline management, should be discouraged; second, adequate compensation should be given to management to ensure that good managers are attracted and retained in the airline and, finally, there is a need for better management and training.

32. On the issue of IATA's contribution to the solutions of the problems cited, he indicated that his organization is willing to co-operate with Africa in a number of practical ways such as the provision of expert services, assistance in the development of CRS and distribution policies as well as training.

#### Election of officers (agenda item 2)

33. The meeting elected the following Bureau:

Chairman:	Morocco
First Vice-Chairman:	Mozambique
Second Vice-Chairman:	Central African Republic
Rapporteur:	Senegal

D. ACCOUNT OF PROCEEDINGS

Adoption of the agenda and organization of work (agenda item 3)

34. The meeting adopted the following agenda:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. General debate
5. Consideration of the report of the Meeting of Experts
6. Consideration of draft resolutions
7. Date and venue of the next meeting of the Conference of Ministers
8. Any other business
9. Adoption of the report and closure of the meeting

General debate (agenda item 4)

35. Representatives of the Kingdom of Morocco, the Libyan Arab Jamahiriya, Nigeria, Ghana, Tunisia, the United Republic of Tanzania, Côte d'Ivoire, Kenya and Senegal participated in the general debate. In their statements, they each expressed gratitude to the Moroccan Government for hosting the Conference and for the excellent facilities that had been made available to ensure its success.

36. In his statement, the head of the Moroccan delegation first welcomed the participants to Moroccan soil. He then referred to the first Decade, whose objectives aimed at the establishment of an integrated transport and communications system to serve as a basis for the physical integration of Africa and the strengthening of co-operation among African countries.

37. He indicated that the economic integration of the entire African continent was a long-term endeavour, which could only be attained gradually through the formation of large subregional groupings. Regarding those subregional groupings, the Maghreb Arab Union was promoting actions for closer co-operation in transport and communications in the North African subregion.

38. Major investments had been made in the development of regional and subregional road links. He outlined the developments in the various modes of transport and action taken by his country in the area of ports, the air transport industry and in telecommunications. He emphasized the problems of training and recommended that particular attention be paid to the use of African expertise during the Decade.

39. To conclude, he stated that the Kingdom of Morocco, under the aegis of His Majesty King Hassan II, would spare no effort towards the implementation and follow-up of the decisions and recommendations that would emerge from the meeting.

40. In his statement, the Minister of Transport and Communications of the Libyan Arab Jamahiriya first of all reiterated the need for the working documents of the Conference to be made available in Arabic so as to facilitate the participation of the Arabic speaking countries in the debate. He then expressed his agreement with the objectives and strategy of the Decade as proposed by the experts. Regarding the mechanisms for implementing the Decade, he indicated that effort should be made to clearly define these and give priority to the implementation of projects relating to transport infrastructure, urban and rural transport as well as to maritime and air transport. On the Yamoussoukro Declaration, the Minister noted that there has been some delays in its implementation, partly due to difficulties encountered in some member countries. He concluded by expressing the wish that the PANAFTEL project would be expanded to cover the north African subregion as well.

41. The representative of Nigeria recommended that the Decade programme give special attention to maintenance and rehabilitation of existing infrastructures and equipment. He stressed that the institutional framework should be clearly defined showing divisions of responsibilities among the various bodies involved in the programming, execution and monitoring of the programme.

42. He also supported the idea of setting up a single Trans-African Highways Bureau at ECA to serve as the secretariat for all the various Authorities. He asked, however, that the formation of the Bureau should take cognizance of the different stages of the progress made by the different subregions and the different Highway Authorities. He also cited the important role that subsectoral and subregional working groups and national co-ordinating committees would play in the preparation and implementation of the second Decade. In particular, he stressed that the efficiency of the national co-ordinating committee was critical to the implementation of the Decade.

43. He further stated that training was also identified as an important aspect in the Decade. The identification of and support to existing training institutions for regional and subregional development would prevent duplication of effort by those institutions. He then gave a progress report on the implementation of the Decade projects in Nigeria.

44. The representative of Ghana cited the financing difficulties, in the form of high interest rates, encountered in the setting up of spare parts reclamation ventures as part of a general effort to promote local industries in the manufacture of spare parts in Ghana. He expressed the opinion that the donors should be approached to allow concessionary financing for such projects and urged the working Groups to take cognizance of this aspect when drawing up the Decade programme. He also advised that the Decade programme focus on the mechanism for ensuring the retention of personnel post training. He called on

the African Governments to take a critical review at their low levels of remuneration with a view to raising them in order to attract and retain trained personnel.

45. With regard to capital projects, he suggested that the criteria for project selection not to be biased against those projects for which feasibility studies have not yet been undertaken. He recommended that at the beginning of the programme, the Working Groups should accept all project proposals which meet the basic Decade criteria with or without feasibility studies so as to enable countries to start implementation right away. In the later stages of the programme, the required studies would have been carried out and the more stringent criteria would then be applicable.

46. He further proposed that a core programme consisting of projects with proven viability be developed. These are projects which must definitely be implemented during the Decade. The number of projects in this core group could change as more prefeasibility studies were completed.

