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UNDP/ECA PROJECT RAF/89/016
PREPARATION OF UNTACDA II PROGRAMME

DOC/UNTACDA/MIN/04
13 January 1991

ECONOMIC COMMISSION FOR AFRICA

Eighth Meeting of the Conference
of African Ministers of Transport
Communications and Planning

Abuja, Nigeria
7 - 9 February 1991

DRAFT
PROGRAMME OF THE SECOND UNITED NATIONS
TRANSPORT AND COMMUNICATIONS DECADE FOR AFRICA
UNTACDA II: 1991 - 2000

PROGRAMME OF THE SECOND UNITED NATIONS TRANSPORT AND
COMMUNICATIONS DECADE FOR AFRICA (UNTACDA II)
1991 - 2000

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I. UNTACDA II AND SOCIO-ECONOMIC DEVELOPMENT IN
AFRICA DURING THE 1990s

1.1 Introduction

1.1 The African member States have always recognised that transport and communications constitute a most important sector on whose development depend not only the growth in other sectors, but also the socio-economic integration of Africa, as well as the promotion of intra- and extra-African trade.

1.2 In recognition of this special importance of the transport and communications sector for the African economy, the Conference of Ministers of the Economic Commission for Africa (ECA) in March 1977 adopted a resolution calling for the declaration of a decade for transport and communications. This resolution was endorsed first by the Economic and Social Council (ECOSOC) and later by the General Assembly of the United Nations which accordingly proclaimed the years 1978-1988 the United Nations Transport and Communications Decade for Africa, UNTACDA in Resolution 32/160 of 19 December 1977. This resolution was subsequently endorsed by the Assembly of Heads of State and Government of the Organization of African Unity in Monrovia in July 1979, and called on the African member States to adopt, inter alia, the following strategies:

(a) promotion of the integration of transport and communications infrastructures with a view to increasing intra-African trade;

(b) ensuring the co-ordination of the various transport systems in order to increase their efficiency;

(c) harmonisation of national regulations and reduction to a minimum of physical and non-physical barriers with the aim of facilitating the movement of persons and goods;

(d) mobilisation of technical and financial resources during the decade, with a view to promoting the development and modernization of transport and communication infrastructures in Africa.

1.3 Unfortunately the initial years of the first Decade (UNTACDA I) coincided with significant economic deterioration in Africa aggravated by a series of unprecedented crises and socio-political upheavals which negatively affected the implementation of the programme.

1.2 Socio-economic situation during the 1980s

1.4 During the 1980's, the economic performance of the continent was particularly poor. The major socio-economic indicators showed a general slow down. The per-capita income declined by an average of 1.7 per cent annually as against the average annual increases of 3 per cent and 2.4 per cent, respectively during the preceding two decades. The fixed gross capital formation fell by 1.9 per cent per annum on the average, which brought down the investment rate of the subregion from an average of 24.5 per cent of GDP at the end of the 1970s to an average of only 15.5 per cent in 1989. This rate is particularly disturbing as it could hardly offset the depreciation and significant capital decline. Similarly, the volume of exports of the continent decreased by 2.7 per cent per annum so much so that Africa's share of world exports declined from 4.7 per cent in 1980 to an average of only 2.1 per cent in 1988-1989.

1.5 During the same period, Africa's imports of manufactured goods increased tremendously. In 1987, the most recent year for which detailed data are available, manufactured products accounted for 71.5 per cent of Africa's import expenditure, 34.7 per cent of which went to transport machinery and equipment. The volume of intra-African trade remained low. In 1988, intra-African export accounted for only 6.5 per cent of the total exports of the region.

1.6 The debt problem which hardly existed during the past decades became a serious impediment to development. The debt volume almost doubled, reaching \$US256.9 billion by 1989. Currently, it corresponds to 93.3 per cent of the region's GDP and 328.4 per cent of its export earnings.

1.7 At the social level, population growth in Africa has been faster than anywhere else in the world. In 1990, the total population of the continent was estimated at 647 million inhabitants and could exceed a billion by the year 2008, if the current 3.95 per cent annual rate of growth is maintained. Economic recession and population growth have brought about clear or latent unemployment which has more than quadrupled since the 1970s.

1.8 The general deterioration of the economic and social conditions in Africa during the last decade and the persistent and increasingly worsening crisis caused by unfavourable internal development, economic environment and external financing and conditionalities calls for new solutions to the economic and social crisis in Africa in a context different from those which have hitherto influenced African policies, such as those based on the classical structural adjustment programmes (SAP). It had become clear that SAPs have not succeeded in resolving the fundamental structural issues of African development; instead they have resulted in reductions in public expenditures in such social areas as primary health, education and food. The physical infrastructure has also been adversely affected to the extent that public expenditures allocated to transport and communications installations and services have had to be reduced. This situation has led to a massive rural exodus as well as increases in the rate of unemployment and under-employment.

1.9 The response to the deficiencies in SAP is provided within the context of the African Alternative Framework to Structural Adjustment Programmes for Socio-Economic Recovery and Transformation (AAF-SAP), initiated and articulated by the Economic Commission for Africa and later endorsed by the Heads of State and Government of the Organization of African Unity at their 25th session and by the General Assembly of the United Nations at its 44th session. AAF-SAP and the African Charter on Popular Participation in Development adopted later at the Arusha Conference of 12-16 February 1990, by means of which we can draw on the experience of the 1980s, constitute frameworks which would help in approaching the 1990s with new solutions.

1.10 The AAF-SAP rightly observes that in addition to the increasing poverty, Africa's economic crisis was also characterized by the disintegration of the productive and infrastructural facilities. Agricultural output and particularly food production was substantially reduced. Most of Africa's industries have been increasingly operating much below their installed capacities. Secondly, the physical infrastructure built during the immediate post-independence era, has, to a large extent, deteriorated due to poor maintenance and lack of renovation. Thirdly, social services and welfare, especially education, public health and sanitation, housing and potable water, have rapidly deteriorated.

1.11 AAF-SAP calls upon African countries to increase their efforts in the search for a viable conceptual and practical framework for economic structural adjustment programmes in keeping with the long-term development objectives and strategies at the national, sub-regional and regional levels.

1.12 The main elements within this framework are:

- Policy directions and measures, and the implementation of strategies to take into account the dynamic relationships existing among all major elements related to adjustment with transformation.
 - Putting great emphasis on the full mobilization and efficient utilization of domestic resources.
 - The need to establish enabling environment for sustainable development.
 - The adoption of a pragmatic approach between the public and private sector.
 - Placing the Human Dimension at the centre of development which implies and includes full democratization of all aspects of economic and social activities from decision-making to implementation.
 - Intensification of inter-country cooperation in designing, implementation and monitoring of national, subregional and regional programmes for recovery and transformation.
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1.13 In spite of the difficult economic situation, a member of African governments allocated between 20 and 40 per cent of public investment to transport and communication sector. Despite these sacrifices, the infrastructure of the sector has nevertheless, remained inadequate and in very bad state. The chronic lack of repair and maintenance prevalent all over Africa has partly led to the deterioration of the very few infrastructures in existence, and this has considerably increased the cost of productive investment and commercial operations in the region.

1.14 These inadequacies in the development of the transport and communication sector which is particularly important for supporting all the productive sectors justified the proclamation by the United Nations General Assembly of the second United Nations Transport and Communications Decade, for the period 1991-2000: UNTACDA II.

1.1.2 Prospects for the 1990s: Environment for the UNTACDA II

1.15 The development challenges of the 1990s are likely to be more enormous than those of the Decade that has just ended. The first signs already seen are by no means encouraging with regard to external factors which point to a recession or, at best, a slow-down in growth in industrialized countries, which will negatively affect growth in the developing countries particularly those of Africa. As for African countries for which the OECD countries constitute the major trade and development partners, a slow-down in the growth of those countries would have serious consequences resulting in a sharp decline in the region's exports as well as in new restrictions on resource transfers.

1.16 Furthermore, the new approach which links the granting of aid to structural adjustment credit conditions will seriously affect public aid to development as well as other grants and will constitute a serious handicap to investments in such sectors as transport and communications, in spite of the enormous needs yet to be met. In addition, the decade of the 1990s will perhaps see an intensification and consolidation of regional economic blocks in other regions of the world (Western Europe, North America and some parts of the Pacific). This is likely to worsen the marginalization of Africa in world trade, financial transactions and world relations in general.

1.17 Within Africa itself, the prospects for the 1990s will be strongly influenced by climatic conditions and the implementation of reform programmes aimed at transformation, factors which in the past had largely influenced the course of African development.

1.18 Faced with these challenges, revitalizing African development during the current decade will become even more difficult. In order to undertake this effort with sufficient force and broad actions, the efforts should first be stepped up in order to strengthen the present fragile African structures and then apply all possible energy to stimulate the internal dynamics of the African economy, on the one hand, while finding quick solutions to the debt problem, on the other. To this end, policies should be urgently implemented in conformity with the guidelines of AAF-SAP and the African Charter on Popular Participation in Development.

1.19 In conjunction with this, Africa should accelerate the process of co-operation and economic integration which, by facilitating the development of complementary production systems as well as intra-African trade, will counter-balance the consolidation of the regional economic blocks of the other parts of the world.

1.20 Activities of the Decade would constitute a major support to the productive sectors and contribute significantly to development recovery. In promoting completion of inter-State transport and communications infrastructures and facilitating all aspects of intra-African networks, UNTACDA II would help to establish the necessary foundation for the economic integration of the Continent. While the other objectives of UNTACDA II (rehabilitation and maintenance of infrastructure, development of human resources, strengthening the efficiency of enterprises, development of manufacturing industries) will contribute to safeguarding the Continent's heritage and increasing productivity, they will also contribute immensely to the restoration of structures and the transformation recommended by AAF-SAP.

1.21 It is, therefore, clear that the implementation of the second United Nations Transport and Communications Decade in Africa is faced with a difficult economic situation, although a programme full of hope. While resources will be limited, the cooperation required for the success of the programmes brings the hope for the true integration of the African economies.

II. BACKGROUND TO THE UNTACDA II PROGRAMME

2.1 General overview of Transport and Communications in Africa

2.1 The success of the efforts to increase production and income growth in Africa is greatly dependent on the efficient performance and effective support of the transport and communications sector. Weaknesses in the transport and communications system greatly constrain economic and social activities as well as efforts towards economic integration and trade. Since the African governments have committed themselves to seeking rapid integration of their economies and the expansion of intra-African trade as promulgated in the Lagos Plan of Action (LPA) and the Final Act of Lagos (1980), there is great need to develop transport and communications as the critical support sector for this development.

2.2 In support of the LPA and as a result of the economic environment in the early 1980's, the African governments adopted several reform programmes for economic recovery and development, namely, African Priority Programme for the Economic Recovery of Africa (APPER), United Nations Programme of Action for Africa's Economic Recovery and Development (UNPAAERD), Structural Adjustment Programme (SAP) and African Alternative Framework for Structural Adjustment Programmes (AAFSAP). The inclusion of transport and communications within these efforts at restructuring the African economies for sustained development was deemed critical.

2.3 Since independence over thirty years ago, significant efforts have been made at the national, subregional and regional levels to solve some of Africa's transport and communications problems. The most recent of such an effort was the United Nations Transport and Communications Decade for Africa (UNTACDA) which was implemented over the period 1978-1988.

2.4 The objectives of UNTACDA were to establish an integrated transport and communications system throughout the continent with particular emphasis on harmonization, co-ordination and modernization primarily for the purpose of supporting the development of key sectors such as agriculture, industry and trade.

2.5 In general, the results of the first UNTACDA Programme were very encouraging. Of a total of 1570 projects which were included in the programme estimated at US\$24.6 billion, some 806 projects (over 50 per cent) worth approximately US\$12.9 billion (52 per cent) were reported implemented in 1988. A further 303 projects were still under progress by them.

2.6 The impact of the programme on the overall development of transport and communications in Africa was also significant. However, in physical terms, it was somewhat difficult to assess the additionality of the Decade partly due to lack of reliable pre-and post-programme data.

2.7 It is perhaps in the area of policy where the impact of the Decade was more evident in that it has become the defacto "African Transport and Communications Policy". The Decade has been incorporated in its entirety into the Lagos Plan of Action and all subsequent regional economic programmes. Furthermore, several institutions were created directly as a result of the UNTACDA programme, for instance, the Conference of African Ministers of Transport, Communications and Planning and the Inter-Agency Co-ordination Committee.

2.8 Despite the substantial efforts and progress made during this period, poor economic performance greatly reduced the level of gross investment and maintenance expenditures in many African countries with the result that they were unable to sufficiently preserve, modernize and expand transport and communications infrastructure, equipment and services. Furthermore, because of the economic crisis, national economic and sectoral policies have frequently not been responsive to the needs of changing environment. This was further compounded by inadequate support for the build-up of technical and managerial capabilities needed to plan and operate the systems efficiently.

2.9 The current status of development in each of the subsector of Transport and Communications in Africa is summarized below:

2.1.1 Roads and road transport

2.10 Road Transport in Africa accounts for over 80% of all freight and passenger movements and therefore is critical for cooperation of the African economy and the development of regional markets and African trade. The road system is however characterized by high operations cost and low quality of service due to the inadequacy of intercountry road network, poor maintenance, cumbersome customs and immigration procedures and non-uniform traffic regulations.

2.11 The intercountry road network is presently estimated at approximately 140,000 km, traversing the continent in the North-South and East-West directions. It constitutes the major African transport corridors and the Trans-African Highway System. This system forms a major basis for the surface physical integration of Africa but is hampered by many substandard sections.

2.12 Road accidents have also reached alarming levels in Africa. Statistics show that the number of road accidents (deaths/vehicle) is estimated to be from 8 to 50 times higher than in the industrialised world. Moreover the total cost of road accidents in Africa is estimated to be about 2 per cent of GNP. Efforts to reduce road accidents and their adverse effects are minimal mainly because policy and decision makers are not sufficiently aware of the seriousness of the road traffic accident problems.

2.13 The level of development varies greatly among the four major subregions. In the North Africa subregion, two opposite situations can be identified: while Mauritania and Sudan have a network which is in a state of deterioration due to lack of maintenance, the network of the other countries are in satisfactory conditions and adequately meet the needs of road transport in the region. In the Central Africa Subregion, road transport is very difficult due to heavy rainfall and dense vegetation. A great part of the roads is therefore not motorable all year round.

2.14 In the Eastern and Southern Africa subregion, various intergovernmental organizations are involved in promoting the development and maintenance of road infrastructure, as well as policies aimed at the facilitation of inter-State transit traffic. With regard to roads infrastructure, the priority programmes focus on maintenance, rehabilitation and the upgrading of substandard inter-state links so as to facilitate intra-African trade and travel. The West Africa Subregion has bitumized more than 80 per cent of the Trans-African Highway and the road network links all the capitals of the subregion. However, the efficiency of this network is greatly reduced by the poor maintenance of the infrastructure and by facilitation problems.

<u>Subregion</u>	<u>LENGTH IN KILOMETERS</u>			<u>Rural Roads</u>	<u>CONDITION OF CLASSIFIED ROADS</u> (Percentages)					
	<u>Total</u>	<u>Classified Roads</u>			<u>Paved</u>			<u>Unpaved</u>		
		<u>Paved</u>	<u>Unpaved</u>		<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
N. AFRICA	240.000	109.000	64.000	67.000	44	39	17	10	17	73
EASTERN AND SOUTHERN AFRICA	561.000	62.000	192.000	307.000	49	36	15	38	31	31
CENTRAL AFRICA	284.000	9.000	118.000	157.000	37	25	38	35	33	32
WESTERN AFRICA	319.000	62.000	92.000	165.000	58	17	26	11	31	58
AFRICA	1,404.000	242.000	466.000	696.000	50	30	20	20	25	55

2.1.2. Railways

2.16 The African railway network is irregular and heterogenous. The geographical distribution of the links originated from the colonial past and is marked by as many networks as there were colonial countries.

2.17 The network has low density. For its area of 29,600,000 square kilometres, the African continent has only 80,706 kilometres of railway lines, that is, an average density of 2.7 km per 1000 sq. km, while Europe, which has other highly developed means of surface transport, has a network of about 300,000 km in area of 750,000 sq. km, that is more than 400 km per 1000 sq. km.

2.18 The gauges of African railway lines are heterogeneous. There are nine altogether, but only three are generally used: the European standard 1.435 m gauge (14.5 per cent of the total network), the African standard 1.067m gauge (61.3 per cent) and the 1.000 m gauge or metric line which accounts for 19.2 per cent of the network.

2.19 At the level of the subregions, North Africa has a railway network 18,636 km long, of which only 7 per cent is electrified. The railway network of West Africa is about 10,188 km long, characterized by obsolete lines, while the Central Africa Subregion has a network of about 7,840 km, which can not be interconnected at present, due to differences in gauges. On the other hand, the network in Eastern and Southern Africa is 23,000 km long and has possibilities for inter-connection since eight networks are of the same 1.067m gauge and four others are of the 1.000m gauge.

2.1.3. Shipping

2.20 The seaborne trade of developing Africa in 1989 is estimated to have been 615.6 million tons or 7.8 per cent of the total world seaborne trade. In comparison, in 1970, cargo loaded and discharged in African ports amounted to 470 million tons or 9.1 per cent of the total world figure. Thus, while the African tonnage has increased, its share has in fact declined. More alarming is the fact that the merchant fleet of Africa in 1989 accounted for 7.3 million dwt, representing about one per cent of total world shipping, practically the same share it had in 1980.

2.21 The African shipping scene is characterized by small shipowning and ship operating companies, with relatively few ships. They serve predominantly national trades, and have little involvement in cross trading. Coastal shipping services are particularly weak.

2.22 In Eastern and Southern Africa subregion, the countries have given very little attention to the development of the national fleet. This is evidenced by the small number of coastal-going tonnage each seafaring country possesses to cater for its sea-borne trade. Similarly, in the North Africa subregion, the participation of subregional fleet in international exchanges is only 6 per cent.

2.1.4 Ports

2.23 The 1980's were a period of rapid expansion in the seaports of Africa. Total berthing capacity for ocean-going vessels increased fourfold, from 150 to 600 berths in the 80 largest ports. There was, in particular, substantial investment in the construction of unitized and bulk terminals in most countries, to meet the demands of technological change in shipping.

2.24 The distribution of seaports in Africa has changed little during the last decade. Most investment continues to be directed to the expansion of facilities at long established locations. Most coastal states have few major ports, and these handle comparatively low traffic volumes by international standards; very few handle more than 10 million tonnes per annum.

2.25 The seaports of developing Africa are noted for their low output, high operating and maintenance costs and their generally poor quality of service to users. The poor quality of port services and their high costs are an impediment to the expansion of external trade.

2.1.5 Inland Waterways Transport

2.26 Inland Waterway Transport provides an inexpensive, energy - efficient and environmentally acceptable form of transport, and has considerable advantages over road and rail transport in developing Africa. Yet, progress to develop the mode and exploit those advantages has been slow over the past decade, even though it has grown in importance in other parts of the world.

2.27 The major constraint to the development of this mode of transport in Africa is that there are not many commercially important navigable waterways. The Zaire/Congo, Zambezi and Nile rivers are classified as international waterways, but most of the other rivers are still in their natural state and with seasonally variable and unpredictable water depths. The lakes offer far better opportunities for inland water transport, particularly in East and Central Africa.

2.28 Although in the few countries where commercially navigable waterways are reasonably developed and there are state controlled companies operating fleets of vessels, the inland waterway transport industry in Africa is still largely unstructured, decentralized and unorganized. It is dominated by independent operators, many of them family concerns owning one or two vessels.

2.1.6 Multimodal Transport

2.29 As a consequence of containerization, multimodal transport has developed rapidly over the last decade in developed countries and is now being applied to trades involving developing countries. However, lack of foresight in judging the impact of containerization on distribution/logistics systems has caused many countries in Africa to be slow in adopting the multimodal transport concept. A large percentage of containers entering Africa are still shipped in the ports and the cargo moved inland in break bulk form, thereby sacrificing many of the advantages of containerization.

2.30 Furthermore, the slow progress towards multimodal operations is aggravated by the lack of regulations covering the movement of containers, customs inspections, financial bonds and so on.

2.31 A major obstacle to the development of multimodal transport in Africa is the lack of cooperation between customs and other regulatory bodies. Present customs procedures are excessively bureaucratic, cumbersome and sometimes complex while documentation systems have not been updated and harmonized.

2.1.7 Air Transport

2.32 With regard to air transport, the African region carries the least ton-kilometres in the world. In fact, by 1988, at the end of the first United Nations Transport and Communications Decade in Africa, African airlines carried only 1.2 per cent of world total ton-kilometres of freight.

2.33 Efforts were made during the last Decade with regard to aeronautical infrastructure and elimination of physical and non-physical barriers. But much still has to be done, especially with regard to improvement of air transport services, air safety and security, facilitation at major international airports and liberalization of traffic rights.

2.34 Over the last ten years, international air transport has been faced with many challenges which have in turn negatively affected African air transport. Analysis of the current situation shows that African aeronautical legislative texts are neither adapted to the needs of new markets nor of users. In addition, Civil Aviation Authorities do not have sufficient autonomy to enable them to contribute efficiently and rapidly to the optimum development of African air transport services.

2.35 The general situation of African airlines has continued to deteriorate as most of them are faced with serious financial problems which threaten their very existence. They have neither entered into many co-operation agreements with one another nor co-ordinated their activities, thus exposing themselves to competition from giant companies being formed in other regions of the world. Furthermore, almost all the airlines are State owned and, in some cases, are not managed on the basis of strict commercial profitability. In addition, lack of foreign exchange coupled with poor profitability have made it difficult for them to renew their obsolete fleets which are now becoming more and more expensive to operate.

2.36 In 1988, the African ministers responsible for Civil Aviation met under the auspices of ECA and, after taking note of the problems facing African air transport, adopted the Yamoussoukro Declaration on a new air transport policy for Africa and undertook to co-operate individually and collectively with a view to restoring a climate for safeguarding and expanding aeronautical activities in the continent. This Declaration envisages, in the medium term, the strengthening of co-operation in air transport, and in the long term, that is, by 1996, several actions among which are integration of African airlines, liberalization of traffic rights and improvement of management.