47. The representative of Tunisia in his intervention expressed the hope that the recent political rapprochments around the world would result in the release of resources which may be used for development purposes such as the UNTACDA programme. He said the mobilization of resources for the programme should be the major pre-occupation of the Ministers.

48. The Minister of Tunisia also called for closer co-operation between Arab and African airlines. This was a recommendation made at the meeting of the Arab Council of Ministers of Transport and Communications held in Baghdad earlier this year, of which he is the current chairman.

49. The representative of the United Republic of Tanzania observed that the use of local resources, both financial and human, was not addressed in the experts' report. He suggested that local resources such as consultants and institutions, be utilized wherever possible.

50. He also observed that during the first United Nations Transport and Communications Decade numerous feasibility and other studies were carried out. However, no concrete actions followed. Therefore during the second Decade the programme should not concentrate on conducting new studies unless absolutely necessary. The previously conducted studies should now be reviewed and used to develop action programmes. ECA should try as much as possible to reduce the number of new studies.

51. In his statement, the Minister for Public Works, Construction and Urban Planning of Côte d'Ivoire underlined the firm determination of his government to contribute to inter-African co-operation, as evidenced by the presence of the Ivorian delegation at the meeting. The importance of the Yamoussoukro Declaration on a new African air transport policy, as well as the need to successfully implement it were also stressed. He concluded by inviting the meeting to work together to implement the noble objectives of the second Decade by drawing lessons from the shortcomings which diminished the success of the first Decade.

52. The leader of the Kenyan delegation emphasized the important roles that transport and communications play in facilitating economic growth and development, regional trade and co-operation. He noted that the objectives, strategies and guidelines which were proposed by the experts for the second United Nations Transport and Communications Decade in Africa had taken cognizance of the pitfalls and shortcomings encountered during the first Decade. He cautioned that it was imperative not to lose sight of these objectives despite the daunting economic challenges which Africa continues to face.

53. He reiterated the thrust of his Government's policy on transport and communications aimed at developing facilities that would promote the integration of African economies in line with the Lagos Plan of Action and reaffirmed Kenya's commitment to the policy of continuing to provide transit facilities to all neighbouring countries. In affirming Kenya's commitment to the Decade programme, he pointed out that the success of the second Decade depended on the level of support and involvement of the member States. In conclusion he urged all member States to honour their obligations in the implementation of the Decade programme.

54. In his statement, the representative of Senegal underscored the fact that the ultimate objective of the Decade was the economic and physical integration of Africa so as to facilitate the movement of people and to develop trade between African States. He then congratulated the experts, ECA and members of the IACC for the quality of the working documents prepared for the meeting. He expressed his profound gratitude to the Executive Secretary of ECA, UNDP, the World Bank, ADB and all the institutions which had lent their support to the preparation of the meeting.

55. Concerning the work of the experts, he indicated that it seemed necessary to establish an order of priority in the global objectives and in those for the various sub-sectors by giving priority to subregional projects and to national projects with subregional or regional impact.

56. He noted that some projects could be implemented more easily and more quickly than others and mentioned, in this connection, the project for the establishment of a co-ordinated network of aircraft maintenance and repair centres, the establishment of an optimum mechanism for aircraft financing and the activities for the implementation of the Yamoussoukro Declaration.

57. Observers from several African organizations and United Nations agencies also addressed the meeting, with each expressing profound gratitude to His Majesty King Hassan II, the government and people of the Kingdom of Morocco for hosting the meeting. Messages were delivered by observers from UNDP, UNCTAD, World Bank, ADB, ITU, IMO and ICAO.

58. The UNDP observer, speaking on behalf of the Administrator, renewed UNDP's commitment to the second Decade and indicated that it was prepared to participate, as far as its resources would permit, together with other partners in the preparation and implementation of UNTACDA II programme.

59. He also alluded to the assistance given by UNDP during the first Decade for the financing of several projects, particularly that of the co-ordination unit that was established at ECA within the Transport, Communications and Tourism Division. Finally, he said he was happy to note the commitment that had been expressed by all the actors involved in the Decade to making improvements and to putting behind them deficiencies of the past. In this connection, he referred to the adoption of criteria for the selection of projects and a strategy for the preparation of the programme, to National Co-ordinating Committee and to the Resource Mobilization Committee of which his organization was happy to be a member.

60. In his statement, the representative of UNCTAD indicated that it was an honour for him to participate in the important deliberations of the seventh meeting of the Conference of African Ministers of Transport, Communications and Planning. He underscored the fundamental role of transport, particularly maritime transport, in the orderly promotion of trade between African countries and between Africa and the rest of the world. He recalled, inter alia, the marginalization of Africa in the world maritime transport because of its limited capacity to adapt efficiently to the structural and technological changes in the sector: the adjustments towards a more liberal international legal framework which have emanated from these changes; and the need to formulate a strategy which better takes into account the legitimate aspirations of the African region to efficiently develop its maritime transport subsector on a more equitable basis. Regarding the last point, the speaker emphasized that the fundamental objectives of the first Decade remained essentially valid and reiterated the need for serious and sound preparation of the programme of the second Decade. He confirmed the intention of his organization to participate actively in the success of the programme.

61. The observer from the World Bank briefly commented on the recent macro-economic trends and their implications for the transport agenda, the progress of the Sub-Saharan African Transport Programme (SSATP) and the preparation of the second Transport and Communications Decade in Africa. On the macro-economic front, he reported that over 30 countries had undertaken economic reforms.

62. He informed the meeting that the SSATP had created a base for the initial preparation of the Decade. Some of the activities of SSATP would be phased into the work programmes of the sectoral working groups.

63. With regard to the Decade, he informed the meeting that the World Bank endorsed the objectives presented. These objectives were directed at quality and efficiency of services and also recognized the importance of policy reforms. He reiterated the Bank's readiness to support the second Decade through its operational programmes as well as through its participation in the preparatory work. In conclusion, he urged African countries to play a leading role in the execution of projects in the Decade programme.

64. In his statement, the representative of the African Development Bank (ADB) thanked the Executive Secretary of ECA for inviting the Bank to participate in the meeting and for the confidence expressed in the Bank by assigning it the role of Chairman of the Resource Mobilization Committee, established in pursuance of a resolution passed in Kinshasa by the Conference of African Ministers of Transport, Communications and Planning at its sixth meeting. He confirmed his readiness to chair this Committee, and indicated that although his organization did not actively participate in the implementation of the first Decade programme, ADB nonetheless devoted to the PANAFTEL and trans-African highway projects nearly 20 per cent of its resources earmarked for these sectors, thus making these projects the third priority of the Bank after agriculture and industry. This was ample illustration of the interest of ADB in the efficient development of transport and communications, which are an indispensable basis for economic development.

65. The Bank intended to double its financial assistance to the second Decade, particularly for the period 1989-1992, compared to what it had made available between 1985 to 1988. ADB's continued assistance would be given primarily to regional integration projects. From the current level of 30 per cent, commitment to multi-national investment projects would be increased to 50 per cent of the operations financed by the ADB group. Similarly, 10 per cent of the technical assistance resources will be used in financing multi-lateral pre-investment and institutional support projects. He concluded by emphasizing that the conditions necessary for successfully carrying through the mandate given to the Resource Mobilization Committee were discipline, realism and credibility in the drawing-up of the programme of the second Decade.

66. The observer from the International Telecommunication Union (ITU), on behalf of the ITU Secretary General, observed that the meeting, which was being held to deliberate and map out the orientation of the second United Nations Transport and Communications Decade in Africa, was taking place at a crucial moment in the development of transport and communications for the continent; crucial not only because of its timing, but also because of the unparalleled challenges facing Africa in its renewed efforts to improve transport and communications infrastructures in order to promote trade and economic development. In telecommunications, some of the major challenges facing Africa as well as all developing countries include rapid technological developments and the international regulatory agreements which govern the development and utilization of telecommunications.

67. The question was therefore how the African countries could master these changes and deal with those issues to the best advantage for Africa's development strategies. This called for concerted multilateral and bilateral approaches. Within the multilateral approach, which the UNTACDA II programme is expected to address, there is need to identify certain critical elements to be tackled urgently to promote accelerated trade and economic integration and development of Africa, such as training and development; improved management and planning; maintenance and rehabilitation of networks; and extension of networks to rural areas.

68. The observer from the International Maritime Organization (IMO) informed the meeting that his organization has special responsibility for the promotion of safety at sea and for the protection of marine environment through prevention and combating of marine pollutions by ships. IMO has in the past 30 years, promoted the adoption of 33 conventions and protocols, out of which 24 are currently in force. He also informed the meeting that IMO places high priority on human resources development in order to enable the developing countries to have qualified experts in the various specializations of the maritime sector. In this regard, IMO has been intensively involved in training and manpower development, establishing and organizing training centres and programmes including the International Maritime Academy and International Maritime Law Institute.

69. Finally, he reiterated IMO's commitment to assisting developing countries in the implementation of global standards on maritime safety and marine pollution prevention, in particular to contribute towards the development of the maritime sector within the framework of the second Transport and Communications Decade in Africa.

70. The ICAO Observer, after thanking the host State and ECA for the good organization of the meeting, conveyed to the participants the greetings and best wishes of success from the President and the Secretary General of his Organization. He then presented a paper on the problems of aviation security with a view to further sensitizing the high African Civil Aviation authorities present on the serious danger posed by acts of unlawful interference to international civil aviation. Considering the recent acts of unlawful interference perpetrated in Africa against civil aviation, which have resulted in the death of several innocent people, the ICAO Observer called on all the African authorities concerned to implement immediately and with rigor ICAO's specifications aimed at safeguarding civil aviation against such acts. These international standards, which are contained in Annex 17 of the Chicago Convention and in other relevant ICAO documents, are based on prevention, and only their uniform implementation by all States, international cooperation, the total commitment of all partners and the exercise by each State of its full responsibility, as well as permanent vigilance will make it possible to combat unlawful acts efficiently. He pointed out that there is a real danger and a risk for terrorist acts to be transferred to African airports which are more vulnerable because of the dissuasive measures taken at the airports of developed countries.