2.1.8 Telecommunications

2.37 Telecommunications services and infrastructures developed quite satisfactorily during the last decade, despite several constraints, notably insufficient investment financing and the rapid changes in technology. Most of the Pan-African telecommunications networks were completed and are functioning quite efficiently, especially in the Eastern and Southern Africa subregion and significant progress has been achieved in the field of regional and subregional cooperation.

2.38 Regarding telephone density, the development in most African countries is still relatively low: the total number of main lines in Africa was 4,158,729 in 1988 or 0.72 per 100 inhabitants. This compares with 32.83 in North America; 22.79 in Europe; 5.87 in Latin America; and 3.45 in Asia. On subregional basis, the telephone penetration ranges from a low average of 0.24 per 100 inhabitants in West and Central Africa subregions, 0.41 in Eastern and Southern Africa to a high of 2.38 in the North Africa subregion.

2.39 The telecommunications equipments in use in Africa are still predominantly of the analogue type, although the number and capacity of digital exchanges demonstrate that network digitalization in Africa has started. However, it is generally accepted that the quality of service and operating efficiency in African networks are far from satisfactory. The number of faults per subscriber line per year is 6 to 12 times higher than it should be. In the case of traffic handling, at least 20 per cent of local traffic, 64 per cent of national traffic and 40 per cent of international traffic are unsuccessful as a result of inefficient operations.

2.40 On subregional basis, the Eastern and Southern Africa subregion has made major efforts in the construction of inter-state telecommunication links (PANAFTEL), utilization of the existing network for inter-country communications and the application of agreed tariff rates. This subregion has a total number of 1835 automatic exchanges with capacities for 1,122,620 lines. The capacities of automatic lines are 690,992 for the West African subregion and 227,105 lines for Central African subregion.

2.1.9 Broadcasting

2.41 In spite of the considerable efforts made towards the development of the sector, the broadcasting infrastructures of many African countries are far from satisfactory. The main shortcomings are: mediocre and unstable quality of emissions; large numbers of transmitters out of service owing to lack of spare parts and poor maintenance; the concentration of services in urban areas; and the lack of a properly organized structure for repairs.

2.1.10 Postal services

2.42 The present postal network in Africa consists of some 32,000 permanent post offices, which represents about 6 per cent of the world network. Nevertheless, the density of Africa's postal network has improved over the last ten years; whereas the estimated density in the last Decade was one post

office per 35,000 inhabitants, it is currently estimated at one office per 20,000 inhabitants. This is admittedly a long way from the UPU standard of 1 office per 6,000 inhabitants, but progress is tangible bearing in mind the low per-capita postal consumption.

2.43 Although there is inadequate statistical data on the subject, it is generally considered that African postal services are poorly equipped. Moreover, the legal framework of postal services as a government department is no longer suited to the present concerns of modern and efficient postal services. The staff responsible for the management of postal services often lack the required training that would enable them to provide efficient services; and the adopted policy of low rates weaken the position of the postal administration in terms of mobilizing internal resources for expanding and improving services.

2.44 Among the difficulties and problems impeding the development of postal services are: the choice of transit centres which often leads to delays in the distribution of mail; inadequate attention to the development of postal services in rural areas; and inability of the organizational structure to provide modern postal services which are in current demand.

2.1.11 Urban Transport

2.45 Most productive commercial activities in Africa are undertaken in the major cities. The proportion of activities in urban area is currently estimated to be 50-70 per cent of GDP. Within these cities are located the majority of industries and manufacturing centres. Many cities are also main ports and commercial centres. The high incidence of rural/urban drift also means that a greater part of the social problems of the poor is concentrated in urban centres.

2.46 Since urban transportation is a framework for efficiency and facilitation of urban activities, the inefficiency of the urban transport in Africa is becoming a major bottleneck in economic and social development.

2.47 The urban transport system in Africa is characterized by public bus and private taxi services, except in North Africa where modern train systems have been introduced in Cairo and Tunis. Except in very few cities the systems are best described as "crisis situation" and the demand and supply situation has gone beyond the critical level. In general the trend is that public bus fleets are shrinking and fleet availability are often very low, in some cases below 40 per cent.

2.48 Governments are finding it more and more difficult to finance and subsidize public sector transport services and the private sector, which shows promising results, lacks appropriate policy encouragement. The backlog of infrastructure and institutional deficiencies of urban areas are militating against urban transport efficiency. There is also the high incidence of road accidents in the African urban areas and the impact of transportation activities on the environment is also becoming evident.

2.2. Key Constraints

2.49 In the ten years during which Africa implemented the programme of the United Nations Transport and Communications Decade in Africa (1978-1988), significant progress was achieved in the overall development of these sectors. However, the basic problems that led to the Declaration of the First Transport and Communications Decade (UNTACDA I) still remain unsolved. The existing transport and communication systems in Africa are still far from adequate and continue to constitute major constraints on the overall economic integration and development of the continent.

2.50 Some of the basic problems which still remain unsolved are:

- (i) Missing Links - The integrated transport and communications networks which was the objective of UNTACDA I still have large gaps in them;
- (ii) Backlog of Rehabilitation and Maintenance - Major infrastructures and equipment have deteriorated over the past several years due to lack of sufficient and sustainable maintenance capacities and practices;
- (iii) Non-physical Barriers - Even where inter-State transport and communications infrastructures exist, the flow of traffic on them is still not efficient because of numerous administrative and legal procedures that impede traffic across frontiers;
- (iv) Poor Management and Operations - The efficiencies of existing transport and communications systems and operations are often greatly reduced by poor management;
- (v) Inadequate Human Resources - There is still insufficient availability of national capabilities to plan, manage and operate transport and communications systems efficiently;
- (vi) Lack of Data - Planning and assessing development in these sectors in Africa are made difficult by the lack of data and modern management information systems;
- (vii) Lack of Manufacturing Industries - Africa does not manufacture a reasonable proportion of the transport and communication equipments. Dependence on imports has serious negative impact on transport and communications development in Africa;
- (viii) Uneven Development - Most developments in Africa favour external transport and communications at the expense of rural and poor urban areas where the majority of the population lives;
- (ix) Environmental Degradation - There is evidence of increasing human, social and economic losses resulting from accidents and spillages of hazardous and polluted substances in Africa.

2.51 The severity of these constraints varies greatly among the four African subregions, with North Africa being the most advanced and Central Africa the most constrained in terms of basic transport and communications systems.

2.3. From UNTACDA I to UNTACDA II

2.3.1 Legislative Process

2.52 The in-depth evaluation of the results of UNTACDA I recommended a follow-up programme in the same framework. Furthermore, it confirmed that the global objectives of the first Decade still remained valid, but that the goals which were set in the first Decade were not fully realized. Several shortcomings of the first programme which had led to the failure to realize all the goals of the first Decade were identified and served as lessons for drawing up the second Decade programme.

2.53 Thus, in March 1988 at its sixth meeting at Kinshasa, Zaire, the Conference of African Ministers of Transport, Communications and Planning, having critically reviewed the evaluation reports of the results of the first Decade programme, decided on a second Decade programme for the development of transport and communications in Africa over the period 1991-2000 in Resolution ECA/UNTACDA/Res. 88/73. While retaining the global objectives of the first Decade, the Ministers recommended a change in strategy based on the experience gained during the first Decade. Furthermore, the Ministers made the approval of the second Decade contingent upon a properly prepared programme. To achieve this goal, the two year period, 1989-1990 was devoted to the preparation of the programme.

2.54 The decision of the Conference of African Ministers of Transport, Communications and Planning to launch UNTACDA II in 1991 was subsequently endorsed by the ECN Conference of Ministers at its April 1988 meeting in Niamey, Niger, in Resolution 693(XXIII). It was also supported by the United Nations Economic and Social Council at its July 1988 session in Resolution 1988/67 and eventually by the United Nations General Assembly on 20 December 1988 when it declared 1991-2000 the second United Nations Transport and Communications Decade for Africa (G.A. resolution 43/179).

2.55 The global and sectoral objectives were approved by the Conference of African Ministers of Transport, Communications and Planning at its seventh meeting in November 1989 at Tangiers, Morocco (DEC/TRANSCOM/67/Rev.4 of 9 November 1989). These formed the basis for formulating the strategies and programmes for the second Decade which are presented in the following chapters.

2.3.2 Preparation of the Programme

2.3.2.1 National programmes

2.56 Each member State agreed to create a National Co-ordinating Committee with the composition and functions adopted by the Conference of African Ministers of Transport, Communications and Planning at its seventh meeting at Tangiers (Morocco) in 1989 in the document on Objectives, Strategies and Guidelines for UNTACDA II (DEC/TRANSCOM/67/Rev. 4 of 9 November 1989) as follows:

(a) Composition

2.57 In accordance with the general strategy set out, a National Co-ordinating Committee (NCC) will be set up in each country to be the focal point for co-ordinating subregional and regional programmes with the national programme. The NCC should comprise:

(i) Representatives of government departments, particularly ministers responsible for economic planning, transport, telecommunications, postal services, broadcasting and environment;

(ii) Operators of transport and communications infrastructures and related services;

(iii) Participants in the transport and communications industries (transporters, freight carriers, manufacturers and other suppliers of services);

(iv) Various groups and users.

2.58 These groups were to be made up of people who have high level-experience in the sector and who deal with problems relating to the transport and communications sectors in their activities.

2.59 Each country will designate a national co-ordinator who will be responsible for directing the activities of the NCC. The NCC will be the focal point for co-ordinating all activities related to transport and communications sectors. It is expected that the NCC will carry out its work in close collaboration with the UNDP office, which will be able to participate actively in the activities of the committee.

(b) Terms of reference

2.60 During the period of preparation the NCC should:

(i) Assist the country in the preparation of papers which outline the country sectoral strategies and objectives and integrate them with those aspects of the Decade's objectives which are relevant to their own ongoing or emerging national transport and communications policies and sectoral development plans, on the basis of guidelines of the Subregional Working Groups;

(ii) Ensure that the competent country authorities accord the right priority to programmes and projects geared towards the attainment of the Decade objectives;

(iii) Provide the lead agency ECA and relevant subregional organizations with information on the national transport and communications sectors.

2.61 During the implementation phase, the NCC should:

(i) Assist the government in the establishment of sectoral priority programmes and projects, particularly those leading to the attainment of the Decade objectives;

(ii) Assist the government and the Resource Mobilization Committee (RMC) to search for local financing for the priority projects and programmes of the Decade;

(iii) Co-ordinate the execution of the national programmes and projects, in collaboration with the subregional organizations;

(iv) Provide ECA, through UNDP, with progress reports necessary for the follow-up, monitoring and implementation of the Decade programme.

2.62 The NCC should also on a permanent basis:

(i) Formulate appropriate recommendations on the policy, planning and co-ordination of the transport and communication sectors, for the purpose of harmonizing government action in these sectors to contribute more effectively to the economic development of the country and to the economic integration of Africa;

(ii) Collect and disseminate, after adequate processing, information on the transport and communications sectors;

(iii) Promote the search for the development of technology and technical innovation and enhance the role of professional associations in the transport and communications sectors and related activities.

2.63 In order to ensure that the national activities are conducted at an approximately equivalent level of expertise and also at about the same time, it is desirable that close consultations be carried out between each country, the subregional organizations to which it belongs and the lead agency. The NCC will be considered part of the co-ordination mechanism for the implementation of UNTACDA II and, therefore, will be provided by the lead agency with guidelines, technical support and other relevant information.

2.64 It is also suggested and strongly emphasized that each country should initially focus on a limited number of objectives. The early achievement of positive results in the initial objectives will provide an impetus for subsequent broadening of the scope of activities during the remaining period of the Decade.

2.65 The national programmes were prepared in accordance with the standard guidelines which were adopted by the Chairmen of the NCCs at the orientation workshop which was held at ECA, Addis Ababa in February 1990. These reports were submitted to ECA and the national programmes were combined with those of the subregional working group to form the Decade programme for each subregion.

2.3.2.2 Subregional Strategies and Programmes

2.66 Four subregional working groups were formed, composed of the African Inter-Governmental Organizations (IGO's) involved in economic co-operation in the four economic regions of Africa, ie Central Africa, West Africa, North Africa and Eastern and Southern Africa.

2.67 Subregional organizations were to prepare their strategies and programmes in collaboration with their member States. These were to include the following:

(i) a base line assessment of regional/subregional transport and communication services in the subregion with an identification of major systems and corridors (infrastructure, volume of traffic, cost and quality of services, existing transit regulations and agreements); and an identification of thematic projects which will cover activities for transport data, facilitation and human resources development;

(ii) an analysis of key issues and constraints concerning services provided by regional systems and corridors;

(iii) recommended responses by systems and corridors: policy measures, institutional measures, investments, research, policy development activities and studies relating thereto;

(iv) outline of a strategy and a programme for main corridors and systems with overall goals and targets results (cost and quality of services);

(v) identification of significant ongoing projects and recommendations for additional projects under the second Decade with an order of priority.

2.3.2.3 Subsectoral strategies and programmes

2.68 Seven sub-sectoral Working Groups were established to undertake, in close collaboration with member States, the preparation of strategies and programmes for Decade objectives of particular relevance for their sectors. The seven Sectoral Working Groups were composed as follows:

(i) Roads: ECA, World Bank, OAU, ADB, Trans-African Highway Authorities, ILO, UNDP, UNCTAD.

(ii) Railways: ECA, World Bank, UAR, OAU, ADB, ILO, UNDP, UNCTAD.

(iii) Air transport: ECA, AFCAC, AFRAA, ICAO, OAU, UNDP, ADB, ASECNA, NCATO.

(iv) Maritime, inland water and multimodal transport: ECA, UNCTAD, IMO, MINCONMAR, ISCOS, OAU, UNDP, Port Management Associations, ILO, AMTA, ADB, World Bank.

(v) Telecommunications and broadcasting: ECA, ITU, PATU, OAU, ADB, UNDP, UNESCO, URINA.

(vi) Postal services: ECA, UPU, PAPU, OAU, UNDP.

(vii) Urban transport: ECA, OAU, World Bank, Africa Section of International Bus Owners Association, UAR, UNDP.

2.69 Sectoral strategies and programmes were to include the following elements: base line assessment, identification of key issues and constraints relative to specific Decade objectives; recommended responses which will include policy measures, institutional measures, investments, research, policy development activities and studies relating thereto, and thematic issues, proposal of projects, quantified goals and target results for the region or subregions and for countries.

2.70 The sectoral strategy and programme were also to outline necessary actions to assist in the preparation, development and dissemination of information on country programmes. It was also to specify the indicators for monitoring progress towards the attainment of the established goals for the specific sector or subsector and thematic issues.

2.71 The sectoral strategy and programme were to avoid mere lists of recommendations and should focus on the initial assessment and the definition of overall goals with realistic quantified targets and well chosen and monitorable performance indicators. The sectoral strategies and programmes will be used by the countries and agencies as policy documents to develop and monitor their own programmes.

III. OBJECTIVES

3.1 Global Objectives

3.1 The long term aims of the Decade programme are to establish an efficient integrated transport and communications system as a basis for the physical integration of Africa and to facilitate national and international traffic, so as to foster trade and the achievement of self-sustaining economic development as called for in the Lagos Plan of Action (1980) and subsequent African regional and subregional economic restructuring and development programmes. These aims were reconfirmed by the Conference of African Ministers of Transport, Communications and Planning during its seventh meeting at Tangiers in November 1989 (DEC/TRANSCOM/67/Rev.4).

3.2 A total of ten thrust areas were identified around which the global objectives are defined. These are:

- (i) OBJECTIVE 1: Implementation of phased and balanced programme of development and management of transport and communications infrastructure, taking particularly into account the needs and requirements of island and land-locked countries.
- (ii) OBJECTIVE 2: Rehabilitation, upgrading and maintenance of the most critical elements of the existing infrastructure and equipment so as to improve their efficiency and capacity utilization, as well as prolong their economic life.
- (iii) OBJECTIVE 3: Improvement of human resource planning, development and utilization in order to enhance the quality and availability of personnel at all levels for efficient management and operations of transport and communications systems.
- (iv) OBJECTIVE 4: Improvement of operational efficiency, service quality and availability in transport and communications by implementing appropriate policies and administrative measures that will increase their competitiveness, productivity and profitability, while at the same time ensuring social and economic development.
- (v) OBJECTIVE 5: Establishment of information systems on transport and communications as a basis for analysis and better management and planning of investments.
- (vi) OBJECTIVE 6: Development of manufacturing capabilities in order to cope with the rapid changes in technology and condition in the transport and communications market and to reduce cost and requirements for foreign exchange by local manufacture of some spare parts, components and equipment.
- (vii) OBJECTIVE 7: Improvement of transport safety and security as well as the strengthening of transport related environmental protection measures.

- (viii) OBJECTIVE 8: Improvement of transport and communications in rural areas where the majority of the population lives and greatest percentage of economic production takes place.
- (ix) OBJECTIVE 9: Improvement of urban transport to meet the needs of the rapidly growing urban population.
- (x) OBJECTIVE 10: Establishment and strengthening of inter-regional liaisons in the field of transport and communications.

3.3 Each of these objectives is further divided into long term and areas of immediate concentration as follows:

3.4 Objective 1: Implementation of phased and balanced programme of development and management of transport and communications infrastructure, taking particularly into account the needs and requirements of island and land-locked countries.

3.5 Long term: Steady expansion of intra-regional networks, especially at the subregional levels, so as to permit the effective development of present and potential production areas and link these with consumption centres and export points on the basis of nationally agreed programmes.

3.6 Areas of immediate concentration

- (i) Facilitation of intra-African and external traffic by:
 - (a) Early implementation and, where necessary, review, of existing bilateral, subregional and regional agreements relating to technical standards, operating and documentation procedures as well as any joint financing arrangement that have been entered into;
 - (b) Wider ratification and early application of relevant United Nations and other international agreements;
 - (c) Harmonization and application of tariffs system, including establishment of preferential tariffs for large or special users;
 - (d) Development of new agreements where these are necessary and of priority;
 - (e) Strengthening of technological facilities and management capability by adopting modern management systems and promoting technology transfer;
 - (f) Harmonization and facilitation of administrative and customs procedures at frontiers.

- (ii) Expansion and upgrading of critical national links in existing regional and subregional networks, particularly those which include land-locked countries, in order to realize the full potential of these networks, which should be consistent with regional priority needs and national resource availability.

3.7 Objective 3: Rehabilitation, upgrading and maintenance of the most critical elements of the existing infrastructure and equipment so as to improve their efficiency and capacity utilization, as well as prolong their economic life.

3.8 Long term: Development of efficient and sustainable maintenance capacities and practices that make effective use of local skills, manufacturing capacities, contractors and, in the case of rural infrastructure networks, locally based organizations and institutions.

3.9 Areas of immediate concentration

(i) Develop well-prepared national programmes of priority rehabilitation, upgrading and equipment replacement so as to eliminate by the year 2000 the backlog of infrastructure rehabilitation and equipment replacement tasks that has built up over the past years;

(ii) Strengthen institutional arrangements for sound maintenance planning, budgeting, performance monitoring and practices;

(iii) Devise national and regional strategies for mobilization of resources both from within as well as from external sources for maintenance and rehabilitation.

(a) Prepare general standardized specifications for equipment and infrastructure studies in these fields;

(b) Devise standardized schemes and measures for the routine and periodic maintenance and programmes for the rehabilitation of old systems.

(c) Preparation of updated budgetary prices for systems and equipment which will be made available to African countries.

3.10 Objective 3: Improvement of human resource planning, development and utilization in order to enhance the quality and availability of personnel at all levels for efficient management and operations of transport and communications systems.

3.11 Long term: Development of indigenous capabilities to plan, manage and operate transport and communications systems in Africa more efficiently.

3.12 Areas of immediate concentration

(i) Upgrading and maintaining the standards of existing national and subregional training institutions;

(ii) Establishment in each organization or enterprise of appropriate recruitment, career development and incentive schemes so as to attract, develop, motivate and retain competent staff at all levels;

(iii) Reinforcement of viable regional and subregional organizations (African IGOs) structurally and financially in order to enable them to serve as focal points for the conception, execution and the monitoring of the programme, and to more effectively assist the African Governments in their development efforts;

(iv) Establish or strengthen in-house training in major transport and communications organizations and enterprises and initiate co-operation between centres and with training institutions to expand the volume and quality of training available in each;

(v) Increase the number of "twinning" arrangements between African enterprises and transport and communications training institutions with more experienced organizations elsewhere;

(vi) Establish new or strengthen existing African transport and communications management studies centres in all subregions;

(vii) Use African expertise in the area of studies, maintenance and in the building of transport infrastructure and equipment;

(viii) A survey of all training capabilities in Africa related to different fields of transport and communications should be made available to African countries. A plan should be made to make use of these capabilities and to arrange for their integration to satisfy the needs of the continent.

3.13 Objective 4: Improvement of operational efficiency, service quality and availability in transport and communications by implementing appropriate policies and administrative measures that will increase their competitiveness, productivity and profitability, while at the same time ensuring social and economic development.

3.14 Long term: Improvement of national and subregional transport and communications policies in order to improve management efficiency and capacity.

3.15 Areas of immediate concentration:

(i) Introduce cost reduction and rational pricing measures;

(ii) Review and assess periodically, as may be appropriate, the need for and impact of subsidies;

(iii) Develop alternative sources of and programmes for rationalization of the use of energy for transport and communications equipment;

(iv) Promote and encourage contract programmes between enterprises and governments, where appropriate, to allow greater managerial autonomy and accountability;

(v) Facilitate participation of the private sector in the provision, operation and maintenance of transport and communications services to supplement the public sector, as appropriate.

3.16 Objective 5: Establishment of information systems on transport and communications as a basis for analysis and better management and planning of investments.

3.17 Long term: Promotion of the establishment of information systems geared towards the demands of the market, traffic flows, operating results of transport enterprises, costs and conditions for the development of transport infrastructure and equipment.

3.18 Areas of immediate concentration

(i) Establishment of harmonized and standardized transport and communications data base system at national, subregional and regional levels as well as on the movement of goods and people at subregional and regional levels;

(ii) Establishment of computerized management information systems at national transport and communications organizations and at IGOs in order to improve management;

(iii) Introduction of the United Nations Rules for Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT) standards in all electronic data interchange communications;

(iv) Establishment of a UN/EDIFACT Rapporteur Group.

3.19 Objective 6: Development of manufacturing capabilities in order to cope with the rapid changes in technology and condition in the transport and communications market and to reduce cost and requirements for foreign exchange by local manufacture of some spare parts, components and equipment.