71. He also mentioned the prejudice that aviation security may cause to the development of certain economic sectors supported by civil aviation such as tourism, as well as the negative impact which they can have on the implementation of the Yamoussoukro Declaration. Finally, he briefly recalled the main measures taken by ICAO to solve aviation security problems in Africa, including technical assistance provided to some African States and to AFCAC.

Consideration of the report of the Meeting of Experts (agenda item 5)

72. In presenting this report, the Chairman of the Meeting of Experts summarized the major points therein contained. He reported that the IACC had held a total of three meetings which concentrated on the preparation of the Decade programme. The major outcome of these meetings were the proposed objectives, strategies and guidelines for UNTACDA II which the Experts had analyzed in depth. Other items which the Experts had considered included the progress report on the implementation of resolutions of the sixth meeting of the Conference of Ministers, the implementation of the Yamoussoukro Declaration on new African air transport policy, report of the special meeting of African Ministers of Maritime Transport, reports on the PANAFTEL Network, the RASCOM project, the Road Safety Congress and the trans-African highways.

73. He then highlighted the outcome of the main agenda item of the meeting, that on the objectives, strategies and guidelines for the preparation of the Decade programme. He said that the Meeting of Experts had examined and made some amendments to the document presented to it by the IACC. In particular, the Experts emphasized that the main objective and thrust of the second Decade should be to promote the physical integration of Africa. It was also pointed out that special emphasis be placed on the needs of land-locked and island countries. Finally, the Experts also expressed the need for greater use of African expertise and know-how during the Decade. This document, UNTACDA II Objectives, Strategies and Guidelines (DEC/TRANSCOM/67/Rev.4), was an annex to the report of the Meeting of Experts.

74. Following this presentation, the Executive Secretary of ECA informed the meeting that the programme, after it is approved by the Ministers, would have to be submitted to the General Assembly of the United Nations through the ECA Conference of Ministers and ECOSOC. If it were approved in June 1991 as suggested in the report of the Meeting of Experts, it would be too late for the second session of ECOSOC in July and it could only be submitted to the General Assembly in 1991. In such an eventuality, a year would be lost. It was, therefore, necessary to have the approval by the Ministers before the ECA Conference of Ministers in April 1991 so that it could be submitted to ECOSOC and the General Assembly the same year.

75. After some consideration of this proposal it was decided that a new calendar of activities be drawn, taking into account the constraints imposed by the legislative procedures outlined by the Executive Secretary. It was further agreed that the Conference will hold its next meeting in December 1990 to review the draft programme; then another meeting will be held in April 1991 to approve the programme for onward submission to the ECA Conference of Ministers, ECOSOC and the UN General Assembly for official launching of UNTACDA II later that year.

76. Regarding the document on UNTACDA II Objectives, Strategies and Guidelines, the meeting noted the high quality of the work which had been carried out in its preparation. Thus, it was decided that the document be adopted and be used as a reference during the ensuing consideration of draft resolutions.

77. The new time-table for the preparation of the programme is therefore as follows:

<u>Date</u>	<u>Activities</u>
December 1989	Lead agency distributes guidelines for Working Groups and criteria for project selection together with a time-table for preparatory activities to all agencies and governments.
January-February 1990	First meeting of the Working Groups to draw up their work programmes and distribute work among their members.
March-April 1990	RMC assists Working Groups identify their technical assistance needs and proceeds to seek such assistance.
July-August 1990	Subregional Working Groups meet in their respective subregions to prepare their strategies.
October-November 1990	Subregional meeting of member States, subregional Working Groups and sectoral Working groups to combine the various strategies into a single strategy for each subregion.
December 1990	8th Meeting of the Conference of Ministers to review progress in the preparation of the programme.
January 1991	Regional meeting comprising subregional organizations, specialized agencies and sectoral intergovernmental organizations to consolidate the strategies and programmes for the preparation of the programme.
March-April 1991	Meetings of the IACC and the Conference of Ministers to approve the programme of the first phase of the Decade.
April 1991	ECA Conference of Ministers to approve UNTACDA II.
July 1991	ECOSOC to review and forward UNTACDA II programme General Assembly.
September 1991	General Assembly of the United Nations to launch UNTACDA II.

Consideration of draft resolutions (agenda item 6)

78. The meeting considered the draft resolutions in turn as follows:

79. The draft resolution ECA/UNTACDA/Res.89/L.1: Preparation of the Programme of the Second United Nations Transport and Communications Decade in Africa was amended in order to reflect the change in the time-table of activities. The operative para. 8 which deals with the launching of UNTACDA II was thus amended to read as follows: "Decides to launch the programme of the second Decade at the beginning of April 1991 so that it can be submitted to the seventh meeting of the ECA Conference of Ministers later the same month, to ECOSOC in July and to the forty-sixth session of the General Assembly of the United Nations in September 1991."

80. With this amendment, this draft resolution was unanimously approved.

81. The following draft resolutions were adopted without any amendments:

ECA UNTACDA/Res.89/L.2: Regional African Satellite Communications System

ECA/UNTACDA/Res.89/L.3: Implementation of the Yamoussoukro Declaration on a New African Air Transport Policy.

ECA/UNTACDA/Res.89/L.4: Transport Corridors in Africa

ECA/UNTACDA/Res.89/L.5: Trans-African Highway and Road Safety in Africa

82. With regard to the resolution on transport corridors in Africa, however, there was considerable debate about the nature as well as the number of recognized corridors. The Executive Secretary of ECA pointed out that during the third meeting of the Ministers which was held in Cairo, Egypt in 1983, the concept of corridors was accepted and a total of eighteen corridors designed to facilitate the access of land-locked countries to the sea were defined.

83. With the above explanations, this resolution was also adopted. The resolution on the Trans-African Highways and Road Safety in Africa was also approved without any amendment. However, after its adoption, the Algerian delegation made the following declaration:

"The Algerian delegation associated itself with adoption of the resolution on the trans-African highways and road safety in Africa on the basis of the reaffirmation by the Conference of its commitment to the Kinshasa consensus, on the implementation of the Tangiers - Nouackchott - Lagos trans-African highway project."

84. Draft resolution L.6: Maritime Transport Development in Africa, was amended so as to include the removal of obstacles to the international trade not only of land-locked countries but of island countries as well. The appeal to ADB and UNDP for financial assistance was also extended to cover not only the preparation of an action programme but also its implementation.

85. Regarding draft resolution L.7: Air Transport Security, the English version was aligned with the French so that it referred, in the first preambular paragraph, not only to preventing crimes but to curbing them as well.

86. Draft resolution L.8: Setting of Priorities for the implementation of the Programme of the Second Decade, was amended in the first preambular paragraph to indicate that the objectives and strategy being considered were not the ones as proposed by the experts but rather as adopted by the Ministers themselves. Secondly, operative paragraph 5 was amended to request the Executive Secretary of ECA to keep informed not only the members of the Conference's Bureau but all member States as well about the work of the different Working Groups and committees responsible for the preparation and implementation of the programme of the second Decade.

87. Finally, a vote of thanks, L.9, was adopted thanking His Majesty King Hassan II, the Government and people of Morocco for their hospitality and the excellent arrangements they had made for the smooth functioning of the meeting.

88. The adopted resolutions and vote of thanks form annexes to this report.

Date and venue of the next Meeting of the Conference of Ministers (agenda item 7)

89. The delegations of Nigeria and Tunisia offered to host the eighth and ninth meetings, respectively. The exact dates and venues for these meetings would be determined in consultation with the ECA secretariat which will then inform the Ministers accordingly.

90. In addition, the delegation of Nigeria also indicated his country's desire to host the special Conference of African Ministers responsible for Telecommunications to consider the final report of the Regional African Satellite Communications System (RASCOS) feasibility study. This Conference is expected to hold its meeting in the later part of 1990.

Any other business (agenda item 8)

91. Under any other business, the delegation of Morocco made announcements of two meetings which are planned in their country in the near future. He informed the meeting that a colloquium on the fixed route to Europe will be held in May 1990 at Marrakesh, and that the next World Road Congress of the Permanent International Association of Road Congress (PIARC) will be held also in Marrakesh in September 1991.

Adoption of the report and closure of meeting (agenda item 9)

Adoption of Report

92. The Conference adopted its report without any amendments.

Closure of the meeting

93. The delegation of Algeria read out a vote of thanks, on behalf of all participants, thanking His Majesty King Hassan II, the Government and people of the Kingdom of Morocco for their hospitality and the excellent arrangements they had made for the smooth functioning of the meeting. The full text of the vote of thanks is included as an annex to this report.

94. In his closing statement, the Chairman expressed satisfaction for having presided over the meeting. He noted that a total of 36 friendly countries participated in the meeting, of which 18 were represented at ministerial level. In all, a total of 213 participants followed the meeting, the importance of which spoke for itself.

95. Finally, the Chairman thanked Professor Adebayo Adedeji for his untiring efforts towards the development of Africa, and the ECA secretariat for a job well done.

96. He concluded by wishing the participants a safe return to their homes and declared closed the seventh meeting of the Conference of African Ministers of Transport, Communications and Planning.

RESOLUTION  
ECA/UNTACDA/Res.89/75

PREPARATION OF THE PROGRAMME OF THE SECOND UNITED NATIONS  
TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting at Tangiers, Morocco, 15 and 16 November 1989,

Recalling its resolution ECA/UNTACDA/Res.88/73, adopted at Kinshasa, Zaire, in March 1988, whereby it requested the appropriate United Nations bodies to take the necessary measures to proclaim a second United Nations Transport and Communications Decade in Africa,

Recalling also resolution 43/179 of the United Nations General Assembly proclaiming the period 1991-2000 as the second United Nations Transport and Communications Decade in Africa and setting aside the years 1989 and 1990 for the preparation of the programme of the second Decade,

Having considered the report of the seventh Intergovernmental Meeting of Experts of Transport, Communications and Planning,

Conscious of the importance of preparing a comprehensive and coherent programme for the development of transport and communications in Africa, especially in view of the prevailing economic climate in Africa and in the world, and