3.20 Long term: Develop indigenous capability to manufacture critical spare parts, components and equipment required for sustained development of transport and communications in Africa.

3.21 Areas of immediate concentration

(i) Undertake feasibility studies for manufacture of selected transport and communications components and equipment;

(ii) Establish research and development centres and initiate basic research in selected areas and institutions;

(iii) Carry out total survey of and widely publicize the capacity and type of manufactures currently available in Africa;

(iv) Create an enabling environment at national and subregional levels for investment (foreign, private, public) in manufacturing enterprises;

(v) Promote the transfer of technology in the priority areas of transport and communications.

3.22 Objective 7: Improvement of transport safety and security as well as the strengthening of transport related environmental protection measures.

3.23 Long term: Reduce human, social and economic losses resulting from accidents and spillages of hazardous and polluting materials associated with the expected increases in passenger and freight transportation activities.

3.24 Areas of immediate concentration

(i) Develop national, subregional and regional approaches to increase awareness of safety and environmental implications of projects during planning and design stages;

(ii) Develop a regional and subregional approach, policy and strategy to prevent dumping of toxic waste in Africa;

(iii) Encourage African Governments to take all measures necessary to ensure that the international conventions already in force are fully respected by the parties thereto and to adhere to international conventions on the protection of the environment to reach lasting agreements with other member States;

(iv) Expedite the preparation and application of an African Highway Code;

(v) Promote the establishment of national road traffic safety councils and encourage governments to provide them with adequate funding;

(vi) Organize African regional and subregional seminars and workshops to exchange experience;

(vii) Establish standards for vehicle testing facilities and methods.

3.25 Objective 8: Improvement of transport and communications in rural areas where the majority of the population lives and greatest percentage of economic production takes place.

3.26 Long term: Develop more efficient and effective rural transport and communications infrastructure, equipment and services.

3.27 Areas of immediate concentration

(i) Accord highest priority to better planning, construction and maintenance of rural transport and communications systems;

(ii) Identify current and potential areas of economic production growth and develop plans to link them to the national transport and communications networks;

(iii) Develop and promote appropriate technology for rural communication and non-motorized transport alternatives according to the needs of particular areas.

3.28 Objective 9: Improvement of urban transport to meet the needs of the rapidly growing urban population.

3.29 Long term:

(i) Provide appropriate infrastructure and transport facilities for the movement of persons and goods at moderate cost;

(ii) Increase the efficiency and financial viability of urban transport activities, including the provision of greater accessibility to employment opportunities for low-income groups.

3.30 Areas of immediate concentration

(i) Formulate realistic urban transport policies, which would ensure efficient traffic management and public transport operations;

(ii) Introduce appropriate tariff policies and regulations which satisfy the double demand for cheaper transportation and viable public transport enterprises;

(iii) Develop urban transport management and transport planning agencies to implement an efficient urban traffic and transport plans.

3.31 Objective 10: Establishment and strengthening of inter-regional liaisons in the field of transport and communications.

3.32 Long term: Establishment of inter-regional joint ventures in transport and communications based on comparative advantages.

3.33 Areas of concentration

(i) Carry out an in-depth appraisal of present conditions of international air transport between Africa and other regions and propose measures for its restructuring;

(ii) Pursue efforts to restructure international shipping in a more equitable manner;

(iii) Develop mechanisms for co-operation in joint operation among multimodal transport operators of trading partners of different regions;

(iv) Promote the development of transport connections between the African continent and adjoining regions;

(v) Harmonize the internal legislation of the States, to enable the mechanisms for implementing and following up the decisions taken to operate efficiently;

(vi) Co-operate with other regional organizations, particularly the Conference of Arab Ministers of Transport and EEC.

3.2 Subsectoral Objectives

3.34 The global objectives defined above apply to varying degrees to each of the subsectors of transport and communications. Thus, it is necessary to identify which are relevant to each of these subsectors and define the resultant areas of immediate concentration. The eleven subsectors are: roads and road transport, railways, shipping, ports, inland water transport, multimodal transport, air transport, telecommunications, broadcasting, postal services and urban transport.

3.2.1 Roads and road transport

3.35 Long-term objective: Removal of the physical and non-physical barriers to intra-African trade and travel and improvement of services in the roads and road transport sector.

3.36 Areas of immediate concentration:

(i) Completion of the proven inter-country road network to link areas of production to areas of consumption at national, subregional, regional and international levels;

(ii) Rehabilitation, upgrading and maintenance of existing networks in order to reduce the backlogs of infrastructure rehabilitation and equipment replacement tasks built up over the past years;

(iii) Facilitation of traffic on existing inter-country road links by having member States accede to the existing bilateral, multilateral and international accords pertaining to the road transport subsector;

(iv) Harmonization of the various national highway codes, road signs, signals and axle loads so as to render inter-country transit as easy as possible;

(v) Human resources and institutional development to build up the capacity and enhance the manpower, in order to improve the operation, organization and management and maintenance of road and road transport systems;

(vi) Promotion of road safety and protection of the environment;

(vii) Improvement of road transport infrastructure and services within and between urban and rural areas;

(viii) Improvement of the provision of foreign currency for the purchase of new buses and trucks and spare parts and promotion of national policies that would enhance the viability of the road transport industry;

(ix) Establishment of a harmonized and standardized road transport data base system at national, subregional and regional levels;

(x) Survey of road transport vehicle manufacturing industry in Africa.

3.2.2 Railways

3.37 Long-term objectives:

(i) Improvement of operational efficiency of railways so as to improve their financial viability and reduce their burden on national budgets;

(ii) Achievement of acceptable levels of rolling stock and infrastructure availability and utilization rates on the basis of phased programmes agreed for the major national railway systems and also on the basis of contract and corporate plans.

3.38 Areas of immediate concentration:

(i) Restructuring of the railways based on appropriate time-phased programmes and ensuring a balance between the number of employees and activities in African railways;

(ii) Review of technical, operational and commercial studies which have been conducted by ICOS, UAR and subregional organizations in order to ascertain their validity and relevance to the development of railways in Africa, during UNTACDA II and beyond;

(iii) Strengthening of existing national and subregional institutions for training of railway personnel, i.e., improvement of their statutes, review of their curricula, training of trainers, support to the development of their training equipment and facilities, etc.;

(iv) Establishment, in various railways, of UAR-based costing model to be derived from recommendations of SSATP costing study;

(v) Establishment of management information and data bank systems for railways which do not have them, based on results and recommendations of SSATP studies;

(vi) Increase in shares of both domestic and long-haul transit traffic through strong competitive marketing and service quality measures;

(vii) Revision of existing railway legislations where appropriate to improve governmental/railway relationships and allow greater managerial autonomy and accountability;

(viii) Promotion of inter-railway working agreements to facilitate the smooth operations of international traffic;

(ix) Survey of railway equipment manufacturing in Africa and establishment of regional workshops;

- (x) Strengthening of UAR.

3.2.3 Shipping

3.39 Long-term objective: Develop the shipping capacity of Africa by reinforcing greater co-operation, an intensified process of consultation and closer policy co-ordination with a view, inter alia, to achieving greater participation in international shipping activities, thus contributing significantly and positively to accelerate the economic development of African member States.

3.40 Areas of immediate concentration:

(i) Institution building: establishment, re-organization and strengthening of maritime institutions, such as national maritime administrations, subregional organizations, shippers councils, etc.;

(ii) Preparation, enactment and implementation of or the review and updating of maritime legislation (i.e., Merchant Shipping Acts/Codes and subsidiary legislation);

(iii) Acceptance or ratification of international maritime conventions and adoption of relevant codes and recommendations;

(iv) Manpower development in the field of maritime transport, including support to maritime training institutions;

(v) Introduction of new shipping technologies within the framework of maritime development in Africa;

(vi) Subregional/regional co-operation within the framework of:

- joint ventures in shipping services;
- cargo sharing arrangements;
- multinational shipping consortia in liner and bulk trade;
- multinational shipbuilding and ship repairing enterprises;
- harmonization of national shipping policies in subregional framework;
- improvement of aids to navigation and ship-to-shore communications;
- prevention and combating of marine pollution;
- promotion of marine insurance institutions;
- harmonization of documentation and procedures to facilitate maritime trade.

3.2.4 Ports

3.41 Long-term objective: To increase the efficiency of trade by improving the performance of African ports.

3.42 Areas of immediate concentration:

(i) Human resource development:

- (a) Develop manpower plans for every port, implement career development and incentive schemes to motivate staff, including, where necessary, redundancy schemes;
- (b) Ensure that all grades of staff (managers, supervisors and dock-workers) receive necessary training in order to improve their skills and create/strengthen national and subregional training institutes to be capable of providing this training;

(ii) Improvement of port productivity:

- (a) Identify the bottlenecks to higher berth throughput;
- (b) Implement appropriate administrative and operational procedures to increase cargo handling rates and reduce the time cargo spends in transit;
- (c) Streamline customs procedures to match operational and commercial requirements of new technologies;

(iii) Improvement of port maintenance: Much more priority needs to be given by African Governments and port authorities to the maintenance of port equipment in order to improve equipment availability, reduce down-time and reduce breakdowns;

(iv) Improve port administration and institutional aspects through:

- (a) Increased government awareness of the effect of port policies on foreign trade performance;
- (b) Development of management information systems so that port performance can be effectively monitored and controlled;
- (c) Review of port financial policies, combined with improvement of cost accounting and financial management and procedures for fixing port charges in order to guarantee the financial viability of the port authority;
- (d) Bringing port regulations and institutional structures into line with modern requirements, including handling of vessels, custody of cargo, limitation of responsibilities of ports and related industries so as to ensure the commercial viability of port services provided by operators;

(v) Greater co-operation among African countries in order to:

- (a) Avoid wasteful over-investment in port facilities;

- (b) Facilitate ports adaptation to evolution of ISO standards in utilization;
- (c) Simplify and harmonize port tariff structures;
- (d) Streamline documentation to facilitate smoother cargo movement especially for foodstuffs from the port to the interior, and, in particular, to land-locked countries;
- (e) Combat pollution and the dumping of toxic wastes;
- (f) Create joint ventures in dredging.

(vi) Special arrangements for land-locked countries: Assist land-locked countries to facilitate their foreign trade through ports of transit countries by removing non-physical barriers;

(vii) Improvement of marine facilities through:

- (a) Improvement of ship-to-shore communications (including INMARSAT), aids to navigation and traffic management systems;
- (b) Improvement of meteorological and coastal station services for collecting and relaying weather information;

(viii) Reinforcement of port planning by assisting port authorities and operators in planning port development so as to ensure introduction of modern technology to facilitate rapid transit of goods and varying volumes and types.

3.2.5 Inland water transport

3.43 Long-term objectives: Development of integrated transport systems for each lake and river basin on the basis of master plans for multisectoral development of the basins and lakes and promotion of inter-modal co-ordination.

3.44 Areas of immediate concentration

(i) Improvement of the navigable waterway networks of each river basin and lake through joint maintenance, buoyage, rehabilitation and purchase of equipment;

(ii) Improvement of the technical and economic performance of inland navigation vessels, particularly through co-operation in the building, maintenance and repair of ships;

(iii) Maintenance and rehabilitation of equipment and ports infrastructure particularly to increase efficiency and to ensure inter-modal co-ordination;

(iv) Improvement of management, particularly through the promotion of joint enterprises for operating services;

(v) Harmonization and updating of documentation, legislation and regulations with the view to finding collective solution to facilitation problems;

(vi) Training of inland water transport personnel of all categories and strengthening and/or establishment of training centres;

(vii) Programming of measures for prevention and combatting of marine pollution.

3.2.6 Multimodal transport

3.45 Long-term objectives:

(i) Improvement of the integration of all modes of transport so as to carry the cargo in one chain of transport smoothly;

(ii) Adjustment of services of all modes of transport to meet the requirements of the multimodal transport system;

(iii) Acceleration of cargo movements by facilitating transport documentation and other procedures.

3.46 Areas of immediate concentration

(i) Adjustment of the trade, where appropriate or feasible, to fully benefit from the multimodal transport concept;

(ii) Adaptation of policies and plans for the introduction of multimodal transport at national and subregional levels;

(iii) Encouragement of national MTOs to increase participation in multimodal transport;

(iv) Establishment of inland container depots;

(v) Adjustment of laws and regulations to foster multimodal transport and the establishment of MTOs as well as ratification of the MT Convention, and implementation of documentation procedures and regulations which conform with the needs of multimodal transport;

(vi) Enlargement of training activities covering multimodal transport;

(vii) Improvement of managerial abilities for the introduction of multimodal transport.

3.2.7 Air transport

3.47 Long-term objective: Integration of African airlines, restructuring of Civil Aviation Authorities and management authorities, improvement of air navigation installations and services in Africa and promotion of better facilitation procedures.

3.48 Area of immediate concentration

(i) Formulate responses to the changes in air transport regulations as indicated in the Yamoussoukro Declaration by taking into account particularly:

- (a) The need to improve technical co-operation among airlines so as to achieve their total integration;
- (b) The possible extra-territorial application of the competition rules in international air transport;
- (c) Problems of the exchange of traffic rights within Africa and between Africa and the rest of the world;
- (d) Problems related to product distribution by means of the Computerized Reservations System (CRS);
- (e) The implications of the measures on noise restrictions and airspace congestion;
- (f) Renewal of the fleet by establishing adequate financial institutions to facilitate the acquisition of aircraft and related equipment;
- (g) The need to restructure civil aviation authorities and airport management enterprises;
- (h) The need to integrate airlines and improve their management;
- (i) The establishment of appropriate mechanism for fixing tariffs which would promote traffic development;

(ii) Establishment of the ICAO Air Navigation Plan, improvement of air safety and security and support to States to enable them to ratify conventions pertaining to civil aviation;

(iii) Technical assistance programmes for improving facilitation at African airports will be designed. Assistance in drawing up the necessary legislation will also be provided to States;

(iv) Undertake studies for the development of air service and the establishment of viable and cost-effective air transport enterprises.

3.2.8 Telecommunications

3.49 Long-term objective: Development of an integrated telecommunications network based on well-defined national subregional and regional policy guidelines for development including, among other things, the accessibility to telephones in rural areas.

3.50 Areas of concentration

- (i) Management, development and rational utilization of human resources;
- (ii) Maintenance, rehabilitation and modernization of existing telecommunication infrastructural facilities;
- (iii) Improvement in the management of telecommunications services;
- (iv) Establishment of effective and operational planning units within national telecommunication administration;
- (v) Establishment, harmonization and implementation of tariff agreements at subregional and regional levels;
- (vi) Promotion of transiting of a high percentage of intra-African communications through centres in Africa by utilizing the installed PANAFTEL Network;
- (vii) Development of research and manufacturing capacity;
- (viii) Completion of the missing links of the PANAFTEL Network;
- (ix) Implementation of the RASCOM project;
- (x) Strengthening of the Pan-African Telecommunications Union (PATU);
- (xi) Provision of services for special users such as news agencies, air transport, broadcasting and meteorological services;
- (xii) Extension of services into rural areas;
- (xiii) Promotion of institutional restructuring of existing organizations for improving operational efficiency and the process of commercialization of these organizations;
- (xiv) Promotion of new services, particularly those which deal with data communication and information, in order to support regional and international trade.

3.2.9 Broadcasting

3.51 Long-term objective: To develop broadcasting services in order to provide an effective means of diffusing information that will support socio-economic development, improving management and operations of broadcasting services and strengthen regional programme exchange.

3.52 Areas of concentration:

- (i) Conduct surveys to measure soil conductivity and weakening of propagation;

(ii) Establish a network for the daily exchange of television news and programmes among African countries;

(iii) Develop human resources at all levels including the establishment of audiovisual institutes at regional and subregional levels;

(iv) Establish subregional centres for studies on rural radio services in Arabic-English- and Portuguese-speaking areas, similar to the one for French-speaking areas located in Ouagadougou;

(v) Intensify efforts towards the implementation of the Development of Broadcasting in Africa (DBA) programme as called for in Recommendation 4 of the African Telecommunications Development Conference (Tunis, 1987);

(vi) Conduct feasibility studies on the manufacture of professional broadcasting equipment and low-cost receivers for the general public;

(vii) Promote rural broadcasting.

(viii) Strengthen URTNA;

3.2.10 Postal services

3.53 Long-term objectives: To develop the African postal network and expand postal activities particularly through the institution of autonomous management within postal administrations, coupled with improved financial management, better qualified manpower and the production of their own materials and equipment.

3.54 Areas of concentration

(i) Re-examining or reviewing postal systems in order to provide for greater liberty and flexibility in management;

(ii) Separating postal services from telecommunications in order to provide specific management to the sector;

(iii) Giving greater flexibility to postal administrations in the fixing of tariffs and in the use of income generated;

(iv) Making optimum use of the available human and material resources;

(v) Improving working methods so as to increase productivity;

(vi) Improving mail routing and distribution in rural and urban areas;

(vii) Improving the quality of training and the qualifications of trainers and trainees;

(viii) Establishment of subregional workshops to ensure individual and collective autonomy of the countries with respect to postal equipment;

(ix) Introduction of new services and products for better competitiveness on the communications market;

(x) Promote postal financial services.

3.2.11 Urban transport

3.55 Long-term objectives:

(i) Provide appropriate transport infrastructure and services so as to avoid the high economic, social and personal costs that may stem from the expected growth in transport and travel movements in large African cities;

(ii) Increase the productivity, service availability and quality as well as financial viability of urban transport services, including meeting the needs of low-income groups for greater accessibility to employment activities and opportunities.

3.56 Areas of concentration

(i) Efficiency improvement measures:

(a) Introduction and effective implementation of traffic management systems and proven low-cost traffic engineering measures, including better signs, signals, pedestrian walkways and pedestrian-only areas, controls over vehicle movements, detouring of through-traffic etc.;

(b) Application of effective parking control systems;

(c) Introduction of bus-ways and high occupancy lanes in circumstances where appropriate;

(d) Enforcement of effective driver training, testing and licensing measures;

(e) Expansion of road user education activities;

(f) Introduction of lead-free and emission control measures to reduce atmospheric pollution;

(ii) Institutional improvement measures:

(a) Strengthening of the institutional capacity of urban authorities to formulate urban transport policy and to plan as well as to maintain urban transport networks and traffic movement information facilities and equipment;

(b) Provision for the effective daily management and policing of urban traffic flows;

(c) Establishment of representative traffic safety consultation system;

(iii) Policy improvement measures:

- (a) Introduction of efficiency-oriented vehicle parking policies;
- (b) Conduct reviews of taxi industry entry and operations policies;
- (c) Assessment of the relative roles of the public and private provision of passenger bus services;
- (d) Improve road user taxation policies, including the use of tolls on congested road sections.

IV. STRATEGIES

4.1 Introduction

4.1 The most significant aspect of the strategy for UNTACDA II is the bottom-up approach to regional integration. That is, in order to achieve an efficient integrated transport and communications system in Africa, the national components of these systems must be efficient. Thus the programme is designed on the basis of national needs within the context of subregional and regional integration. The programme is therefore developed at national, subregional and regional levels by the National Co-ordinating Committees (NCC), the subregional working groups and subsectoral working groups, respectively.

4.2 In terms of implementation, the strategy is for action at national, subregional and regional levels. These actions are defined for each mode of transport (road and road transport, railways, urban transport, shipping, ports, inland water transport, multi-modal transport, air transport and urban transport) and subsector of communications (telecommunications, broadcasting and postal services).

4.3 The following sections outline the strategies for each subsector of transport and communications and identify areas of action around which the programmes are developed for implementation at national, subregional and regional levels. The programme definition focuses on individual modes in order to be clear, concise, specific and implementable. Thus, the strategies defined for each mode represent the focus around which the programmes and projects are defined. Prioritization determined by each subregion or country is reflected in the projects submitted for each subsector.

4.4 The strategies for each subsector are defined in overall terms as well as in terms of actions to be undertaken at regional, subregional and national levels. The restatement of the overall strategies at the three levels reflect the fact that implementation of the programmes will be carried out at these levels.

4.2 Roads and road transport

4.5 The following were adopted as overall strategies for the subsector:

- (i) Upgrading proven inter-country road network to link areas of production to areas of consumption at national, subregional, regional and international levels;
- (ii) Improving planning, financing and budgeting in order to reduce the backlogs of infrastructure maintenance and rehabilitation and equipment replacement tasks built up over the past years;
- (iii) Developing policies to facilitate international road transport by minimizing cumbersome customs and immigration procedures and supporting the development of multilateral and international treaties and accords;

- (iv) Developing compatible highway codes, road signs, signals and axle loads so as to render inter-country transit as easy as possible;
- (v) Supporting institutional reforms and improving management of human resources;
- (vi) Developing harmonized road safety legislation, strengthening traffic engineering and enforcement capability and improving road accident rescue strategies;
- (vii) Improving operations and management of road transport infrastructure and services;
- (viii) Raising environmental awareness and strengthening or establishing local environmental institutions;
- (ix) Improving and coordinating standardized road transport data base system at national, subregional and regional levels;
- (x) Promoting the establishment of road transport vehicle manufacturing industry in Africa.

4.6 The following chart shows the level of implementation of each strategy and the priority areas of action around which the programme of action is drawn and projects defined.