Aware of the enormous efforts that African Governments made for the implementation of the programme of the first Decade,

1. Declares its support for all the activities that have been undertaken to date for the preparation of a sound programme of the second Decade;

2. Requests the Inter-Agency Co-ordinating Committee and its Resource Mobilization Committee to continue to give advice to ECA as the lead agency in connection with the preparation of the programmes;

3. Supports the recommendations of the seventh Intergovernmental Meeting of Experts that the intergovernmental subregional organizations, sectoral regional and international organizations as well as the United Nations specialized agencies should be actively involved in assisting governments in conception and design of the second Decade programme;

4. Endorses the goal, global and subsectoral objectives and guidelines for the preparation of strategies and programmes for the Second Decade as recommended by the seventh Meeting of Experts, namely, the establishment of subsectoral and subregional working groups and their composition; the terms of reference of the Resource Mobilization Committee (RMC); the co-ordination of the activities of the RMC; the financing of the work of the RMC; the criteria established for the selection of projects; and the creation of National Co-ordination Committees, their composition and terms of reference;

5. Adopts the time-table that has been proposed by the Intergovernmental Meeting of Experts for the preparation of the programme;

6. Expresses its gratitude to the United Nations Development Programme for the assistance that it has rendered for the preparation, co-ordination and implementation of the first Decade programme and appeals to it to render similar assistance for the implementation of the second Decade programme;

7. Appeals to the UNDP Administrator to have the Bureau of Arab States join the Africa Bureau in financing the activities for the preparation of the second Decade programme;

8. Decides to launch the programme of the second Decade at the beginning of April 1991 so that it can be submitted to the eighteenth meeting of the ECA Conference of Ministers later the same month, to ECOSOC in July and to the forty-sixth session of the General Assembly of the United Nations in September 1991.

RESOLUTION ECA/UNTACDA/Res.89/76  
REGIONAL AFRICAN SATELLITE COMMUNICATIONS SYSTEM

The Conference of African Ministers of Transport, Communications and Planning, meeting in Tangiers, Morocco, on 15 and 16 November 1989

Having considered the progress report of the RASCOM Inter-Agency Co-ordinating Committee which, inter alia, includes a summary report of the first Meeting of the Interim Executive Committee (IEC) of RASCOM,

Recalling its resolution ECA/UNTACDA/Res.83/26 and ECA/UNTACDA/Res.86/65 on a Regional African Satellite Communications System (RASCOM) adopted at Cairo in 1983 and Harare in 1986, respectively,

Recalling also recommendation 2 of the first Meeting of the Interim Executive Committee held in Addis Ababa, Ethiopia, from 24 to 26 October 1988 on convening of a special Conference of Ministers responsible for Telecommunications,

Recognizing that this Conference is the supreme authority on the feasibility study of the RASCOM project within the framework of UNTACDA,

Recognizing further the specialized and technical nature of the RASCOM feasibility study and the necessity of directly associating the ministers responsible for telecommunications in the evaluation and the decision-making process of the RASCOM project,

1. Takes note of the reports of the Inter-Agency Co-ordinating Committee (IACC) and approves the convening of a special Conference of Ministers responsible for Telecommunications;
2. Expresses its appreciation to the National Co-ordinating Committees (NCCs) for the efforts deployed in conducting the national level feasibility studies;
3. Requests the Executive Secretary of the Economic Commission for Africa, in collaboration with the RASCOM Inter-Agency Co-ordinating Committee, to convene a special Conference of Ministers responsible for Telecommunications before the end of 1990 to consider the final report of the RASCOM feasibility study and take appropriate decisions;
4. Further requests the Executive Secretary of ECA to submit the report of the Special Conference of Ministers responsible for Telecommunications to the subsequent session of the Conference of African Ministers of Transport, Communications and Planning for appropriate follow-up on future course of action.

RESOLUTION ECA/UNTACDA/Res.89/77  
IMPLEMENTATION OF THE YAMOUSSOUKRO DECLARATION ON  
A NEW AFRICAN AIR TRANSPORT POLICY

The Conference of African Ministers of Transport, Communications and planning, meeting in Tangiers, Morocco, on 15 and 16 November 1989,

Recalling its resolution ECA/UNTACDA/Res.88/67 adopted in Kinshasa, Zaire, in March 1988 calling upon the Executive Secretary of ECA, in collaboration with the Secretary-General of the OAU to, inter alia, convene a special Conference of African Ministers responsible for civil aviation with a view to considering and adopting an African aeronautics policy,

Noting that the meeting called for in the above resolution was held at Yamoussoukro, Côte d'Ivoire, in October 1988,

Conscious of the grave challenge facing African air transport as a result of actions being taken by other regions of the world,

Noting with appreciation that the African Development Bank (ADB) has financed the feasibility study and the first phase of the implementation of a project on the establishment of a co-ordinated network of aircraft maintenance and overhaul centres,

Further noting with appreciation the interest expressed by ADB in financing the third phase of the said study as well as the study on an optimal financing system for purchase of aircraft by African airlines,

Considering that, under the preparatory activities of the second Decade, UNDP has financed follow-up subregional studies for the implementation of the Yamoussoukro Declaration,

Considering also that the Negotiating Group on Services (NGS) of GATT could make certain decisions that will have a bearing on international air transport,

Regretting the intention of certain European countries, declared during the 27th General Assembly of ICAO, to reserve the right to take unilateral action in connection with the issue of aircraft noise standards,

1. Notes with satisfaction the initiative taken by the Ministers responsible for civil aviation in adopting the Yamoussoukro Declaration on a New African Air Transport Policy;
2. Endorses the said Declaration and the programme contained therein;
3. Appeals to all African Governments to adopt the declaration as a basis for their own national policies in the field of air transport;
4. Commends the work being done by the Inter-Agency Co-ordinating Committee - Yamoussoukro and requests it to intensify its efforts to achieve the various phases according to the time-table stipulated in the Declaration;
5. Expresses its gratitude to ADB and UNDP for the assistance so far rendered for some activities for the implementation of the Declaration;
6. Requests ADB to continue to provide financial assistance for the implementation of the Declaration during all its phases as well as for the project on the establishment of a co-ordinated network of aircraft maintenance and overhaul centres. In this regard, AFCAC and AFRAA should accelerate the setting up of subregional co-operation mechanisms among airline companies, which constitutes the second phase of the said project;
7. Requests UNDP to continue its financial assistance and the African Caribbean and Pacific group (ACP) to assist in the follow-up of the implementation of the Declaration;
8. Requests the Ministers responsible for civil aviation to make their counterparts in the Ministries of Trade aware of the importance of the decisions that could be taken by the Negotiating Group on Service for international air transport, and in this regard requests AFCAC, in close co-operation with OAU, ECA, AFRAA and other international organizations, to initiate studies aimed at determining the impact of the application of GATT principles on the international air transport subsector and specially on developing nations' airlines;

9. Urges all African Governments to take reciprocal measures in connection with countries which are unilaterally applying or intending to apply any noise restrictions prior to the next Extraordinary Session of the ICAO Assembly.

RESOLUTION ECA/UNTACDA/Res. 89/78  
THE TRANSPORT CORRIDORS IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting in Tangiers, Morocco on 15 and 16 November 1989,

Recalling its resolution ECA/UNTACDA/Res.88/73 adopted in Kinshasa in March 1988, requesting the proclamation of a second United Nations Transport and Communications Decade in Africa,

Considering resolution 42/179 of the United Nations General Assembly proclaiming the second United Nations Transport and Communications Decade in Africa,

Recalling that the need to operate by corridors had been recognized during the implementation of the second phase of the first Transport and Communications Decade in Africa,

Reaffirming the consensus which emerged at its sixth meeting on the Lagos-Tangiers axis,

Considering also the report of the Inter-Agency Co-ordinating Committee adopted by the fifth meeting of the Conference of African Ministers of Transport, Communications and Planning, held in Harare in March 1986, which recommended the establishment of corridors for the development of transport in Africa,

Noting with appreciation that a number of transit corridors have already been established,

Reaffirming its commitment to develop transport infrastructure along the recognized corridors,

Concerned to rationalize the use of transport infrastructure and equipment, in order to obtain optimum results from investments,

1. Recommends to African States to do their utmost to consolidate and expand the continental transport networks on the basis of clearly defined economic corridors including those that serve the needs of land-locked countries through appropriate mixes of transport modes;

2. Requests ECA, in collaboration with UNCTAD, to co-ordinate and to facilitate the establishment of such a network within the framework of the second United Nations Transport and Communications Decade in Africa;

3. Urgently requests ECA, in the establishment of these networks, to seek the views of ECA member States concerned by or interested in these corridors in accordance with the criteria agreed for the eligibility of projects in the second Decade programme.

RESOLUTION ECA/UNTACDA/Res.89/79  
TRANS-AFRICAN HIGHWAYS AND ROAD SAFETY IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting in Tangiers, Morocco, on 15 and 16 November 1989,

Aware of the fundamental role that the trans-African highways can play in the physical, economic and social integration of Africa,

Mindful of the role which the trans-African highway authorities have to play in the preparation, implementation and follow-up of the second Decade,

Considering the consensus which emerged during its sixth meeting held in Kinshasa in March 1989, on the subject of the Lagos-Nouakchott-Tangiers axis,

Aware that road traffic accidents constitute one of the highest causes of mortality in Africa and that there is a need to intensify co-ordination of road safety activities at all levels;

1. Invites the States concerned to establish or to reactivate the authorities of the Trans-African axes, including the Lagos-Nouakchott-Tangiers axis in view of the consensus which emerged during its sixth meeting held in Kinshasa in March 1988;

2. Requests ECA to set up, as soon as possible, a Bureau to serve as the single secretariat of the trans-African highway authorities;

3. Appeals to States that are members of trans-African highway authorities to honour their financial obligations vis-a-vis the single Bureau on time.

4. Appeals to donors to assist in financing the running of the single Bureau of the Trans-African Highway Authorities;

5. Requests ECA to consider the possibility of establishing an African Highway Association and to report on the subject to its next meeting;

6. Urges member States to develop the existing and establish new national road safety councils to co-ordinate the activities of the various governmental and non-governmental agencies involved in road safety work and to promote regional and subregional co-operation, with special emphasis on harmonized road safety practices.