ROADS AND ROAD TRANSPORT
STRATEGIES AND PROGRAMMES OF ACTION

STRATEGIES	REGIONAL	SUB-REGIONAL	NATIONAL
(i) Upgrading and completion of selected intra and inter-country connections	- Conduct economic studies on selected substandard links along the inter-national networks	- Conduct workshops on economic studies of regional transport corridor	- Co-ordinate national road investments - Reduce maintenance and rehabilitation backlogs
(ii) Improving Planning, Financing and Budgeting	- Develop and disseminate standard maintenance management system	- Workshops on dissemination of maintenance management system - Initiate simplified procedures for bidding and disbursement	- Introduce maintenance policies, network-based planning and programming and performance budgeting
(iii) Developing policies to facilitate international road traffic	- Adaptation of international conventions and accords to African needs	- Training on the application of facilitation instruments - Set up inter-country committees for supervision & control of inter-State traffic	- Accede to and implement existing treaties - Develop axle load control system
(iv) Supporting Human Resource Development and Institutional reforms	- Evaluation of needs - Develop forum for regular meetings of road specialists	- Training to strengthen management environment, motivation and incentives - Organize research for skill transfer - Organize research on institutional reform	- Establish personnel units with increased capability - Training to strengthen management environment - Increase community (especially women) participation in rural road operations
(v) Developing harmonized road safety legislation, enforcement and rescue operations	- Develop and disseminate existing engineering technology - Evaluate the need for accident data and treatment	- Develop courses on blackspot identification, appropriate design and physical interventions	- Identification of national research priorities on road safety - Establish blackspot monitoring and improvement programmes

ROADS AND ROAD TRANSPORT
STRATEGIES AND PROGRAMMES OF ACTION

STRATEGIES	REGIONAL	SUB-REGIONAL	NATIONAL
	<ul style="list-style-type: none"> - Facilitate mechanisms to fund road safety programmes - Organize research on legislation and control of vehicle diagnosis - Provide available accident impact mitigation measures - Organize research on effectiveness of training, education and public campaigns for road safety 	<ul style="list-style-type: none"> - Workshops to facilitate cross fertilization among countries on regulatory framework - Seminars on road rescue operations - Seminars to promote road safety campaigns and the economics of road safety 	<ul style="list-style-type: none"> - Creation of national road safety committees - Implement and enforce legislation - Plan road accident rescue strategies - Training of drivers and school children - Training programs for road safety personnel
(vi) Improving operation and management	<ul style="list-style-type: none"> - Develop simplified procurement procedures - Develop appropriate standards and disseminate technical information on labour based methods - Research on low cost construction and maintenance techniques - Initiate policies for fleet standardization, development and impact of trucking associations 	<ul style="list-style-type: none"> - Conduct workshops on procurement procedures - Training on uses of labour based methods - Training on use of low cost construction and maintenance techniques - Training on logistics, support services and marketing for trucking services 	<ul style="list-style-type: none"> - Introduce simplified procurement procedures - support labour based contracting - Establishment of appropriate standards and practices for construction and maintenance - Rationalize role of government in transport service operations

ROADS AND ROAD TRANSPORT
STRATEGIES AND PROGRAMMES

STRATEGIES	REGIONAL	SUB-REGIONAL	NATIONAL
		<ul style="list-style-type: none"> - Organize workshops on economics of transport services for owner-operator 	<ul style="list-style-type: none"> - Provide adequate environment for private operators to function - Harmonize safety and vehicle regulations
	<ul style="list-style-type: none"> - Organize research on the use and ownership of intermediate means of transport 	<ul style="list-style-type: none"> - Workshops to disseminate information on intermediate means of transport 	<ul style="list-style-type: none"> - Review policies affecting motorized and non-motorized rural transport
(vii) Raising Environmental awareness and establishing local institutions	<ul style="list-style-type: none"> - Organize research on road transport environmental impact 	<ul style="list-style-type: none"> - Organize Seminars on environmental assessment 	<ul style="list-style-type: none"> - Establishment of policy on environmental impact of projects, remedial measures and monitoring
(viii) Promoting establishment of vehicle manufacturing industry	<ul style="list-style-type: none"> - Undertake survey on vehicle manufacturing in Africa 	<ul style="list-style-type: none"> - Seminars on vehicle manufacturing in Africa 	<ul style="list-style-type: none"> - Assess benefits of manufacturing vehicles in the country

4.3 Railways

4.7 The overall strategies for the railways sector are:

- (i) Improvement of availability and reliability of rolling stock, infrastructure and equipment;
- (ii) Development and improvement of international traffic co-ordination;
- (iii) Development of human resources.

4.8 The level of implementation and actions required are summarized in the following chart.

RAILWAYS: STRATEGIES AND ACTIONS PROGRAMME

SERVICES	REGIONAL	SUB-REGIONAL	NATIONAL
(i) Restructuring of rail into efficient commercially viable enterprises	<p>Working out approaches for adapting staff strength to genuine needs and workload:</p> <ul style="list-style-type: none"> - standardization and monitoring of operational indicators - preparation and propagation of concepts for structural reorganization and management procedures improvements <p>Creation of management information, data bank and updating systems</p>	<p>Development of a market oriented approach through the creation and/or strengthening of commercial and marketing services primarily to address customer demands:</p> <ul style="list-style-type: none"> - Development of appropriate personal management methods with a view to improving productivity <p>Designing of systems for the computation of traffic costs adapted to the analysis of profitability and tariffing</p>	<p>Rationalization of the organization and procedures of railway management</p> <ul style="list-style-type: none"> - Creation of management information data bank and updating systems - Preparation and implementation of a general transport policy: competition among the transport modes, free tariffing, taxation for the use of transport infrastructure, and compensation of public service application - Review of rail transport policy, legislation and regulations with a view to defining more realistically the relationships and obligations between government and railway authorities particularly through the use of contract plans, with a view to improving commercial freedom and management responsibility - Creation of systems for calculating traffic costs adapted to the analysis of service profitability and tariffing

RAILWAYS: STRATEGIES AND ACTIONS PROGRAMME

STRATEGIES

REGIONAL

SUB-REGIONAL

NATIONAL

- Adaptation of a market oriented approach through the creation /or strengthening of commercial and marketing services which would primarily address customer demands.
- Establishment of a cost calculation suitable for the analysis of service profitability and for tariff fixing:
 - Putting into operation of a commercial approach oriented to the market by establishing and strengthening commercial and marketing services whose primary concern would be to meet the needs of clients.

RAILWAYS: STRATEGIES AND ACTIONS PROGRAMME

STRATEGIES	REGIONAL	SUB-REGIONAL	NATIONAL
(ii) Improvement of availability and reliability of rolling stock, infrastructure and equipment	Development of group purchase of equipment and spare parts at the subregional level	Improvement of availability and reliability of rolling stock, by placing particular emphasis on motive power through joint co-ordination and development of available resources.	Improvement of availability of rolling stock by placing particular emphasis on motive power
	Study of the establishment of central workshops at the subregional level	Improvement of spare parts procurement systems through the creation of subregional purchase groupings	Improvement of spare parts procurement systems, particularly, through subregional purchase groupings;
		Improvement of the quality of tracks and their maintenance techniques while taking into account signalling and telecommunications, by popularizing appropriate techniques and undertaking joint development of available facilities	Improvement of the quality of tracks and their maintenance techniques, taking into account signalling and telecommunications, applying the appropriate planning techniques.

RAILWAYS: STRATEGIES AND ACTIONS PROGRAMME

STRATEGIES	REGIONAL	SUB-REGIONAL	NATIONAL
(iii) Railway operation, development and improvement of international traffic co-ordination	Study and research on the development of railway industries.	Strengthening subregional co-operation between inter-connected networks in order to promote international transit traffic, especially in the area of marketing, training, harmonized tariffs and simplification of documents.	Improvement of subregional co-operation between inter-connected networks in order to promote international traffic and transit, particularly in the areas of marketing and training, harmonized tariffs and simplification of documents.
	Updating and implementing of the railway network interconnection master plan	- Standardization and harmonization with a view to network interconnection	Strengthening of the Union of African Railways
	Standardization and harmonization with a view to interconnection.	- Establishment of clearing houses.	Promotion of the security and environment aspects of railway operation.
(iv) Development of Human Resources	Study of policy reform and modernization methods, statutes, regulations, and human resources management in order to improve their productivity, mainly through measures aimed at stimulating greater performance.	Strengthening of subregional training centres for railway personnel as well as certain national centres, in order to give them a subregional role	Strengthening and modernizing policies, staff rules and regulations payment systems as well as human resources management so as to increase their productivity mainly through measures aimed at stimulating greater performance. Development of staff training and subregional and regional cooperation in this field.

4.4 Shipping

4.9 The strategies are geared to the following areas:

- (i) Intensify and harmonize subregional co-operation;
- (ii) Develop coastal shipping services;
- (iii) Take whatever steps are necessary to reduce overall transportation costs;
- (iv) Update and harmonize legislation;
- (v) Promote the development of national shipping and multinational shipping enterprises;
- (vi) Adopt and apply international maritime conventions;
- (vii) Establishment, reorganization and/or strengthening maritime institutions;
- (viii) Promote the establishment of multinational shipbuilding and shiprepair enterprises;
- (ix) Improvement of aids to navigation and ship-to-shore communication;
- (x) Preventing and combating marine pollution;
- (xi) Development of human resources.

4.10 The implementation of these strategies at regional, subregional and regional levels are summarized in the chart that follows.

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
(i) To intensify and harmonise subregional cooperation	Promote the creation of sub-regional organizations in the maritime sector, where they do not yet exist. To this end, develop models of operational structures and define guidelines for their implementation	Strengthen subregional cooperation organizations in the existing maritime sectors (e.g. MINCONMAR)	Set up National Maritime Committee
		-Promote and develop subregional cooperation by organizing information and sensitization meetings	Support subregional cooperation organization in the maritime sector.
		- Develop, strengthen and harmonize activities of the shipping councils	Set up Shipping Councils in countries where they do not yet exist
(ii) To develop coastal shipping services		Select dispersal ports at the subregional level	Support actions aimed at the establishment of subregional shipping companies
		Conduct that the necessary viability studies for the development of coastal shipping are conducted.	Promote the establishment of subregional shipping companies
(iii) To take all necessary steps necessary to reduce overall transportation costs	Analyse current international practices in the field of management of shipping companies	Analyse the operating costs of shipping companies operating at the subregional level	Carry out the necessary and reforms for reducing costs of shipping
	Define the structure of costs in accordance with what obtains international standards	Undertake studies to identify parameters for explaining the high cost of shipping and make recommendations	
	Organize seminars on the management of shipping companies and shipping costs	Organize seminars aimed at reducing shipping costs	

SHIPPING: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
(iv) To update and harmonize legislation	Develop maritime legislative models in accordance with current maritime trade conditions as much as possible in conformity with existing international agreements	Analyse existing maritime laws at the subregional level and identify the needs for their harmonization	Analyse existing maritime laws and identify the needs for their harmonization
	Popularize the legislative models by organizing seminars	Study the legislative models proposed at the regional level and recommend the models appropriate at the subregional level Organize information and working seminars with a view to adopting the most appropriate maritime laws for the subregions	Review existing maritime laws on the basis of agreements and reached at the subregional level
(v) To promote the development of national shipping and multilateral shipping enterprises	Develop model shipping companies appropriate to the various levels (regional, subregional and national)	Carry out necessary studies for the establishment of subregional shipping companies	Undertake necessary reforms aimed at creating favourable conditions for private sector participation in the establishment of subregional or national shipping companies
	Define guidelines for adapting and adopting on specific cases	Develop appropriate practices at the subregional level, for joint administration of the rule of cargo sharing	Undertake necessary reforms aimed at creating favourable conditions for private sector participation in the establishment of subregional or national shipping companies

SHIPPING: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
	Organize the creation and regular updating of a data bank on shipping in Africa	Study the legislative models proposed at the regional level and recommend the models appropriate at the subregional level Organize information and working meetings with a view to the adoption of the most appropriate maritime laws for the subregion Promote private sector participation as well as joint-ventures in establishing and managing shipping companies	Review existing maritime laws on the basis of agreements reached at the subregional level Organize and ensure the regular implementation of a data bank on national shipping activities
(vi) To adopt and apply International Maritime Convention	Popularise existing international agreements and conventions for wider dissemination of information to States Organize seminars with wide participation in order to explain the conventions and their implications	Support efforts made at the regional level to popularize and explain the conventions Promote consensus for accepting and ratifying the convention	Widely disseminate information on the Conventions at the national level and stimulate their consideration by all parties concerned Ratify and implement the Conventions
(vii) To establish, reorganize and/or strengthen maritime institutions	Develop a standard for the establishment and operation of a national maritime administration Define guidelines for establishing and putting into operation the model structure taking into account local realities	Promote reform of maritime administrations and agreement for adopting appropriate and harmonized structures	Establish maritime administrations that are truly capable of assisting in the formulations of appropriate maritime policies Identify the needs for reorganizing and strengthening the needs of existing maritime administrations

SHIPPING: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
	Assist States in reforming their maritime administrations		Carry out the necessary reforms in light of recommendations made at the regional level by the specialized institutions Ensure that the maritime administrations are provided with sufficient and competent staff.
(viii) To promote the establishment of multinational shipbuilding and shiprepair enterprises	Examine the existing facilities in Africa for ship building and repair, hire, capacities, strengths and weaknesses Draw up a programme for improving existing facilities and for installing new ones with a view to streamlining the use of facilities at the regional and subregional levels	Promote cooperation among existing ship building and repair yards as well as the need to establish joint enterprises	Support efforts made at the regional level to streamline the use of ship building and repair facilities.
(ix) To improve channels to navigation and ship-to-shore communication	Popularize international conventions on maritime security Organize meetings aimed at explaining international Conventions on maritime security and at sensitizing States on their ratification and implementation	Support efforts made at the regional level to popularize and explain international Conventions on Maritime Security Identify inadequacies in aids to navigation at the subregional level	Establish within maritime administrations efficient structures for maritime security and provide with skilled staff Ratify and implement international Conventions on maritime security

SHIPPING: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
		Promote consensus for the harmonization of laws and national aid to navigation	Support efforts aimed at harmonizing national laws and aid to navigation
(x) To prevent and combat marine pollution	Develop specification models for protecting the marine environment, to be included in national maritime laws	Sensitize States on the need to prevent pollution and to set up national plans for marine protection	Incorporate clauses for protecting the marine environment in national maritime laws
	Organize training seminars for people responsible for implementing maritime laws, particularly, for fighting and combatting marine pollution		Set up national plans for marine protection
	Draw up models of national plans for marine protection, defining alarming cases and the roles of all the structures to act in the case of emergency		Support cooperation and joint initiatives at the subregional level for marine protection and for marine protection and for combatting pollution

SHIPPING: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
(xi) To promote human resources development and use of subregional training institutions	Promote existing international training programmes (eg TRAINMAR)	Study the training needs at the sub-regional level	Prepare a national maritime training programme
	Search for funds for organising training seminars and workshops	Evaluate the existing training needs	Support subregional training institutions politically and financially
		Promote co-operation in order to strengthen existing subregional and national institutions as well as to meet the needs of new institutions	
		Ensure the viability of subregional training institutions	

4.5 Ports

4.11 The subsectoral strategies are as follows:

- (i) Improvement of administrative and operational procedures to increase cargo handling rates and reduce the transit times of cargo;
- (ii) Ensure that port facilities are adapted to meet the challenges of modern shipping technologies;
- (iii) Streamlining of customs procedures to match the operational and commercial requirements of new technologies;
- (iv) Development of subregional ports with feeder services to other ports;
- (v) Ensure effective maintenance of port equipment and infrastructure to increase efficiency and safety;
- (vi) Development of human resources.

4.12 The actions to implement these strategies at regional, subregional and national levels are summarized below.

PORTS: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
(i) Improvement of Administrative and operational procedures to increase cargo handling rate and reduce time cargo spends in transit	Develop models of operational port administration structures and efficient port management practices	Publicise models of port administration, management, practices and performance indicators	Identify the difficulties in port activities
	Develop models of performance indicators required to monitor port management	Organize seminars on these models in order to widely publicize and define modalities for adaptation and application to be specific to subregional ports	Ensure the necessary institutional reforms to enable port administration to be more effective and to define their relationship with users
	Develop port management courses to assist in the identification of the problems and finding solutions	Organize seminars on port administration	Apply management information systems based on performance indicators that would allow for monitoring port management
(ii) Ensure that port facilities are adapted to meet the challenge of modern shipping technologies	Publicise the international conventions on port facilitation	Support publicity efforts on the international conventions on port facilitation	Establish national structures for analysing the international conventions on port facilitation and identify needs for this adaptation to local conditions
	Organize seminars to explain the conventions and their implications	Promote co-operation in analysing the conventions and harmonizing national actions	Support subregional co-operation in analysing the convention
		Promote ratification of the international conventions as well as the adoption of harmonized actions	Ratify and implement the conventions on port facilitation

PORTS: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
(iii) Streamlining of customs procedures to match the operational and commercial requirement of new technologies	Publicise international experiences in shipping customs documents	Identify simplification needs	Set up national structures for the simplification
	Organize seminars on simplification	Promote co-operation in examining the simplified documents	Encourage consensus in analysing models of simplified documents and their harmonization
	Develop models of simplified documents and guidelines for their adaptation	Promote the adoption of harmonized simplified documents	Implement the approved simplification actions
	Develop models of simplified documents and guidelines for their adaptation	Ensure follow-up at the national level of the implementation of the approved simplification actions	
(iv) Development of subregional ports with feeder services to other ports	Develop models for structuring and operating intergovernmental port management organizations	Develop a port information system and set up a port data bank	Support the intergovernmental management organizations politically and financially
	Assist the States concerned in restructuring existing organization and create such organization where they do not yet exist.	Identify major ports to serve as subregional trans-shipment ports	Support the idea of selecting subregional trans-shipment ports
	Assist intergovernmental organizations to increase their capacity to search for and define policies	Encourage agreement by countries on the selection of trans-shipment ports	Support efforts aimed at developing subregional trans-shipment ports, by modernizing and recognizing the status of the selected ports

PORTS: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
<p>(v) Ensure effective maintenance of port equipment and infrastructure to increase efficiency and safety</p>	<p>Assist intergovernmental organizations to increase their capacity to search for and define policies</p> <hr/> <p>Develop models of port infrastructure and equipment maintenance systems</p> <p>Organize seminars and workshops aimed at publicising these models</p>	<p>Promote development of subregional trans-shipment ports, through their modernization and encourage recognition of their status by all the parties concerned.</p> <hr/> <p>Promote awareness on maintenance problems relating to port infrastructure and equipment</p> <p>Develop training programmes based on approved maintenance systems that are appropriate to local conditions</p>	<p>Institutionalize the maintenance of port infrastructure and equipment (planning, financing, execution)</p> <p>Benefit from the seminars and workshops organized on the basis of the maintenance systems approved</p>
<p>(vi) Human resources development</p>	<p>Develop training courses covering the various port activities as well as planning methods for the development of port personnel</p> <p>Organize seminars and workshops aimed at popularizing these courses and and planning methods</p> <p>Assist subregional organizations in ensuring the viability of subregional training institutions</p>	<p>Identify port training needs</p> <p>Promote organisation of seminars and workshops on existing training courses</p> <p>Promote implementation of the approved and adopted methods of human resources planning</p>	<p>Adopt appropriate methods of human resources planning</p> <p>Strengthen national training institutions and support actions aimed at strengthening subregional ones</p> <p>Support actions aimed at strengthening subregional ones</p>

PORTS: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY

REGIONAL

SUBREGIONAL

NATIONAL

Strengthen existing subregional training institutions and promote the establishment, where necessary, of new ones

Secure the viability of training institutions

Develop training actions by adopting legislations and regulations aimed at strengthening subregional ones

Develop training actions by adopting legislations and regulations aimed at staff institutions

4.6 Inland Waterways

4.13 A total of five strategies were developed for the inland waterways transport:

- (i) Improvement of the navigable waterway networks of all river basins and lakes through joint maintenance, buoyage, rehabilitation and purchase of equipment;
- (ii) Improvement of technical and economic performance of inland navigation vessels through co-operation in the building maintenance and repair of ships;
- (iii) Increase the efficiency of river and lake ports through maintenance and rehabilitation programmes.
- (iv) Improve the management of inland waterway networks through the promotion of joint enterprises for operating services;
- (v) Development of human resources.

4.14 The corresponding actions at the three levels of implementation are as follows:

INLAND WATERWAYS TRANSPORT
STRATEGIES AND PROGRAMMES OF ACTION

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
1.) Improvement of the navigable water way networks of all river basins and lakes through joint maintenance buoyage, rehabilitation and purchase of equipments	<ul style="list-style-type: none"> -To conduct prefeasibility studies on African inland waterway transport systems and their development potential -To encourage adoption of conventions, giving international status to potentially navigable inland water courses jointly owned by several countries -To promote subregional operation for development of inland water courses with significant transport potential. -To draw up models of subregional river basin development organizations and encourage their establishment and effective operations. -To set up a data bank on inland water ways and establish a system of collection analysis and dissemination of relevant information. 	<ul style="list-style-type: none"> -To draw up plans for integrated development of the inland water ways and for linking the transport sector with other productive sectors. -To conduct studies on the navigability of subregional inland water ways. - To implement navigation projects at subregional levels. -To establish subregional structures to be responsible for operating jointly owned inland water ways (dredging, beacon marking, pollution control). - To promote the establishment of Community inland waterway transport companies. 	<ul style="list-style-type: none"> -To draw up plans for the integrated development of national inland water ways. -To conduct studies on the navigability of national inland waterways. - To establish appropriate structures for the management of national inland waterways. -To promote the establishment of national inland waterway transport companies, with private sector participation.
2.) Improvement of technical and economic performance of inland navigation vessels through cooperation in the building, maintenance and repair of ships	<ul style="list-style-type: none"> -To review innovations in the field of inland waterway transport equipment and publicize them. 	<ul style="list-style-type: none"> -To take stock of the inland waterways transport equipment used in Africa and estimate future needs. 	<ul style="list-style-type: none"> To promote transport co-operatives.

INLAND WATERWAYS TRANSPORT

STRATEGIES AND PROGRAMMES OF ACTION

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
<p>iii. Increase the efficiency of river and lake ports through maintenance and rehabilitation programme.</p>	<p>-To identify inland waterways transport equipment that are suitable to African conditions.</p>	<p>-To make a diagnosis of existing yards for the construction and repair of inland waterways transport equipment.</p>	<p>-To support cooperation efforts in constructing and maintaining equipment</p>
		<p>-To promote cooperation for joint development of the most adequate construction yards and/or construction of new sub-regional yards.</p>	<p>- To promote financing efforts aimed at renewing obsolete transport equipment.</p>
		<p>-To promote the grouping together of transport companies and the establishment of joint transport companies.</p>	
		<p>- To make a diagnosis of existing inland waterways port installation.</p>	<p>-To institutionalise inland waterway port installations.</p>
		<p>-To draw up a plan for the maintenance and rehabilitation of existing installation and the development of facilities.</p>	<p>-To support cooperation efforts for the maintenance of jointly owned port installations.</p>
		<p>-To promote cooperation for the implementation of this plan.</p>	
<p>iv improve the management of inland waterway networks through the promotion of joint enterprises for operating services.</p>		<p>-To study the means of streamlining the organization and management of inland waterway transport.</p>	<p>- To create a favorable legal environment for the development of joint-ventures and cooperation among small transport companies.</p>
		<p>-To conduct studies aimed at promoting joint ventures and other forms of company cooperation.</p>	
		<p>-To promote joint ventures and the cooperation of enterprises through training and information seminars and workshops.</p>	

INLAND WATERWAYS TRANSPORT

STRATEGIES AND PROGRAMMES OF ACTION

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
5. Human development		<p>-To take stock of existing institution offering training in inland waterway transport.</p> <p>-To promote cooperation in the field of training.</p> <p>-To strengthen existing institutions and establish new ones where necessary.</p> <p>-To secure the viability of subregional training institutions.</p>	<p>-To identify training needs.</p> <p>-To support cooperation efforts in the field of training.</p> <p>-To strengthen national training institutions and support relevant subregional institutions politically and financially.</p>

4.7 Multimodal transport

4.15 The subsectoral strategies are for:

- (i) Promotion of the integration of all transport modes in order to promote the "door-to-door" concept;
- (ii) Harmonization and simplification of documentation, legislation and regulations with the view to facilitating and accelerating cross-border trade;
- (iii) Co-operation in identifying and developing new transport corridors through the elimination of missing links and ensuring the continuity of the integrated transport chain;
- (iv) Development of human resources.