RESOLUTION ECA/UNTACDA/Res.89/80  
MARITIME TRANSPORT DEVELOPMENT IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting in Tangiers, Morocco, on 15 and 16 November 1989

Conscious of the important role to be played by maritime transport in the attainment of the objective of the physical integration of African markets leading to regional economic integration, a goal pursued by both the first and the Second United Nations Transport and Communications Decade in Africa (UNTACDA);

Aware of the need to remove obstacles to the international trade of land-locked and island countries;

Mindful of the present poor level of performance of the maritime transport subsector in Africa both as regards liner as well as bulk trades;

Considering the present low level of participation of African countries in their own trade in spite of the efforts made during the first UNTACDA to improve the situation;

Bearing in mind the fact that several problems, such as those listed hereunder, remain to be addressed during UNTACDA II;

- (a) The low level of African participation in the liner trade taking into account the technological developments by using, inter alia, the relevant provisions in the Code of Conduct for Liner Conferences;
- (b) The lack of sufficient consideration for the protection of shipper's interests;
- (c) The lack of adequate attention given to the ratification of various existing maritime legislation such as the Convention on Multimodal Transport which impedes their coming into force;
- (d) The lack of adequate training to develop the required management and technical capabilities through the necessary institutions and facilities;

- (e) The lack of an international framework which would allow the African countries to participate in the transportation of the bulk cargo they generate;
  - (f) The lack of required co-operation among African countries in the various areas of shipping development;
1. Requests the ECA secretariat, in co-operation with UNCTAD, IMO, ILO and other relevant international bodies, to assist member States in the preparation of a programme of action geared towards solving the above problems;
  2. Calls upon member States to give high priority in their national development plans to this programme and to make available the funds necessary for their implementation;
  3. Requests ADB and UNDP to provide the necessary financial assistance for the preparation and later on the implementation of this programme;
  4. Requests the Executive Secretary to report to its next meeting on the implementation of this resolution.

RESOLUTION ECA/UNTADA/Res.89/81  
AIR TRANSPORT SECURITY

The Conference of African Ministers of Transport, Communications and Planning, meeting in Tangiers, Morocco on 15 and 16 November 1989,

Considering the persistence of illegal acts in international civil aviation and the absolute necessity to diminish the incidence of such acts by taking all the appropriate measures to prevent and curb the crimes resulting from illegal acts;

Taking into consideration that AFCAC together with AFRAA, are planning to organize a regional meeting on aviation security in Africa in January 1990;

Considering also that ICAO has requested the countries which have the means to provide material, human and financial assistance to those countries which require such assistance, and the fact that African countries have a real need in this respect;

1. Appeals to all African States which have not yet done so, to adhere to the international conventions adopted under the aegis of ICAO to protect international civil aviation against illegal acts;

2. Encourages AFCAC to initiate, in collaboration with AFRAA and ICAO, a regional project for improving aviation security in Africa;

3. Requests all the States which have the means to do so to provide financial, material and human support to this regional project.

RESOLUTION ECA/UNTACDA/Res.89/82  
SETTING OF PRIORITIES FOR THE IMPLEMENTATION OF  
THE PROGRAMME OF THE SECOND DECADE

The Conference of African Ministers of Transport, Communications and Planning, meeting at Tangiers, Morocco, on 15 and 16 November 1989,

Considering the objectives and the strategy of the second Transport and Communications Decade in Africa as adopted,

Considering also the absolute necessity, in the implementation of the UNTACDA II programme, of laying the greatest emphasis on achieving physical integration to the greatest extent possible as a basis for firm economic integration,

1. Decides to accord the highest priority to subregional and regional projects, followed by national projects with a subregional or regional implication, which projects should be proposed to Working Groups for inclusion in the Decade programme taking into account their contribution to the physical integration to the continent;

2. Requests ECA, as the lead agency for the Decade, to concentrate its efforts on regional and subregional projects;

3. Invites donors to also finance feasibility studies for these projects when such studies are considered necessary for the execution of the projects during the Decade;

4. Appeals to member States and ECA to underscore the importance of using African expertise for undertaking studies, for construction of infrastructure as well as for the manufacturing and maintenance of equipment in the transport and communications sectors;

5. Requests the Executive Secretary to keep the member States as well as the Bureau of its seventh meeting informed about the work of the different Working Groups and committees responsible for the preparation and implementation of the programme of the second Decade.

VOTE OF THANKS

The Conference of African Ministers of Transport, Communications and Planning, meeting at Tangiers, Morocco, on 15 and 16 November 1989,

Considering the excellent arrangement in terms of organization and the equally excellent atmosphere which prevailed during its seventh meeting;

Considering also the warm hospitality extended to all the delegations and the kind attentions which they have enjoyed since their arrival in the Kingdom of Morocco;

Expresses sincere gratitude to His Majesty King Hassan II and the Government and People of the Kingdom of Morocco for the excellent working conditions and their kind contribution to the success of its seventh meeting.