4.16 The programme of action at each level is summarized as follows:

MULTIMODAL TRANSPORT: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL		
(i) Promotion of the integration of all transport modes in order to promote the "door-to-door" concept					

MULTIMODAL TRANSPORT: STRATEGIES AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
(iii) Co-operate in identifying and developing new transport corridors through the elimination of missing links and ensuring the continuity of the integrated transport chain	Develop and popularize models to to simplify frontier formalities based on existing conventions and international experience	Promote co-operation and consultations for analysis of international experience regarding adoption of regulations and harmonized documents	Support the efforts at harmonization at regional and subregional levels
	Assist member States in undertaking necessary reforms for harmonization and simplification of formalities		Undertake necessary reforms for harmonization and simplification of documents and procedures
		Identify existing principal corridors which provide the most economical transport for the countries concerned	Support subregional efforts to construct and rehabilitate infrastructure
		Identify in these corridors parts of the infrastructure which are unsatisfactory	Give priority to existing corridors which guarantee most economical transport for the countries concerned
	Undertake feasibility studies for construction or rehabilitation of the infrastructure	Develop the infrastructure in the corridors (terminals and dry ports) by providing adequate personnel, equipment and facilities	
		Promote cooperation in search for necessary financing for construction or rehabilitation of infrastructure	

MULTIMODAL: STRATEGII AND PROGRAMMES OF ACTION

STRATEGY	REGIONAL	SUBREGIONAL	NATIONAL
(iv) Human resources development	Develop courses on multimodal transport and organize seminars and workshops for popularization	Promote organization of seminars and workshops on courses on multimodal transport	Organize seminars and workshops for training in multimodal transport
		Reinforce existing subregional institutions and create new ones as necessary	Promote co-operation in training and political and financial support to subregional training institutions
		Assure the viability of subregional training institutions	

4.8 Air transport

- (i) Implementation of the Yamoussoukro Declaration: Joint operation, joint use of aircraft, integration of existing airlines and improvement of their management;
- (ii) Regulation of operations, co-ordination of aeronautical activities and expansion of African markets;
- (iii) Harmonization and adaptation of aeronautical laws;
- (iv) Elimination of physical and non-physical barriers to air transport and development of facilitation in airports;
- (v) Human resources and management development;
- (vi) Implementation of the air navigation plan, standardization and harmonization of operation in the various air spaces and development of aeronautical infrastructure;
- (vii) Improvement of safety and security.

4.18 The actions at the different levels are summarized below.

AIR TRANSPORT: STRATEGIES AND ACTION PROGRAMME

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
(i) Implementation of the Yamoussoukro Declaration	<ul style="list-style-type: none"> - Co-ordination of the implementation of the Yamoussoukro Declaration - Co-ordination of the implementation of measures related to joint insurance and joint purchases - Promotion of the establishment of a regional aircraft leasing company 	<ul style="list-style-type: none"> - Identification and establishment of a central body for the organization of airlines wishing to co-operate within the framework of the Yamoussoukro Declaration - Promotion and establishment of joint airlines or joint air transport operations - Joint use of the Computer Reservation System(CRS) - Study and ensuring effective implementation of recommendations related to joint insurance, joint aircraft purchase, representations and assistance at stop-overs, establishment among other things, of an aircraft leasing and hire company and subregional maintenance centres 	<ul style="list-style-type: none"> - Support to airlines wishing to co-operate in accordance with the Yamoussoukro Declaration - Granting of priority to civil aviation - Participation in such various co-operation projects as joint insurance, computer reservation system, establishment of an aircraft leasing and purchase company as well as subregional maintenance centres etc.
(ii) Regulation of operation, co-ordination of aeronautical activities and expansion of African markets	<ul style="list-style-type: none"> - Selection of major airports that can serve as gateway airports 	<ul style="list-style-type: none"> - Establishment of viable economic entities 	<ul style="list-style-type: none"> - Taking measures aimed at reducing operating costs of airlines - Elimination of protectionist attitudes in the granting of traffic rights between African States

AIR TRANSPORT: STRATEGIES AND ACTION PROGRAMME

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
		<ul style="list-style-type: none"> - Increasing co-operation aimed at harmonizing air transport policies, especially for the negotiation of traffic rights - Support for the introduction of gateway airports by selecting major airports - Promotion of the implementation of subregional civil aviation and infrastructure management organizations 	<ul style="list-style-type: none"> - Acceptance of compromise aimed at the development of the services of African airlines - Reduction of Government intervention in the day-to-day management of airlines and infrastructure management companies - Encouragement of tourism development and the introduction of favourable fares - Encouragement to airlines to engage in practical co-operation in all areas, including operation, staff training and establishment of subregional entities
(iii) Harmonization and adaptation of aeronautical legislation	<ul style="list-style-type: none"> - Drafting of legal texts on air transport operations within sub-regional economic entities 	<ul style="list-style-type: none"> - Drafting of aeronautical legal texts adapted to the needs of users and markets and support for tourism development 	<ul style="list-style-type: none"> - Redrafting of legal texts and adapting them to the needs of users, markets and and the groupings - Ratification of the necessary conventions for the development of air services - Application at the subregional or regional level of harmonized aeronautical laws defined by organizations.

AIR TRANSPORT: STRATEGIES AND ACTION PROGRAMME

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
(iv) Elimination of physical and non-physical barriers to air transport and development of facilitation in airports	- Identification of facilitation problems	<ul style="list-style-type: none"> Organization of information and sensitization meetings on facilitation at airports - Definition of the necessary regulations for subregional facilitation - Continuation of efforts already initiated by subregional organizations 	<ul style="list-style-type: none"> - Revitalization of national committees on facilitation - Undertaking of administrative reforms aimed at reducing national differences with regard to annex 9 of the Chicago Convention - Improvement of airport installations
(v) Development of human resources and management	<ul style="list-style-type: none"> - Study of ways and means of fully developing existing regional or subregional training centres - Search for training funds - Organization of training seminars in the areas of management, operations and sale of products - Provision of technical assistance to countries and organizations 	<ul style="list-style-type: none"> - Development of co-operation in training and search for ways and means of fully developing subregional training centres Study and establishment of data banks on various aspects of civil aviation and infrastructure management 	<ul style="list-style-type: none"> - Provision of financial and technical support to African centres - Definition of training programmes - Use, as a matter of priority, of regional and subregional training centres and supporting the centres financially - Establishment of reliable systems of data collection - Granting of the necessary autonomy to civil aviation and infrastructure management authorities

AIR TRANSPORT: STRATEGIES AND ACTION PROGRAMME

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
(vi) Implementation of the Air Navigation Plan, standardization and operation in the various air spaces and development of aeronautical infrastructure	<ul style="list-style-type: none"> - Ensuring the follow-up and implementation of the decisions of the APIRG group - Promotion of the establishment of subregional entities 		<ul style="list-style-type: none"> - Ensuring installation of the necessary equipment - Ensuring co-ordination of aeronautical activities at the subregional level - Ensuring maintenance and rehabilitation of existing infrastructure
(vii) Improvement of safety and security	<ul style="list-style-type: none"> - Identification of safety and security gaps - Sensitization of States on measures to take 	<ul style="list-style-type: none"> - Harmonization of national procedures - Ensuring establishment of the necessary equipment and infrastructure 	<ul style="list-style-type: none"> - Ratification of the necessary conventions - Implementation of the recommendations of ICAO

4.9 Telecommunications and Broadcasting

4.19 The overall strategies for Telecommunications and Broadcasting subsectors have been formulated and categorised as shown below within the context of Regional, Subregional and National activity levels. This is an attempt to better clarify and apportion specific activities at each level.

- (i) Establishing and/or reviewing telecommunications and broadcasting policies and regulations (national, subregional, regional);
- (ii) Restructuring existing telecommunications and broadcasting organizations or departments (National, subregional);
- (iii) Institutionalizing planning practices (National, subregional, regional);
- (iv) Developing human resources (National, subregional, regional);
- (v) Maintenance and rehabilitation (national, subregional);
- (vi) Utilization of the full capacity of existing networks (National, subregional, regional);
- (vii) Expansion of infrastructure and services especially in rural areas (national, subregional);
- (viii) Introduction of new services in parallel with digitalization of networks (National, subregional);
- (ix) Establishment of research and development centres (national, subregional, regional);
- (x) Establishment of manufacturing industries for telecommunication and broadcasting manufacturing facilities for equipment and spare parts (national, subregional);
- (xi) Promoting Technical Cooperation among Developing Countries (TCDC) within the subregions and region as a whole (regional, subregional).

4.20 The actions at the various levels are summarized in the chart below.

TELECOMMUNICATIONS AND BROADCASTING: STRATEGIES AND PROGRAMMES OF ACTION

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
(i) Establish and/or review telecommunication and Broadcasting Policies and regulations	<ul style="list-style-type: none"> - Creation of a national body including users' group at the highest level (e.g. Ministerial) to review on continuous basis policies and regulations. - Preparation of documents for the national authorities justifying a changeover from an administrative type to an autonomous type of organization. 	<ul style="list-style-type: none"> - Elaborate at the various subregional meeting or forum current policy issues and trends at national/regional level 	<ul style="list-style-type: none"> - Organize symposium/seminars to sensitize policy makers at the highest level on current policy issues and trends.
(ii) Restructuring existing Organization of departments	<ul style="list-style-type: none"> - Review alternative organization structures and implement appropriate structure. 	<ul style="list-style-type: none"> - Organize seminars for Chief Executives of telecommunication and broadcasting organizations. 	
(iii) Institutionalizing short/long term planning practices.	<ul style="list-style-type: none"> - Preparation of strategies and fundamental plans. - Organization of planning units and adoption of suitable planning techniques. 	<ul style="list-style-type: none"> - High level seminar/workshops on institutionalizing proper planning practices at national level. 	<ul style="list-style-type: none"> - Organize high level seminar/workshop on regional/subregional planning of telecommunication and broadcasting systems. - Preparation of guidelines for improvement of planning practices.
(iv) Developing Human Resources.	<ul style="list-style-type: none"> - Establish human resource management functions within organizations. - Establish new or strengthen existing training centres. 	<ul style="list-style-type: none"> - Prepare guide lines to assist member countries to define and plan human resources requirements. - Organize high level seminar on human resource development plan and management function. 	<ul style="list-style-type: none"> - Strengthen existing regional institutions (AFRALTI and EMST) to undertake specialized training in technical and managerial areas. - Establishment of a regional institution for Portuguese speaking countries

TELECOMMUNICATIONS AND BROADCASTING: STRATEGIES A

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
(v) Maintenance and rehabilitation	<ul style="list-style-type: none"> - Implementation of national plan for improvement of maintenance. - Establishment of maintenance centres and institutionalize maintenance practices. 	<ul style="list-style-type: none"> - Assist member States to introduce human resources management functions. <p style="text-align: center;">Strengthen existing training centres and establish new ones.</p> <ul style="list-style-type: none"> - Preparation of guidelines for maintenance programmes for the improvement of national as well as subregional networks. - Creation of subregional maintenance centres. 	<ul style="list-style-type: none"> - Establishment of a rural broadcasting training centre for English speaking countries.

TELECOMMUNICATIONS AND BROADCASTING: STRATEGIES AND PROGRAMMES OF ACTION

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
(vi) Expanding infrastructure and services especially in rural areas.	<ul style="list-style-type: none"> - Establishment of standards for quality of service. - Increase telecommunication and broadcasting services at national level to meet basic demands. - Implementation of RASCOM project. - Give special consideration to increase accessibility of telephone service and improve coverage of broadcasting services to rural communities. - Completion of the PANAFTEL missing links. - Implementation of transit switching centres. 	<ul style="list-style-type: none"> - Creation of a coordination mechanism to monitor and improve quality of services. - Completion of the link which are missing in the PANAFTEL network. - Implementation when necessary of direct inter state satellite links. - Seminar on the implementation of RASCOM projects. 	
(vii) Utilization of the full capacity of existing networks.	<ul style="list-style-type: none"> - Implement appropriate tariff structures including preferential treatment for broadcasting services. - Establish proper coordination among telecom organization for technical and operational matters. 	<ul style="list-style-type: none"> - Implement suitable tariff structures. - Prepare routing plans for telephone and telex services. - Strengthen utilization of the selected transit centres and agreed routing plans. 	<ul style="list-style-type: none"> - Coordinate and finalize the studies on tariff structure to promote increased utilization of telecommunication networks.

TELECOMMUNICATIONS AND BROADCASTING: STRATEGIES AND PROGRAMMES OF ACTION

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
(viii) Introduction of new services in parallel with digitalization of networks.	<ul style="list-style-type: none"> -Undertake technical and operational coordination to introduce new services, such as data communication, mobile services, etc. -Improve the quality of telecommunication network to provide specialized services e.g. maritime, airlines, railways, data links, T.V news exchange, etc . 	<ul style="list-style-type: none"> -Coordination and cooperation in the introduction and operation of new services. -Preparation of guide lines on the introduction and implementation of new services. -Organizing seminars on new services. 	
(xi) Establishment Research and Development Centres.	<ul style="list-style-type: none"> - Assist member countries to establish Research and Development Centres. 	<ul style="list-style-type: none"> - Undertake feasibility studies for establishment of R&D Centres in the subregion. - Establish protocols for the operation of the centres. 	<ul style="list-style-type: none"> - Policy decisions on the need for establishing on subregional basis research and development Centres.
(x) Establishment of manufacturing industries for telecommunications and broadcasting equipment and spare parts.	<ul style="list-style-type: none"> - Undertake feasibility studies for the establishment of manufacturing enterprises for the production of telecommunications, broadcasting and associated equipment and spare parts at the national, subregional, and regional levels. - Follow up the implementation of these studies. 	<ul style="list-style-type: none"> - Undertake feasibility studies for establishment of manufacturing industries in the subregion. -Establish protocols for the operation of the industries. -Promote R&D and manufacturing in the subregion. 	

TELECOMMUNICATIONS AND BROADCASTING: STRATEGIES AND PROGRAMME

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
(xi) Promoting Technical cooperation among developing countries.		-Full support to appropriate subregional organization.	- Strengthen PATU and URINA to gradually undertake the coordination of telecommunication and broadcasting development in Africa.

POSTAL SERVICES

4.10 Postal services

4.21 The overall strategies focus on the following key areas:

- (i) Expansion of postal network and services (national, regional)
- (ii) Restructuring of Postal Services and Management reform (national, regional)
- (iii) Development of human resources (national, subregional, regional)
- (iv) Development of postal financial services (national, regional)
- (v) Establishment of manufacturing of postal equipment and printing house for postal stamps (national, subregional, regional).
- (vi) Improvement of facility of service and utilization of networks (national, subregional).

4.22 The above strategies are all applicable at the national level, while (iii), (iv), (v) and (vi) will constitute action areas which can be implemented at the regional level. At the subregional level the strategies (iii), (v) and (vi) cover those areas where actions can be taken for the implementation of the related programmes. These action areas are summarized in the following charts.

POSTAL SERVICES: STRATEGIES OF PROGRAMME OF ACTION

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
(i) Expansion of postal network and services.	<ul style="list-style-type: none"> - Expand mail distribution network national level. - Establishment of transit and sorting centres - Give special attention to mail services to the rural areas - Implement agreed routing plans. - Introduce new services, such as electronic mail, EMS, etc. 		
(ii) Restructuring postal Services management reform.	<ul style="list-style-type: none"> - Review possible choice of organization and implement the appropriate structure. - Computerize management and operational services. - Establishing data base and postal statistics 	<ul style="list-style-type: none"> - Restructuring of postal services and management reform. - Establish data base and development of postal statistics. 	<ul style="list-style-type: none"> - Conduct workshops and seminar.
(iii) Development of human resources schools.	<ul style="list-style-type: none"> - Establish human resource development management function in the organizational structure. - Establish and strengthen training training centres for postal services. 	<ul style="list-style-type: none"> - Establishment of postal training programme. - Establishment of bilingual training centre within ECOWAS. 	<ul style="list-style-type: none"> - Strengthen cooperation among African countries for the training of postal specialist. - Set up a modular training system in national and multinational

POSTAL SERVICES: STRATEGIES OF PROGRAMME OF ACTION

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
			- Promote the development of national and multinational schools.
			- Study of human resources management policy that would meet current changes in the posts.
(iv) Development of financial postal services	- Establish services for the exchange postal orders	- Development of postal financial services.	- Study the role on economic on the establishment of postal banks.
	- Implement improved financial service management		- Study ways for establishing of postal banks
			- Establish guideline for safety of mails
			- Study improved method of mail distribution system specially in rural areas
			- Establishment of intra-African mail routing plan

POSTAL SERVICES: STRATEGIES OF PROGRAMME OF ACTION

SUBREGIONAL	NATIONAL	SUBREGIONAL	REGIONAL
(v) Improvement of the quality of services.	<ul style="list-style-type: none"> - to improve mail distribution especially in rural areas - Insure safety of mails 	<ul style="list-style-type: none"> - Conduct a study to establish sub-regioanl transit and sorting centres - Study improved method of mail distribution system specially in rural areas. - Establish guidelines for safety of mails. - Harmonization and implementation of postal tariffs. 	<ul style="list-style-type: none"> - Establishment of regional and sub-regional transit centres. - Establishment of intra-African mail routing plan.
(vi) Manufacturing of postal equipment and establishment of printing house for printing postal stamps.	<ul style="list-style-type: none"> - Undertake feasibility study to establish postal equipment manufacturing. - Undertake a study to establish capabilities for printing postal stamps. 	<ul style="list-style-type: none"> - Conduct feasibility studies for the manufacture of postal equipment and postal stamp printing. 	<ul style="list-style-type: none"> - Conduct feasibility study for the manufacture of postal equipment and printing house for postal stamps. - Establish protocols for the operation of the centres and facilities.

4.11 Urban transport

4.23 The strategies are as follows:

1. Increasing the efficiency of urban transport modes and services
2. Human resource development
3. Policy and Institutional reforms
4. Transport Management and operations

4.24 The action programmes for these strategies are shown in the chart that follows.

URBAN TRANSPORT: STRATEGIES AND ACTION PROGRAMME

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
1. Increasing the efficiency of Urban transport modes and services	<ul style="list-style-type: none"> - Evaluation of urban transport efficiency - Research and studies on alternative fuels, development of appropriate transport modes, road safety issues, rural/urban migration policies 		<ul style="list-style-type: none"> - Increase the supply of urban transport mode and services - Facilitate the development of cheaper and more appropriate modes of transport
2. Human Resource Development	Funding research for training programmes	Training on Urban Transport planning traffic enforcement, traffic management and engineering	Develop and strengthen in-country training programmes and agencies
3. Policy and Institutional reforms	Establishment and development of professional associations on Public transport operators, road safety etc.	Standardization on traffic regulation and control, road safety, data systems and highway code	<p>Establishment of national level urban transport policy coordination agency. Local level traffic and transport implementing agency and road safety councils</p> <p>Definition of national policies addressing the roles of public and private sectors operators, costs recovery and fuel pricing, road safety</p>
4. Transport management and operations			<ul style="list-style-type: none"> - Private sector development without compromising services to the poor - Commercialization of public sector <p>Transport co-ordination</p>

URBAN TRANSPORT: STRATEGIES AND ACTION PROGRAMME

STRATEGIES	REGIONAL	SUBREGIONAL	NATIONAL
			Public transport priority measures
			Road Rehabilitation and maintenance
			Demand management
			Transport Management

V. PROGRAMMES AND PROJECTS

5.1 Criteria for selection of Projects

5.1 The strategies for each subsector described above represent a consensus of options for drawing the programmes and projects for implementation during the Decade.

5.2 The project proposals submitted by the member States, subregional and subsectoral working groups were analysed on the basis of criteria which were adopted by the Conference of Ministers in Tangiers (DEC/TRANSCOM/67/Rev.4). The criteria were supplemented by the need to limit the first phase to a minimum coherent programme which can be reasonably expected to be financed in view of estimated financial resources which are likely to be available as assessed in Chapter VI.

5.3 It is understood that basically there will be two types of projects: capital projects and non-capital projects, the latter comprising projects addressing policy reform measures, institutional strengthening and development capabilities, research, training and human resources development, development of transport data and detailed engineering studies.

5.4 In designing and preparing Decade projects, particular attention will be given to:

(a) Promotion of national socio-economic development and impact of projects on subregional or regional integration;

(b) Generation of local expertise and the increase of national capacity by using, as much as possible, local human and other resources;

(c) Promotion, as far as possible, of the integration of women and youth in development;

(d) Development of appropriate technology and transfer and adaptation of foreign technologies, at least cost.

5.5 Projects to be included in the programme of the Decade must meet the following criteria:

(a) They must contribute towards one or several objectives of UNTACDA II;

(b) They must be included in the national development plans or programmes;

(c) For capital projects, they must demonstrate social, economic and technical feasibility and/or other demonstrable benefits;

(d) Projects must conform to environmental policies and programmes;

(e) The existence of appropriate and adequate institutional capability to carry out the project must be demonstrated;

(f) Both recurrent costs and the local component of capital costs must be clearly established and their financing adequately provided for.

(g) In addition to the criteria listed above, which apply to both national and regional projects, the following criteria should also apply to regional and subregional projects:

- (i) the project must be included in the work programme of an IGO, a United Nations specialized agency or other similar body and must demonstrate that the countries have been involved in its formulation and have expressed their commitment to its implementation;
- (ii) the project must involve more than one country and promote subregional or regional co-operation and integration.

5.6 There are four categories of projects for the Decade programme as approved at Tangiers. These are:

(a) National projects supportive of Decade objectives with no significant regional or subregional impact. These will be prepared under the relevant sectoral strategy and programme.

(b) National projects (i.e., located in one country which is solely responsible for them) supportive of Decade objectives that have a direct or indirect impact on regional or subregional transport and communication services. They will be promoted and monitored by the relevant regional or subregional agencies under their strategies and programmes.

(c) Projects which are the direct responsibility of more than one country. They will be prepared, promoted and monitored by the relevant regional or subregional agencies under their strategies and programmes.

(d) Projects which are the direct responsibility of participating agencies (regional, subregional, United Nations system or multilateral agencies) which are directly supportive of the objectives of the Decade. They will be prepared under the competent subregional and regional organizations' strategies and programmes.

5.7 The following sections present the programmes and projects grouped by subsector. For each subsector the projects are grouped by programme and level as described above, i.e. national, national with subregional impact, subregional and regional.

5.2 Roads and road Transport: Programmes and Projects

The projects for the sector are grouped under five programmes as follows:

- (i) Upgrading - Road infrastructure improvements related to width, alignment, curvature, surfacing, resurfacing, overlays, etc.
- (ii) Rehabilitation - Selective repair, strengthening and shape correction of pavement or roadway to restore structural strength and riding quality.
- (iii) Construction - Building of paved, gravel or earth road on a new alignment.
- (iv) Maintenance - (a) Routine maintenance (continuous): local repair of pavement; grading unpaved surfaces and shoulders; maintenance of road drainage, side slopes verges, traffic control devices; and control of vegetation.
(b) Periodic Maintenance (Intervals 6-8 years): regravelling or resurfacing (surface treatment)
- (v) Operational Coordination - Harmonization and facilitation for regional and subregional levels.

SUB-SECTOR: Roads
 PROGRAMME: Upgrading
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Isiolo-Moyale	Kenya	Kenya	128			x		EEC contacted for finance (Cairo-Gaborone TEAH)
2	Kabete-Limuru	Kenya	Kenya						
3	West lands-St. Austin	Kenya	Kenya						
4	Kasindi-Beni	Zaire	Zaire	35				x	Donors not yet identified (Lagos-Mombasa TAH)
5	Thika-Garissa	Kenya	Kenya	28			x		Funded by BADEA, Saudi Fund
6	Garissa-Liboi	Kenya	Kenya	50				x	No funds
7	Ishasha-Katunguru (60 km)	KBO	Uganda	9.2			x		Funded by ADB
8	Kyotera-Mutukare (45 km)	KBO	Uganda	11.6			x		Financed by IDA
9	Kigali-Nemba (74 km)	KBO	Rwanda	22.3			x		Financed by IDA and KFW
10	Gitarama-Ruhengeri-Cyanika	KBO	Burundi	46	26.9		x		Partly financed by ADB, OPEC and Saudi Fund
11	Ruyigi-Cankazo-Bubangabanga (97 km)	Burundi	Burundi	20.6				x	Funding still being sought

SUB-SECTOR: Roads
 PROGRAMME: Upgrading
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PEASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
12	Muyinga-Kobero-Rusumo	KBO	Burundi	18			x		Funding still being sought
13	Muyinga-Kirundo-Gisenyi (67 km)	KBO	Burundi	14.3					"
14	Lusahunja-Bihararula (13 km)	KBO	Tanzania	22.5				x	Study and upgrading
15	Buharambo-Kewondo Bay (145 km)	"	"	76.6				x	"
16	Ile Mondok Bay-Bukoba-Mtukula (102 km)	KBO	Tanzania	53.5				x	Funding still being sought
17	Musomo-Isaika	KBO	Tanzania	99.6			x		Partly funded by ADB/EEC
18	Nata-Karungula (50 km)	Botswana	Botswana	8.9	3.8		x		Partly financed by Sweden and Denmark
19	Karungula Ferry Service	Botswana/Zambia	Botswana/Zambia	3.0	2.0		x		Partly financed by Botswana and Zambia
20	Maur-Garzi Road	Botswana	Botswana	0.8			x		Funded by Botswana
21	Harare-Mutare-Mozambique border	Zimbabwe	Zimbabwe	15.0			x		Funding being sought - ADB

Note: All KBO projects to be checked with countries involved.

SUB-SECTOR: Roads
 PROGRAMME: Upgrading
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
22	Ishasa-Goma (136 km)	Zaire	Zaire	24.0				x	Funding being sought
23	Beni-Bunia (200 km)	Zaire	Zaire	46.0				x	Funding being sought
24	Bossembele-Bossemtele	CAR	CAR	33.1			x		Partly funded by Japan
25	Sarh-Guelendeng	Chad	Chad						Funding being sought
26	Sarh-Sibut	Chad	Chad						"
27	Kisangam-Baugassou	Chad	"						"
28	Bukavu-Kasongo-Muji-Mayi	Chad	"						"
29	Kananaga-Kikwit	Chad	"						"
30	Kananaga-Mwene Ditu	Chad	"						"
31	Libreville-Dye-Bitam	Gabon	Gabon						"
32	Libreville-Lomborene-Mdende	Gabon	Gabon						"

SUB-SECTOR: Roads
 PROGRAMME: Upgrading
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
33	Bata-Edebiyin	Eq. Guinea	Eq. Guinea						Funding being sought
34	Mtoun-Cocobeach	ECCAS	Gabon						"
35	Gamboru-Fotoko-Kousseri-N'Djamena	CBLT	Nigeria/Cameroon/Chad						"
36	Moro-Jimeli	CBLT	Cameroon						verify with Cameroon
37	Kalfou-Yagoua-Bongor	CBLT	Cameroon						"
38	Matrouh-Saloum	Egypt	Egypt					x	Funding being sought
39	Abou Siuble-Wady Halfa	Egypt	Egypt					x	"
40	Kossier-Halayeb-Sudan border	Egypt	Egypt					x	"
41	Tamanrasset-Guezzan	Algeria	Algeria					x	"
42	Rabat-Larach	Morocco	Morocco						"
43	Nouadhibou-Nouakchott	Mauritania	Mauritania						"
44	Road linking the Ahmed Hamady-Sharwal Sheik-Nouwabee Tabo Tunnel-Jordan border	Egypt	Egypt					x	"

SUB-SECTOR: Roads
 PROGRAMME: Upgrading
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
45	Mojo-Awassa (198 km)	Ethiopia	Ethiopia	29.19	18.97		x		Funds being sought
46	Azezo-Metena	Ethiopia	Ethiopia	83.80	54.47		x		
47	Felege Neway-Kelem-Namruputh	Ethiopia	Ethiopia	72.85	47.35		x		
48	Debremarkos-Bahirdar-Gondar	Ethiopia	Ethiopia	95.43	62.03		x		
49	Kintampo-Tanale	Ghana	Ghana	68.5	47.6			20.9	

SUB-SECTOR: Roads
 PROGRAMME: Upgrading
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
50	Addis-Gohatsion	Ethiopia	Ethiopia	21.59	14.04		X		
51	Addis-Golo	Ethiopia	Ethiopia	62.76	40.80		X		
52	Negelle-Filtu-Dollo	"	"	41.7	33.3		X		
53	Ru tengaboli-Songo	Zimbabwe	8.5				X		Partly financed
54	Walikale-Goma	Zaire	Zaire						Funding being sought
55	Reconstruction and widening of Akosombo-Tema	Ghana	Ghana	-	-	-	X		
56	Kumasi-Mampong-Ejura- Yeyi Road	Ghana	Ghana	82.3	71.9	10.4	X	X	

SUB-SECTOR: Roads
PROGRAMME: Upgrading
LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
57	Kayes-Nioro	Mali	Mali	16	14.5	1.5		X	Studies not yet carried out
58	Kontagera-Tegina-Kaduna	Nigeria	Nigeria	-	-	-	-	-	
59	Port Harcourt-Enugu-Gongolam	Nigeria	Nigeria	-	-	-	-	-	
60	Calabar-Ikam-Maiduguri	Nigeria	Nigeria	-	-	-	-	-	
61	Ibadan-Ife-Laboja	Nigeria	Nigeria	-	-	-	-	-	
62	Ngals-Maiduguri-Kari Katsina-Jibiya	Nigeria	Nigeria						Double carriage way
63	Ajasso-Ikom-Benin City	Nigeria	Nigeria						" "
64	Lagos-Ibadan-Ilorin-Kontagera- Llele	Nigeria	Nigeria						" "
65	Warri-Benin-Abuja-Kaduna, Kano, Katsina-Jibiya	Nigeria	Nigeria						" "
66	Mchiiji-Kasungu-Nkhonkhotakota	Malawi	Malawi	87.0				*	Funded by ADB Malawi Kwacha
67	Gitarama-Kibuye	Rwanda	Rwanda					*	Funded
68	Muzinda-Bubauza	Burundi	Burundi					*	Funding being sought
69	Bosso-Bisagna-Kukawa-Mongono	CBLT	Niger					*	Verify with Niger
70	500 km of coastal link	Algeria	Algeria	-	-	-		X	
71	500 km of north and south	Algeria	Algeria	-	-	-		X	

SUBSECTOR: Road
 PROGRAMME: Rehabilitation
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Kampala-Mityana	Uganda	Uganda	53			x		Funding secured by IDA (Lagos-Mombasa TAH)
2	Mityana-Fort Portal (260 km)	Uganda	Uganda	56					On-going project (Lagos-Mombasa TAH)
3	Masaka-Mbarara (132 km)	Uganda	Uganda	14.8			x		Ongoing project - EEC funded (Lagos-Mombasa TAH)
4	Mbarara-Kabale (140 km)	Uganda	Uganda	18.2			x		"
5	Mbarara-Ishaka (60 km)	Uganda	Uganda	9.3			x		Ongoing project - IDA funded
6	Tchaka-tungano-Kagitumba (95 km)	Uganda	Uganda	23.8			x		Feasibility study financed by ADB Construction funds sought

SUB-SECTOR: Road
 PROGRAMME: Rehabilitation
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
7	Kabale-Kisoro-Cyamika (96 km)	Uganda	Uganda	27.3			x		
8	Kigali-Butare-Akanyaru (136 km)	Rwanda	Rwanda	50.00			x		Partly funded by EEC
9	Bujumbura-Akanyaru (114 km)	Burundi	Burundi	45.6			x		Partly funded by EEC
10	Chitamba-Karonga	Malawi	Malawi	15.0			x		Financed by EDF
11	Lilongwe-Silima	Malawi	Malawi	30.0			x		Funded by ODA
12	Mzuni-Nkhota Bay	"	"	4.0			x		Funded by ADB
13	Lilwe-Tayolo-Mulanje-Mulaza	"	"	24.0			x		EDF interested
14	Banguela-Nsanje-Marka	"	"	16.0			x		Funding still being sought
15	Maputo-Namache border (52 km)	Mozambique	Mozambique				x		Study funded by Sweden
16	Arusha-Dodoma-Iringa (710 km)	Tanzania	Tanzania	199	121		x		Partly funded by Italy and IDA (Cairo-Gaborone TEAH)
17	Tanzan Highway (925 km)	Tanzania	Tanzania	62.0	2.0		x		Partly funded by ADB/IDA And Norway Tanzania
19	Tanzan Highway (800 km)	Zambia	Zambia	9.3			x		Funded by Denmark

SUB-SECTOR: Road
 PROGRAMME: Rehabilitation
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
19	Lu saka-Kafue-Livingstone (438 km)	Zambia	"	30.1			x		Funded by Denmark and Norway
20	Lu saka-Chipata	"	"	22.3			x		Funded by Denmark and Norway
21	Harare-Chirundu	Zimbabwe	Zimbabwe	1.8			x		Funded by World Bank
22	Harare-Nyamapanda	"	"	10.0			x		Partly financed
23	Bafoussau-Foumban-Tibati	Cameroon	Cameroon	35.2					Funding being sought
24	Meidaugou-Ngdoundere	"	"						
25	Mbalmayo-Ebolowa-Ambanu	Cameroon	Cameroon	112					
26	Kinkala-Loubomo	Congo	Congo						
27	Marowa-Mora	Cameroon(CBLT)	Cameroon						
28	Eldoret-Turbo (25 km)	Kenya	Kenya						
29	Webuye-Malaba (60 km)	Kenya	Kenya						BADEA, Saudi Fund

SUB-SECTOR: Road
 PROGRAMME: Rehabilitation
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
30	Masasa-Golomoti	Malawi	Malawi				x		Funding being sought
31	Benga-Nkhotakota	"	"	3.0			x		Funded by ADB
32	Nkhotakota-Dwanga	"	"	3.0			x		ADB funded
33	Nzuzu-J.Mzumara-Chiweta	"	"	7.0			x		Funding being sought
34	Blantyre-Bnega	"	"	12.0			x		"
35	Bangui Truck Terminal	CAR	CAR	2.6			x		Funded by IDA
36	Brazzaville-Eksouali	Congo	Congo	20.1				x	Funding being sought
37	Kumasi-Sunyani-Cote d'Ivoire boundary	Ghana	Ghana	34.9	24.4	10.5	x		
38	Nouakchott-Adjoujt	Mauritania	Mauritania	32	32	-	-	-	
39	Zindef-Magaria	Niger	Niger	12.7	12.7	-	-	x	
40	El Golea-Tamanghasset	UMA	Algeria	-	-	-		x	Verify with Algeria
41	Edea-Fribi	Cameroon	Cameroon	69.4					
42	Sangmelina-Ebolowa	Cameroon	Cameroon	1.6					
43	Poirte-Noire-Mzassi	Congo	Congo	12					
44	Jineli-Bama	Nigeria	Nigeria						

SUB-SECTOR: Road
 PROGRAMME: Rehabilitation
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
45	Trunk roads periodic maintenance	Ghana	Ghana	115.2	22.9	92.3	X		
46	Accra-Akwim road	Ghana	Ghana	61.9	554.0	7.9	X		
47	National Feeder Roads	Ghana	Ghana	150	-	-	X	X	
48	3,000 km of roads	Niger	Niger	30	30	-	X	X	Studies completed
49	Periodic maintenance of 184.9 km paved roads	Niger	Niger	20.2	20.2	-	X		Studies completed réalisées
50	Diffa-Tiguigori	Niger	Niger	15.1	15.1		X		Trunk route with Chad
51	2,000 km of main roads	Algeria	Algeria	-	-	-	X		More information required
52	392 bridges	Algeria	Algeria	-	-	-	X		More information required

SUB-SECTOR: Road
 PROGRAMME: Construction
 LEVEL: National with subregional impact

PROJECT NO	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Kiburungo-Nyabisiudu	KBO	Rwanda	55.8				x	Funding being sought
2	Mabenda-Mugina	KBO	Burundi	6.0				x	"
3	Pubangabanga-Nyakahura	KBO	Tanzania	7.56				x	"
4	Kobero-Ngara-Nyakasanza	KBO	Tanzania	29.29					"
5	Karonga-Chitipa-Mpulungu	Malawi	Malawi					x	"
6	Berbera-Lovada-Djibouti	Djibouti/Somalia	Djibouti/Somalia	98.0				x	Partly funded by EEC
7	Awash-Jijiga	Somalia	Somalia	70.0				x	Funding being sought
8	Togowuchale-Nabadead	Somalia/Ethiopia	Somalia/Ethiopia	86.0				x	"
9	Malawi/Tazara-Chilumba-Mbeya	SADCC	Malawi	2.0					Feasibility Study
10	Bridge on Congo/Zaire river	Congo/Zaire	Congo/Zaire						x
11	Bridge over M'baéré river	CAR	CAR	5.5				x	Funded by KFW
12	Sibut-Kago-Bandoro-Kabo	CAR	CAR	0.93				x	FED
13	Sibut-Bambari-Bangassou	CAR	CAR	2.6				x	FED
14	N'Djamena-Iguigni	Chad/Niger	Chad/Niger						x
15	Bloléquin-Foulepleu-border Libreville	ECOWAS	Côte d'Ivoire	24					
16	Border Côte d'Ivoire Tappita-Ganta	ECOWAS	Liberia	48					

SUB-SECTOR: Road
 PROGRAMME: Construction
 LEVEL: National with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
17	Border Liberia-MRU Bridge-Zimni-Banda juna	ECOWAS/MRU	Sierra Leone	52.5					Funding being sought
18	Mille 99 - Porto Loko-Pamela - Border Guinea	ECOWAS/MRU	Sierra Leone	22.5					"
19	Dialakoto-Kedougou	ECOWAS	Senegal						"
20	Saraya-border Mali	ECOWAS	Senegal	"					"
21	Senegal border-Keniesha-Bamako	ECOWAS	Mali						"
22	Mali border-Boho Dioulasso	ECOWAS	Burkina Faso						"
23	Bamako-Kolokani-Nioro-Mauritania border	ECOWAS	Mali	120					"
24	Mali border-Aiouru	ECOWAS	Mauritania	27					"
25	Nzerekore-Liberia border	MRU	Guinea	37					"
26	St. Louis-Bosso over Djanar Dam	OMVS	Senegal	4					Verify with Senegal, Mali and Mauritania
27	Parakou-Burkina Faso border	ECOWAS/CEAO	Benin						Check with Benin
28	Mopti-Sevirié-Ioro-Bankaso-Burkina border	LIPTAKO/GOURMA	Mali						Check with Benin
29	Ouhigayyu-Mali border	LIPTAKO/GOURMA	Burkina						Check with Burkina Faso
30	Goe-Niger border	LIPTAKO/GOURMA	Niger						"

SUB-SECTOR: Road
 PROGRAMME: Construction
 LEVEL: National with subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
31	Cairo-Asyat	Egypt	Egypt						"
32	Wadi Halfa-Doyola-Marawi-Atbari	Sudan	Sudan						
33	Demasak-Diffa	Lake Chad Basin							
34	Diffa Bridge	Lake Chad Basin							
35	Tamanghasset-Guezzan towards Niger border (398 km)	UMA	Algeria	-	-	-	-	-	Verify with Algeria

SUB-SECTOR: Road
 PROGRAMME: Construction
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
36	Bosso-Gueskerou	Lake Chad Basin						*	Funding being sought
37	Bosso-Ouidi	Lake Chad Basin						*	
38	Bosso bridge	Lake Chad Basin						*	
39	Bongor bridge	Lake Chad Basin							
40	Muriya River bridge	Cameroon	Cameroon	11.4			X		Funded by World Bank
41	Bridge over the Ngaragbo river	CAR	CAA	1.8			X		Funded by FDEAC/FED
42	Etude Nema-Front Mali	Mauritania	Mauritania	0.8	0.8	-	X		Mauritanian section Aiou El Atrouss Niuro road in Mali
43	Baga Soba-Chad border	Niger	Niger	14.8	14.8	-	X		Link with Chad Studies not yet conducted
44	Gao-Kidal	Mali	Mali	115	103.5	7.0	X		Studies not yet conducted
45	Kidal-Boureissa	Mali	Mali	83.5	75.2	8.3		X	Studies not yet conducted
46	Tangiers-Gibraltar	Morocco						*	Funding being sought complementary studies required

SUB-SECTOR: Road
 PROGRAMME: Construction
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
47	Tombouctou Nioro	Mali	Mali	123.8	111.4	12.4	X	X	Studies not yet conducted
48	Niapti-Bankass-Koro	Mali	Mali	48	43.2	4.8	X	X	Studies not yet conducted
49	Nioro-Kololani	Mali	Mali	49.1	44.6	4.5		X	Studies not yet conducted
50	Gossak-Kharous-Tombouctou	Mali	Mali	69.9	63.5	6.4		X	Studies not yet conducted
51	Baffoulabe-Kemeba	Mali	Mali	30.7	27.9	2.8	X	X	Studies not yet conducted
52	Poseo-Boghé	Mauritania	Mauritania	56	-	-	-	-	Studies conducted
53	Farie-Tera-Burkina Faso border	Niger	Niger	33.6	33.6		X		Alternative road link with Burkina Faso Economic studies to be updated

SUB-SECTOR: Road
 PROGRAMME: Construction
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
54	Rural roads (1,550 km)	Niger	Niger	36	36	-	X	X	Studies not yet conducted
55	Niamey-Say	Niger	Niger	13.2	13.2	-	X		Studies conducted
56	Second bridge of Niamey	Niger	Niger	25.2	25.2	-	X		Studies conducted
57	Maradi-Dakoro	Niger	Niger	22.5	22.5	-	X		Studies conducted
58	150 km of East-West highway	Algeria	Algeria	-	-	-	X		More information required
59	1,000 km of south roads	Algeria	Algeria	-	-	-	X		More information required

SUB-SECTOR: Road
 PROGRAMME: Operational Co-ordination
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Rcal safety programme	SATOC	SADCC countries	14.00			x		Funded
2	Weigh bridge programme	SATOC	SADCC	1.8			x		"
3	Harmonized road maintenance management system	SATOC	SADCC	2.4			x	x	"
4	Setting up vehicle inspection department	ECCAS	Congo	0.9				x	
5.	Preparation of highway master plan	ECCAS	ECCAS countries						
6.	Setting up of a Road Data Bank	ECCAS	Congo						
7.	Construction of weigh bridges	ECCAS/Rwanda	Rwanda						

SUB-SECTOR: Road
 PROGRAMME: Operational Co-ordination
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
8	Setting up of road Data	UMA/Egypt/Sudan	UMA/Egypt/Sudan				x	x	
9	Harmonization of construction and maintenance standards for inter-State road network	UMA/Egypt/Sudan	"				x	x	
10	Setting up of road fund	UMA	UMA				x		
	Road safety promotion	UMA	UMA						
11	Beigh Bridge construction Moy: le-Calafi	Ethiopia	Ethiopia	2.23m	1.9		x		

SUB-SECTOR: Road
 PROGRAMME: Operational Co-ordination
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
12	Replacement of buses and trucks for State transport corporation	Ghana	Ghana	97.2	95.3	1.9	X	X	Ongoing
13	Improvement of Road Safety	Ghana	Ghana	5.0	3.0	2.0	X	X	
14	Improvement of the container terminal at Niamey	Niger	Niger	1.0	1.0	-	X		Feasibility studies to be conducted
15	Study aimed at searching for technical construction materials in the Department of Diffa	Niger	Niger	0.32	0.32	-	X		
16	Aid to the organization and rationalisation of the road transport profession	Niger	Niger	1.4	1.4	-	X		
17	Establishment of an economic transport observatory	Niger	Niger	1.8	1.8	-	X		Studies completed
18	Study for the establishment of a financing organization for road transport vehicles	Niger	Niger	0.048	0.048	--	X		

SUB-SECTOR: Road
 PROGRAMME: Operational Co-ordination
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
19	Project for the creation of a planning unit in the transport sector	Mali	Mali	1.96	1.96			X	
20	Creation of technical control centres for road vehicles as well as a training centre	Mali	Mali	2.34	2.34			X	
21	Study for the construction of road stations at Bamako and Mopti	Mali	Mali	3.80	3.80			X	
22	Study and establishment of communications system (Telex, RAC, Fax)	Mali	Mali	0.40	0.40			X	

SUB-SECTOR: Road
 PROGRAMME: Facilitation
 LEVEL: Regional/Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Facilitation of inter-country road traffic	ECA/subregional organizations	Transport corridors				x		Funding being sought
2	Setting up system for information exchange on transit traffic	ECCAS	Transit corridors				x		"
3	Harmonisation of transit charges	PTA	Transit corridors				x		"
4	Establishment of facilitation agreement between UMA countries Egypt and Sudan	UMA	UMA countries Egypt and Sudan	-	-	-	X		
5	Ratification of international conventions on transit	UMA	UMA countries	-	-	-	X		

5.3 Railways: Programmes and Projects

1. Initial reforms
2. Management
3. Human resources development
4. Rehabilitation and maintenance
5. Modernization
6. Facilitation
7. Feasibility studies and construction

SUBSECTOR : RAIL TRANSPORT
 PROGRAMME 4: REHABILITATION AND MAINTENANCE
 LEVEL : REGIONAL

PROJECT NO.	TITLE OF PROJECT	ORIGINE OF PROJECT	LOCATION OF PROJECT	TOTAL COST US\$ x 10 ⁶	FINANCING REQUIREMENT US\$ x 10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991-1995	1996-2000	
1.	Maintenance of locomotives Seminars and workshops	UAR	Continent				X		study under way
2.	Maintenance of tracks. Seminars and workshops.	UAR	Continent				X		new project
3.	Study on the use at the sub- regional level of existing repair workshops.	UAR	all subregions of the continent.				X		
4.	Study on the implementation of measures for a better co-ordination of national maintenance and rehabilitation of railway tracks.	CEAO	countries of CEAO/TOGO				X		ensure that the project does not constitute a duplication of the subregional project No.2

SUBSECTOR: Rail Transport
 PROGRAMME: 4 Rehabilitation and maintenance
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁵	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
5	Reconstruction of the WAD Metani-OBLES - 200 km in Sudan	UMA	Sudan				X		Section of the Cairo-Gaborone route in conformity with the priority of Sudan
6	Laying of new rails in Sudan	UMA	Sudan				X		Section of the Cairo Cairo-Gaborone route in conformity with the priority of Sudan
7	Laying of new rails and ballasting of the Haiya- Khartoum, Babanousa-Nayala and Abu Hamed-Korima section in Sudan	UMA	Sudan					X	In conformity with the priority of Sudan
3	Laying of new rails and ballasting of the Sudanese section of the Port Sudan- Haiya route	UMA	Sudan				X		In conformity with the priority of Sudan

SUBSECTOR: Rail Transport
 PROGRAMME: 4 Rehabilitation and Maintenance
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
9.	Permanent way rescue plan	Norther corridor	Kenya	40.0			X	X	Traffic expected to increase by 30% over the next 5 years.
10.	Railway Telecommunications Project West of Nairobi	Northern corridor	Kenya	125.0			X	X	
11.	Addis Ababa-Djibouti railway system (78Km)	Djibouti/Ethiopia	Djibouti/Ethiopia	156.390			X	X	EFC, France, Italy interested.
12.	Kampala-Kasese Line	Northern corridor/ Uganda	Uganda	160.00	128.00	32.00	X		Work to start in 1991, World Bank Italy, AAB, Spain, Austria, Uganda.
13.	Kigoma-Dar-es-Salaam line (Km) KBO		Tanzania	68.00			X	X	-.

SUBSECTOR: Rail Transport
 PROGRAMME: 4 Rehabilitation and Maintenance
 LEVEL: National with Subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
14.	Rehabilitation of TRC including telecommunications signal equipment container wagons handling equipment and container terminal.	Tanzania	Tanzania	12.6			X	X	
15.	Rehabilitation Zambia railways line.	Zambia	Zambia	28.7			X	X	
16.	Rehabilitation of Benguala railway line.	Angola	Angola	34.560			X	X	10-year development plans
17.	Francis Town Gaborone	Botswana		95.0			X	X	
18.	Locomotives Rolling stock and maintenance equipment.	Malawi		17.5			X	X	
19.	Improvement of communications systems.	Malawi		0.8			X	X	
20.	Mochaya-matlopa Mozambique border.	Swaziland		37.0			X	X	
21.	Nacala Quanao-Enter Lagos railways.	Mozambique		181.5			X	X	Funded
22.	Maputo-Chioela Quana	Mozambique		229.4			X	X	

SUBSECTOR: Rail Transport
 PROGRAMME: 4 Rehabilitation and Maintenance
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁵		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
23	Rehabilitation of the Central and Eastern lines of the country	Ghana	Ghana	52,000	42,510	9,600	X		Duration 5 years (ongoing) External financing not yet obtained (\$US4.6 million)
24	Rehabilitation of the Western line	Ghana	Ghana	96,200	78,790	17,410	X		Duration 3 years (ongoing) External financing not yet obtained
25	Rehabilitation of the Moribabengou bridge at Koulikoro	Mali	Mali	5	5	-	X		Duration 2 years
26	Axle workshop	Mali	Mali	1,420	1,400	2,020	X		Duration 1 year
27	Ballasting	Mali	Mali	2,300	1,720	0,580	X		Duration 1 year (new)

SUBSECTOR: Rail Transport
 PROGRAMME: 4 Rehabilitation and Maintenance
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
32.	Wagons	Mozambique	Mozambique	30.1			X		Financier CIDA, Japan Additional funds being sought.
33	Locomotives	Mozambique		103.0			X		Financed by Japan, USA
							X		
34.	Rolling stock	Swaziland	Swaziland	16.5			X		USA,ADB
35.	Track rehabilitation	Zambia	Zambia	64.6			X		Additional funding sought financier USA,ADB.
36.	Reconstruction of rolling stock.	Malawi	Malawi	1.85					
37.	Salima-Nsaiye	Malawi	Malawi	31.0				X	Financier Britain.
38.	Rehabilitation of rolling stock.	Uganda	Uganda	21.3	NA				Goods traffic expected to increase by 42 per cent.
39.	Track rehabilitation	Zimbabwe	Zimbabwe	12.0	NA				New project.
40.	Establishment of core stock levels spare parts.	Malawi	Malawi	6.0					New project.

SUBJECT: Rail Transport
 PROGRAM: 2 Management
 LEVEL: Regional

PROJECT b	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Development of market-oriented commercial structures	UAR	Continent				X		Ongoing
2	Establishment cost-assessment systems	UAR	Continent				X		"
3	Establishment of management information systems and data banks	UAR	Continent				X		New project
4	Study of group purchase of spare parts	UAR	Continent				X		Studies finalized for West Africa. Remaining Additional funds being sought implementation.
5	Study of measures aimed at harmonizing tariff systems in each transit corridor	CEAO	CEAO				X		New project

SUBSECTION: Rail Transport
 PROGRAMME: Management
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
6	Development of a computer system	Mali	Mali	0.624	0.504	0.120	X		Duration: 4 years Project for linking up areas
7	Purchase of spare parts for CC locomotives	Mali	Mali	2,052	2,052	2,052	X		Duration 8 years Project for linking up areas

SUBJECT: Rail Transport
 PROGRAMME: 1 Institutional Reform
 LEVEL: Regional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Restructuring railways, seminars and workshops	UAC	Continent				X		Ongoing

SUBSECTOR: Rail Transport
 PROGRAMME: 1 Institutional Reform
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
2	Support to national companies in their re- structuring and recovery efforts	CEAO	countries CEAO/Togo				X		Modalities for the implementation of the project yet to be defined

SUBSECTOR: Rail Transport
 PROGRAMME: 5 Modernization
 LEVEL: Regional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Modernization of Telecommunications and signalling	UAR	Continent				X		Preliminary studies finalized Financing being sought

SUBSECTOR: Rail Transport
 PROGRAMME: 5 Modernization
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
2	Modernization of communications and signalling in the Sudanese Khartoum-Obiedet, Rahad-Nahala sections	UMA	Sudan					X	
3	Development of the level of the Maghreb Union of a high-speed train	UMA	Maghreb					X	
4	Renovation and development in Egypt of the existing line between Cabary and Marsa Matrouk 295 km and Sembla and Saloam 260 km	UMA	Egypt				X		
5	Improvement of the trans-maghreb train service: Casablanca-Tunis, by reducing travel time from 48H to 30H	UMA	Morocco/ Tunisia				X		

SUBSECTOR: Rail Transport
 PROGRAM: 5 Modernization
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
6	Express trains + 19 cars	Mali	Mali	31,800	31,800	-	X		Duration 3 years
7	Acquisition of five BB 800 CV locomotives	Mali	Mali	6,880	6,880	-	X		Duration 2 years
8	Improvement of telecommuni- cation in CFCO, between Brazzaville and Pointe-Noire	Congo	Congo	16.0			X		
9	Modernization of 350 wagons	Zaire	Zaire				X		
10	Acquisition of maintenance equipment and a stock of spare parts for locomotives	Zaire	Zaire				X		

SUBSECTOR: Rail Transport
 PROGRAMME: 5 Modernization
 LEVEL: National

PROJECT NO.	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
11	Modernization of the telephone network	Zaire	Zaire				X		
12	Renovation of 303 km of track on the Kalémier-Kananga route	Zaire	Zaire				Y		
13	Renovation of 7 line locomotives and 6 Diesel manoeuvre locomotives	Zaire	Zaire				X		
14	Acquisition of track maintenance equipment and spare parts	Zaire	Zaire				X		
15	Replacement and modernization of the telecommunications system	Zaire	Zaire				X		

SUBSECTOR: Rail Transport
 PROGRAMME: 5 Modernization
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
16	Renovation of the Belabo and Ngaoundéré terminals and acquisition of lift trucks	Cameroon	Cameroon	3.20			X		Financing CCCE
17	Improvement of circulation conditions under Transcam II	Cameroon	Cameroon	10.7			X		Financing CCCE
18	Conversion of the vacuum brake into air compression brake for CFCO	Congo	Congo	22.00			X		
19	Rehabilitation of the Mont Beloe-Brazzaville route (1st section)	Congo	Congo	40.00			X		-
20	Acquisition of useful machines	Congo	Congo	8.00			X		
21	Acquisition of specialized wagons for the transport of wood as well as monobloc wheels and axles for CFCO	Congo	Congo	9.00			X		
22	Replacement of automatic passenger trailers	Congo	Congo	19.00					

SUBSECTOR: Rail Transport
 PROGRAMME: 5 Modernization
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁵		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
23	Installation in Sudan of modern systems of tele-communication and signalling in the Khartoum-Port Sudan section and study for the development of these systems in the other sections	Sudan	Sudan				X		
24	Acquisition of 36 automatic locomotives for Sudan, 23 shunting locomotives, 100 passenger cars, 200 tankers and 45 service cars	Sudan	Sudan				X		

SUBSECTOR : RAIL TRANSPORT
 PROGRAMME 4: REHABILITATION AND MAINTENANCE
 LEVEL : NATIONAL

PROJECT NO.	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US\$ x 10 ⁶	FINANCING REQUIREMENT US\$ x 10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991- 1995	1996- 2000	
25.	Purchase of TRC locomotives	Tanzania	Tanzania	21.0			X		
26.	Mpulung-Kagama Railway 200Km.	Zambia	Zambia				X	X	studies under way.
27.	Dry Ports	Botswana	Botswana	5.0			X	X	Financing being sought.
28.	Establishment of Dry Ports	Lesotho	Lesotho	11.4			X	X	Financier EEC.
29.	Establishment of Dry Ports	Malawi	Malawi	4.0m					Feasibility study Financier Denmark
30.	Computerized Wagon control system Establishment of an inland	Mozambique	Mozambique	2.5					Financier Kuwait
31.	Dry Port	Swaziland	Swaziland	0.7					

SUBSECTOR : RAIL TRANSPORT
 PROGRAMME 4: REHABILITATION AND MAINTENANCE
 LEVEL : NATIONAL

PROJECT NO.	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US\$ x 10 ⁶	FINANCING REQUIREMENT US\$ x 10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991-1995	1996-2000	
32.	Locomotives and Wagons	Zambia	Zambia	262.0			X		Additional funding sought financier SIDA, IDA Belgium
33.	Railway Telecommunications and Data Base Management systems	Zambia	Zambia	4.5					Financing sought
34.	Railway support Project 90/91/93	Malawi	Malawi	187.			X	X	USAID
35.	Blantye-Midi Station yards 1991/90-92.	Malawi	Malawi	0.7			X	X	
36.	Replacement of Rolling stock	Malawi	Malawi	33.0			X		
37.	Locomotive Replacement 1992/95.	Malawi	Malawi	75.6			X		

SUBSECTOR: Rail Transport
 PROGRAMME: 3 Human Resources Development
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Training of SNCF personnel	Zaire	Zaire				X		
2.	Improvement of institutional and training equipment	Tanzania	Tanzania	36.9			X		

SUBSECTOR: Rail Transport
 PROGRAMME: 6 Facilitation of Integration
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Programme for the harmonization and simplification of documents used in international transport	ECCAS	ECCAS Countries				X		Subregional impact
2	Patification and effective application of international railways conventions, on all inter-State railways	ECOWAS	ECOWAS Countries						The project is aimed at studying ways of implementation in the entire subregion

SUBSECTOR: Rail Transport
 PROGRAMME: 7 Feasibility study and construction
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Technical and economic feasibility study on the Maghreb high-speed train	UMA	Maghreb					X	
2	Construction of the new line between Tubruck (Libya) and Sidiham (Egypt) 150 km	UMA	Libya-Egypt					X	
3	Construction of the new line in Libya between Sfax and Tubruck 1750 km	Libya/UMA	Libya					X	

SUBSECTOR: Rail Transport
 PROGRAMME: 7 Feasibility studies - Construction
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
4	Feasibility study on the Guinea-Mali interconnection	ECOWAS	Guinea/Mali				X		
5	Feasibility study on the Lagos-Cotonou-Lomé-Accra interconnection	ECOWAS	ECOWAS countries				X		
6	Feasibility study on the trans-Sahelian railway	ECOWAS	ECOWAS countries				X		
7	Updating of the feasibility study on the Ngaoundere- Maidougou-Nijamena line	CBLT	CBLT Countries				X		

SUBJECTOR : RAIL TRANSPORT
 PROGRAMME 7: FEASIBILITY STUDIES AND CONSTRUCTION
 LEVEL : SUBREGIONAL

PROJECT NO.	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US\$ x 10 ⁶	FINANCING REQUIREMENT		PROJECT PHASING		REMARKS
					US\$ x 10 ⁶ EXT	LOCAL	1991- 1995	1996- 2000	
8.	Ke rudo Bay-Rusumo Falls (203.7Km)	KBO	Tanzania						
9.	Rusumo Falls Kabanga Burundi (165.8 Km)	KBO	Tanzania	863.1		Italy/Austria			Studies done US\$5m construction funds sought
10.	Rusumo Falls Rwanda 4.5Km	KBO	Rwanda	not indicated					
11.	Rail/Road Terminal link, Isaka Tanzania.	KBO	Rwanda	7.0					Ongoing

SUBSECTOR: Rail Transport
 PROGRAMME: 7 Feasibility study and construction
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					FXT	LOCAL	1991 TO 1995	1996 TO 2000	
12	Construction of the Taourirt- Nabar and Agadir-Bouarfa links in Morocco		Morocco				X		

SUBSECTOR: Rail Transport
 PROGRAMME: 7 Feasibility Study and construction
 LEVEL: National,

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
13	Construction of the western and eastern lines	Nigeria	Nigeria	82,000	-	-	X	X	Studies and construction to last for 10 years
14	Construction of the Lagos-Ikenin-Onitsha-Enugu line	Nigeria	Nigeria	457	312	145	X		Studies and construction to last for 5 years Costs cover studies and construction
15	Construction of the Abuja-Lafia line	Nigeria	Nigeria	257	177	80	X		Studies and construction to last for 3 years Costs cover studies and construction
16	Construction of the Kano-Katsina line		Nigeria	Nigeria	163	116	47	X	Studies and construction to last for 3 years

SUBSECTOR: Rail Transport
 PROGRAMME: 7 Feasibility Study and Construction
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
17	Study of the intermodal terminal of Pointe-Noire	Congo	Congo	0.4			X		
18	Study of the track rehabilitation project under TRANSCAM II	Cameroon	Cameroon	0.24			X		CCCE
19	Acquisition of manoeuvre locomotives for the Congo-Ocean railway	Congo	Congo	1.5			X		
20	The Bangui-Ocean railway project	CAR	CAR				x		Feasibility study to be updated

SUBSECTOR: Rail Transport
 PROGRAMME: 7 Feasibility study and Construction (Cont.)
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
21	Construction of the Oturkpo- Adjaokuta line	Nigeria	Nigeria	208	56	153	X		Studies and construction to last for 5 years
22	Construction of the Adjaokuta-Baro line	Nigeria	Nigeria	373	255	118	X		Studies and construction to last for 5 years
23	Construction of the Kauranamoda-Sokoto line	Nigeria	Nigeria	149	101	48	X		National project with subregional impact. Studies and construction to last for 3 years. Costs cover studies and construction

5.4. Shipping: Programme and Projects

The projects are classified into the following programmes:

1. Institutional building and strengthening.
2. Establishment of computerized management and information systems at national transport and communications organizations and at IGO's in order to improve management.
3. Improvement of marine facilities.
4. Introduction of new shipping technologies within the framework of maritime development in Africa
5. Improvement of aids to navigation and ship-to-shore communication.
6. Co-operation in shipping
7. Merchant Marine act/code/acceptance or ratification of international maritime conventions..

SUB-SECTOR : SHIPPING
 PROGRAMME : INSTITUTIONAL BUILDING AND STRENGTHENING
 LEVEL : SUB-REGIONAL

PROJECT	TITLE OF PROJECT	ORIGIN	LOCATION	TOTAL	FINANCING		PROJECT		REMARKS
					REQUIREMENT		PHASING		
No		OF	OF	COST	US \$x10 ⁶		1991	1996	
		PROJECT	PROJECT	US \$x10 ⁶	EXT	LOCAL	TO	TO	
							1995	2000	
1.	PTA multinational shipping Company: studies and implementation	PTA	Eastern and Southern Africa	-	-	-	x	x	More informations required
2.	Establishment of institutional mechanism for the co-ordination of shipping policies; Ministerial conference	PTA	"	-	-	-	x	-	

SUB-SECTOR : SHIPPING
 PROGRAMME : INSTITUTIONAL BUILDING AND STRENGTHENING
 LEVEL : SUB-REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
3.	Establishment of a multinational coastal shipping company between West and Central Africa	ECONAS	West and Central Africa	-	-	-	x	-	Feasibility study being finalized and financed by UNDP
4.	Establishment of maritime links among MRU member States	MRU	Guinea Sierra Leone Liberia	3.5	-	-	-	-	Financial justification of this project alone is doubtful, therefore possibility of integrating it in SHP 3 shall be seriously considered

SUB-SECTOR : SHIPPING
 PROGRAMME : INSTITUTIONAL BUILDING AND STRENGTHENING
 LEVEL : SUB-REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
5.	Feasibility study for the establishment of a multi-national coastal shipping company for Central Africa	ECCAS	Central African sub region	0.034	0.034	-	x		Three months study shall start probably in January 1991 through UNDP financing
6.	Establishment of a multi national shipping company for Maghreb member States	UMA	Maghreb	-	-	-	x	-	
7.	Expanding and improvement of the regional maritime	Ghana	Ghana	20	19	1	x		

SUB-SECTOR : SHIPPING
 PROGRAMME : INSTITUTIONAL BUILDING AND STRENGTHENING
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
8.	Institutional strengthening of the GHANA SHIPPERS' Council	Ghana	Ghana	6	5	1	X	-	Cost shall be more detailed for better justification
9.	Institutional strengthening of the shipping Division	Ghana	Ghana	20	20	-	x	x	
10.	Establishment of a maritime Bank	Nigeria	Nigeria	-	-	-	x	x	More informations required

SUB-SECTOR : SHIPPING
 PROGRAMME : INSTITUTIONAL BUILDING AND STRENGTHENING
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁵	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
11.	Logistical and institutional support to the Mauritanian Council of shippers. During its take-off phase, technical assistance logistic support and study of the institutional and regulatory environment	Mauritania	Mauritania	-	-	-	x	-	
12.	Study for the creation of a national shipping company.	Niger	Niger	0.12	0.12	-	x	-	
13.	Establishment of a Maritime Training and research Institute	Ethiopia	Ethiopia	25.6	20	5.6	x	-	Value at 1988's conditions

Sub-SECTOR : SHIPPING
 PROGRAMME : COMPUTERIZED MANAGEMENT INFORMATION SYSTEMS
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					FXF	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Computerization of management or maritime traffic and constitution of a maritime data bank on Mauritani	Mauritania	Mauritania	-	-	-	x	-	
2.	Maritime Information Data base network for West and Central Africa	Nigeria	Nigeria	0.00225	-	-	x		National project with sub-regional impact cost to be verified
3.	Computerization of Nigerian Maritime Authority's operations	Nigeria	Nigeria	-	-	-	x		
4.	Management Information system and Training of Black STAR line (BST) staff	Ghana	Ghana	0.44	0.35	0.09	x	x	Project with an additional important programme element related to Manpower development

SUB-SECTOR : SHIPPING
 PROGRAMME : IMPROVEMENT OF MARINE FACILITIES
 LEVEL : SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Marine safety Development programme for SADC control States	SADCC	coastal SADC member States	0.3	-	x	x	-	More information required

SUB-SECTOR : SHIPPING
 PROGRAMME : INTRODUCTION OF NEW SHIPPING TECHNOLOGIES
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Acquisition of shipping Equipment (Two 1,200 slot, container ships and 4000 containers)	Kenya	Kenya	112	-	-	x		
2.	Renewal & Expansion of BSL Fleet (two 1,200 TEUs cellular vessels, Two 30,000 dwt) each of dry-bulk carriers and one Tanker of 80,000 dwt.	Ghana	Ghana	140	140		x		
3.	Construction of new ship repair yard	Ethiopia	Ethiopia Red Sea coast	46.9	34.9	10	x		Cost at 1987 pricing conditions National project with sub- regional and regional impact.

SUB-SECTOR : SHIPPING
 PROGRAMME : CO-OPERATION
 LEVEL : SUB-REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Strengthening of maritime co-operation among states with a view to pooling their resources and better co-ordinating their activities	CEAO	CEAO's member states	-	-	-	x	-	
2.	Study in co-operation with maritime companies and the Council of shippers, modalities for a joint and efficient administration of the cargo sharing rule under the control of liner conferences and pursuant to the code of conduct of liner conferences	CEAO	CEAO's member states	-	-	-	x		

SUB-SECTOR : SHIPPING
 PROGRAMME : CO-OPERATION
 LEVEL : SUB-REGIONAL

PROJECT	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
3.	Promotion and development of co-operation between shipping companies	CEPAC	CEPAC's member states	-	-	-	x	x	
4.	"Strengthening of co-operation in the following areas: (i) professional training (ii) Maritime navigation safety (iii) Prevention and control of marine pollution and (iv) ship construction and repair.	UMA	Maghreb's member states	-	-	-	x	x	This project also deals with other important programme elements such as manpower development and maintenance development

SUB-SECTOR : SHIPPING
 PROGRAMME : MERCHANT MARINE ACT/ACCEPTANCE OR RATIFICATION OF INTERNATIONAL MARITIME CONVENTIONS
 LEVEL : SUB-REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Drafting, dissemination and effective implementation of a community maritime code	CEAO	CEAO's member states	-	-	-	x	-	
2.	Updating and harmonization of maritime legislation of West and Central Africa	Nigeria	MINCONIMAR's member states	0.225			x	x	perhaps it will be wise to integrate SHP 1 into SHP 2 in order to avoid duplication. Implementation of these projects implies also adoption of the relevant international conventions.

5.5 Ports: Programmes and Projects.

1. Co-operation.
2. Special arrangement for land-locked countries.
3. Maintenance and rehabilitation .
4. Improvement of marine facilities.
5. Improvement of port productivity.
6. Human resource development.
7. Ports Expansion.

SUR-SECTOR: Ports
 PROGRAMME: Cooperation
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Cooperation in the areas of ports and maritime transport	North Africa	North Africa				X	X	
2	Study of ways and means of improving services in the ports of the subregion	ECCAS	ECCAS countries				X		
3	Package of port statistics programmes	SATOC	Ports of Eastern and Southern Africa	1.1	1.1		X		Financing being sought

SUB-SECTOR: Ports
 PROGRAMME: Special arrangement for landlocked countries
 LEVEL: Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Operationalization of the zone by (i) construction of UDEAC warehouses for CAR and Chad (ii) procurement of maintenance equipment and (iii) installation of telex and fax equipment at the port of Douala	UDEAC	Cameroon				X		
2	Construction of warehouses at Mombasa and Malaba	Kenya	Kenya				X		
3	Development of trans- shipment ports	PTA	PTA				X		

SUB-SECTOR: Ports
 PROGRAMME: Maintenance and Rehabilitation
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Development of projects linked to ports and lighthouses authority	North Africa	North Africa	169860			X	X	
2	Improvement of Port Sudan	Sudan	Sudan				X	X	more information required
3	Maintenance work on the Bor/Juba section	Sudan	Sudan Bor-Juba						
4	Rehabilitation of installation at Kosti, Malakal and Juba including maintenance and expansion of their quays and other stores; construction of new installations at Rank Shambia, Bor and Mangala	Sudan	Sudan				X	X	more information required
5	Rehabilitation of the Nouakchott Wharf	Mauritania	Mauritania				X	X	
6	Rehabilitation of the water distribution network at the port of Pointe Noire	Congo	Congo	2.4			X		

SUB-SECTOR: Ports
 PROGRAMME: Maintenance and Rehabilitation
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					FXI	LOCAL	1991 ID 1995	1996 ID 2000	
7	Renovation of quays No.3 and No. 4 and the crane storage area at the port of Pointe Noire	Zaire	Zaire				X	X	
8	Renovation of twelve 3/6 ton cranes, two 5/10 ton cranes and three 3/6 ton long range cranes at Matadi	Zaire	Zaire				X	X	
9	Renovation of 3000m railway tracks within the Port of Matadi	Zaire	Zaire				X	X	
10	Somali Ports extension and Renovation	Somalia	Somalia				X	X	
11	Emergency rehabilitation of berths No. 16 and 17 in Mombasa	Kenya	Kenya Mombasa	4.2	3.4	0.8	X		External funding required to increase productivity of container terminal

SUB-SECTOR: Ports
 PROGRAMME: Maintenance and Rehabilitation
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
12.	Rehabilitation of Port of Douala.	Cameroun	Cameroun	14			X	X	
13.	Modernization of the container Terminal in Douala.	Cameroun	Cameroun	48			X	X	Probable service of funding Japan.
14	Reconstruction of the external wall of the port of Pointe-Noire.	Congo	Congo	11.2			X		
15.	Procurement of Port maintenance equipment for the port of Matadi	Zaire	Zaire						

SUB-SECTOR: Ports
 PROGRAM: Improvement of marine facilities
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Improvement of the telecommunication system at the Port of Douala	Cameroon	Cameroon				X		
2	Improvement of access to the port of Douala	Cameroon	Cameroon	48			X	X	More information required

SUB-SECTOR: Ports
 PROGRAM: Human resource development
 LEVEL: National

PROJECT N.	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Port school at Lobito	Angola	Angola Lobito	5.3			X		More information required

SUB-SECTOR: Ports
 PROGRAMML: Ports Expansion
 LEVEL: National with sub-regional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Construction of a container terminal and procurement of maintenance equipment at the port of Pointe Noire.	Congo	Congo	17.6			X		

SUB-SECTOR: Ports
 PROGRAMME: Improvement of port productivity
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Development of the port of Alexandria quays cranes equipments and communications systems.	Egypt	Egypt				X	X	Cost E Pound 152,830 more information required
2	Development of projects linked to Port Said	Egypt	Egypt				X	X	Cost E Pound 32,000 more information required
3	Development of projects linked to the Red Sea Ports Authority	Egypt	Egypt				X	X	Cost E Pound 19,300 more information required
4.	Development of projects linked to the Damiette port authority.	Egypt	Egypt				X		Cost E Pound 85,700
5.	Study of a trans Shipment Port for west Africa.	Nigeria	Selected ports	0.803			X		Project with sub-regional impact.
6	Construction of the port Halfa	Sudan	Sudan						
7	Loading and unloading equipment	Sudan	Sudan						

SUB-SECTOR: Ports
 PROGRAMME: Improvement of port productivity
 LEVEL: National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
8	Construction of a quay D at Pointe-Noire	Congo	Congo	7.2			X		
9.	Construction of a quay for fishing boats.	Congo	Congo	18.8			X		
10	Construction of a new workshop for maintenance of port equipment	Zaire	Zaire						
11	Construction of mooring posts at Matadi	Zaire	Zaire Matadi				X	X	
12	Construction of a container freight stations at port of Mombasa	Kenya	Kenya	30.00	13.0	16.0	X		
13	Re-appraisal of Kenya's Second port site	Kenya	Mauda Bay Lamu Kenya	1.0	0.9	0.1	X		

5.6

Inland Waterway: Programmes and Projects

The programmes for this subsector are defined as following:

- Improvement of capacity and navigability of lakes, rivers and their ports;
- Improvement of technical and economic performance by vessels and equipments including workshops and ship maintenance docks;
- Maintenance and rehabilitation of infrastructure and equipment including acquisition of new equipment and vessels;
- Training of personnel and establishment of training centres.

SUB-SECTOR : Inland Waterways
 PROGRAMME : Improvement of capacity and navigability of lakes, rivers and their ports
 LEVEL : Subregional Projects

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Dredging of ports on Lake Tanganyika	CEPGL	CEPGL countries	-	-	-	x	x	More informations required
2.	feasibility study for Navigability of Kagera river	KBO	KBO countries	-	-	-	x	-	Preliminary study available
3.	Study of navigability of the Zambezi and Cuire rivers	PIA	Zambia	0.3	-	-	x	-	
4.	Construction of barrage for regulation for Oubangui at Balamba	RCA Congo Zaire	RCA Congo Zaire	-	-	-	x	x	More information required
5.	Improvement of the Senegal river for navigation from Saint-Louis Kaves	OMVS	Mali Mauritanie Senegal	400			x	x	Feasibility study available

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Improvement of capacity and navigability of lakes rivers and their ports
 LEVEL : National projects with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
6.	Wagons ferry terminal at port Bell and rail link to Kampala	Uganda	Uganda	12	-	-	x	-	Feasibility study available
7.	Mbulungu port development programme	Zambia	Zambia	7.5	-	-	x	x	More informations required
8.	Construction of Brazzaville shipyard	Congo	Congo	15.6			x	x	

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Improvement of capacity and navigability of lakes rivers and their ports
 LEVEL : National projects with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
9.	Construction of the river port at BEIDOU border with CAR	Congo	Congo/CAR	2	-	-	x	x	No information about studies
10.	Construction of a hydrographic Boat for SCEMN	Congo CAR	CAR	2.5			x	x	
11.	Construction of a tug-boat	CAR	CAR	3.2	-	-	x	-	
12.	Construction of 3 polyvalent barges	RCA	RCA	3 -	-	-	x	x	
13.	Reinforcement of the rock-clearing unity	RCA	RCA	3.16	-	-	x	-	More informations required
14.	Repair of the Kisangani quay Zaire	Zaire	Zaire	-	-	-	x	x	More informations required
15.	Improvement of the port Kalemie	Zaire	Zaire	-	-	-	x	x	More informations required
16.	Study of the capacity of the port of Kisangani	Zaire	Zaire				x	x	More informations required
17.	Improvement of Navigation on River Zaire	Zaire	Zaire				x	x	More informations required

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Improvement of capacity and navigability of lakes, rivers and their ports
 LEVEL : National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
18.	Construction of navigation canal between Beheru and Noubaria	Egypt	Egypt	- -	-	-	x	x	Studies not yet available
19.	Projet for the rehabilitation of the Caire-Ismailia link: slope protection, dredging, construction of a lock and bridges.	Egypt	Egypt	-	-	-	x	x	More informations required
20	Construction of navigation canal between Le Caire and Aswan	Egypt	Egypt	-	-	-	x	x	Studies not yet available
21	Improvement of dredging of the port of Bujumbura	Burundi	Burundi				x	x	More informations required
22.	Extensions of workshops of Kinlikro Phase II	Mali	Mali	9.5	2.5		x	x	More informations required
23.	Improvement of the navigable section of River Niger	Mali	Mali	15.8	15.8	15.8	x	x	More informations required

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Improvement of capacity and navigability of lakes rivers and their ports
 LEVEL : National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
24.	Construction, expansion and rehabilitation of ports and port facilities along the Volta Lake.	Ghana	Ghana	30	30-	-	x	-	-
25.	Improvement and extension of navigational aids along the Volta Lake.	Ghana	Ghana	20.5	20.5	-	x		
26.	Improvement of the navigability of river Niger between Niger and Delma (505 km)	Niger	Niger	6.0	-		x	x	The cost is estimated based on 1983 value
27.	Extension of floating dock to accommodate all types of vessels and construction of a new container vessel	Malawi	Malawi	10.7	-		x		
28.	Study on the navigability of rivers (all season) and on lakes	Chad	Chad	-	-	-	x	x	More information required

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Maintenance and acquisition of equipment
 LEVEL : National projects

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Rehabilitation of the shipyard of Bukavu (Zaire) on Lake Kivu	Zaire Rwanda	Zaire	-	-	-	x	-	-
2.	Construction of a new maintenance workshop at the port of Kinshasa	Zaire	Zaire	-	-	-	-	x	-
3.	Restoration of the port cranes at the port of Kinshasa	Zaire	Zaire	-	-	-	x	-	-
4.	Acquisition of handling equipments	Zaire	Zaire	-	-	-	x	-	-
5.	Civil Engineering works for shipyards of ONATRA	Zaire	Zaire	-	-	-	x	x	More informations required
6.	Acquisition of river fleets for container and wood transport.	Congo	Congo	8,2	-	-	x	x	

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Maintenance and acquisition of equipment
 LEVEL : National projects

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
7.	Replacement of a 40 year -old passenger vessel	Malawi	Malawi	65.0			x	-	
8.	Replacement of the existing jetty including extension of tarmac standing and provision of a breakwater	Malawi	Malawi	-	-	-	x	x	More informations required
9.	Fleet renewal	Mali	MaLi	9.5	9.5	-	x		
10.	Feasibility study and procurement of equipment	Uganda	Uganda	13.0	13.0		x		The project covers all lakes and rivers in the country
11.	Acquisition of new passenger cargo ferry crafts	Ghana	Ghana	20.5	20.5		x		
12.	Replacement of MV Ilala passenger vessel	Malawi	Malawi	65.0	-	-	x		
13.	Extension of floating dock	Malawi	Malawi	0.70	-	-	x	x	

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Improvement of the performance of inland waterways vessels and equipment
 LEVEL : National

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Acquisition of six passenger barges of the C-500 type	Zaire	Zaire	-	-	-	x	-	-
2.	Acquisition of six 500-ton good barges of the C-500 type	Zaire	Zaire	-	-	-	x	-	-
3.	Acquisition of two push-boats of the LU950 type and a 450 CV push-boat.	Zaire	Zaire	-	-	-	x	-	-
4.	Acquisition of two 150-ton cargo barges, one 150-ton patrol tanker and 2 boats, each with a capacity for 200 passengers	Sudan	Sudan	-	-	-	x	-	-
5.	Provision of multi-channel HF radios for long range transmission and introduction of VHF radios for short range (ship to shore)	Malawi	Malawi	1.5	-	-	x		

SUB-SECTOR : INLAND WATERWAYS
 PROGRAMME : Improvement of management through promotion of joint enterprises
 LEVEL : Sub-regional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Establishment of a joint company for operation of transport services on Lakes Kivu and Tanyanyika	CERGL Zaire	Zaire Rwanda Burundi						More informations required

5.7 Multimodal Transport Programme and Projects

The programmes and projects for this sub-sector are defined as following:-

- Establishment of inland container depots.
- Adoption of policies and plans for the introduction of multimodal transport.
- Increase of training activities covering multimodal transport.

SUB-SECTOR : Multinodal Transport
 PROGRAMME : Establishment of inland container depots
 LEVEL : National Project with subregional impact

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991	1996	
							TO 1995	TO 2000	
1	Development of inland container depots	Kenya	Kenya	103	14	89 -	x		More informations required
2.	Establishment and facilitation of multinodal transport system in Nigeria	Nigeria	Nigeria	0.674			x		More informations required

SUB-SECTOR : Multimodal Transport
 PROGRAMME : Adoption of Policies and Plans for Introduction of Multimodal transport
 LEVEL : Subregional

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
3.	Study of regional transport problems in central Africa	ECCAS	ECCAS	-	-	-	x	-	
4.	Rationalization of container transport	ECCWAS	ECCWAS	-	-	-	x	x	More informations required

SUB-SECTOR : Multimodal Transport
 PROGRAMME : Adjustment of laws and regulations to facilitate introduction of multimodal transport..
 LEVEL : Subregional Project

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
5.	Establishment of road stations and dry port. in transit corridors	CEAC	CEAO	-	-	-	x	x	More informations required

SUB-SECTOR : Multimodal Transport
 PROGRAMME : Enlargement of training activities covering multimodal transport
 LEVEL : Subregional Project.

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
6.	Establishment of subregional multimodal transport institute	CEAO	CEAO	-	-	-	x	x	More informations required

5.8 Air Transport Programmes and Projects

1. Implementation of the AFI Plan
2. Maintenance
3. Development of human resource, management and institutions
4. Improvement of security and safety
5. Facilitation
6. Implementation of the Yamoussoukro Declaration of the new African Air transport policy.

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE AFI PLAN
 LEVEL: REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$ (million)		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Implementation of AFTN and the rationalized ATS direct speech circuit	ASECNA and ICAO	African countries		N/A	N/A	X		
2	Modernization of the APT/WEFAX satellite reception system in all the States of the region	ASECNA AND ICAO	African countries	N/A		N/A	X		
3	Implementation of the decisions of the APIRG group, organization and follow up on the activities of the APIRG sub-group, especially with regard to aeronautical infrastructure	ICAO/ASECNA	African countries				X	X	

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE AFI PLAN
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
4	Provision and installation of radar navigation aids in North Africa	ICAO	North African countries	N/A	N/A	N/A	X	X	Continuation
5	Creation of subregional calibration and test units	ICAO	North countries		N/A	N/A	N/A	X	X
6	Introduction and implementation of the WAFC meteorological service in Africa (Dakar and Nairobi centres)	ASECNA/ICAO	Dakar and Nairobi	N/A	N/A	N/A	X	X	
7	Implementation of the subregional satellite telecommunications network in West and Central Africa	ASECNA/ICAO ECOWAS/ECCAS	West/Central African countries	N/A	N/A	N/A	X	X	Ongoing projects in West and Central African countries
8	Rehabilitation and standardization of infrastructure and installations in major international airports	ASECNA/ICAO	West/Central African countries	N/A	N/A	N/A	X	"	Ongoing in West and Central African countries
9	(a) Setting up of complete automatic aerodromes stations: pressure, temperature and cloud telemetry	ASECNA/ICAO	West/Central African countries	N/A	N/A	N/A	X		Ongoing
	(b) Transmissiometers and luminometers	ASECNA/ICAO		"	N/A	N/A	N/A	X	Ongoing

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE AFT PLAN
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
	(c) SIDVIAR (aeronautical and meteorological information dissemination and visualization treatment system	ASECNA/ICAO	West and Central African countries	N/A	N/A	N/A	X		Ongoing
	(d) Automatic chart plotting and pointing	"	"	"	"	"	"		Ongoing
10	Provision of rescue energy in international airports	"	"	"	"	"	"		Ongoing
11	Rehabilitation of aeronautical telecommunications in Southern Africa	SADCC	SADCC countries	30	30	N/A	X		
12	Creation of a single air space in the UDEAC Zone	UDEAC	West and Central African countries	N/A	N/A	N/A	X	X	

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE AFI
 LEVEL: NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
13	Rehabilitation and acquisition of air navigation equipment	Zaire	Kinshasa	N/A	N/A	N/A	X		
14	Air navigation aids	Malawi	Blantyre	50	50	N/A	X		Ongoing project financed by France
15	Acquisition and installation of radioelectric equipment with solar generators	Zaire	Zaire	N/A	N/A	N/A	X		
16	Renovation of the Kinshasa airport	Zaire	Kinshasa	"	"	"	X		
17	Renovation of the Douala airport	Cameroun	Douala	1,76	"	"	X		
18	Extension of the Douala airport 12/30 runway by 6,660 km	Cameroun	Douala	0,85	"	N/A	X		
19	Reconstruction and re-equipping of all the separate meteorological stations	Cameroun	Cameroun	0,53	"	"	X		
20	Study and extension of the Bamako-Senar airport	Mali	Bamako	3,3	"	"	X		

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE AFI PLAN
 LEVEL: NATIONAL

PROJECT N°	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
21	VHF communication coverage	Nigeria	-	-	-	-	X		
22	Aeronautical information service	Nigeria	-	-	-	-	X		
23	Aeronautical charts	Nigeria	-	-	-	-	X		
24	Improvement of air navigation and communication facilities	Nigeria	-	-	-	-	X		
25	Purchase of VHF, HF communications equipment	Nigeria	-	-	-	-	X		
26	Calibration equipment phase II	Nigeria	-	-	-	-	X		
27	Replacement of the VOR of Zouerrat	Mauritania	Zouerrat	0.3	-	-	X		
28	Renovation of the Nouakchott beacon markings	Mauritania	Nouakchott	0.07	N/A	N/A	-		
29	Meteorological observation equipment at Nouakchott and Nouadhibou	Mauritania	Nouakchott/ Nouadhibou	0.27	"	"	-		

SUPPECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE AFI PLAN
 LEVEL: NATIONAL (cont.)

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
20	Altitude meteorological measurement and reproduction of documents	Mauritania	Mauritania	0.05	"	"	-		
21	Rehabilitation and replacement of equipment and facilities at the Kotoka international airport	Ghana	Kotoka	55.8	55.8	"	-		
22	Extension and rehabilitation of the Timbouctou airport	Mali	Timbouctou	1.5	N/A	"	X		
23	Extension and renovation of the Nouakchott runway and air terminal	Mauritania	Nouakchott	0.15	"	"	X		
24	Construction of a parallel runway and various improvement works	Ethiopia	Addis Ababa	71.95	71.95	"	X		

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: MAINTENANCE
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Organization and strengthening of maintenance centres of the Central Africa subregion	ECCAS	Central African countries		N/A	N/A	N/A	X	
2	Organization and strengthening of maintenance centres of the North Africa subregion	UMA	North African countries	"	"	"	X		
3	Improvement of the PTA maintenance centres	PTA	PTA member countries	"	"	"	X		
4	Study on the utilization of co-ordinated maintenance centres	SADCC	SADCC member countries	0.3	0.3	-	X		Project under way
5	Programme for the development of the maintenance centre of Ghana Airways	Ghana	Ghana	1.4	1.4	-	X		Support to subregional centres as identified by ADB/AFCAC studies

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: AERONAUTICAL INFRASTRUCTURE
 LEVEL: REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Improvement and revitalization of the activities of the Mvengue civil aviation training centre	ECCAS/ICAO	Gabon	N/A	N/A	-	X	-	Projet already ongoing but lacking financing and support from States
2	Improvement of training centres for pilots and technicians	PTA member countries	PTA countries	N/A	N/A	-	X	-	Schools existing but suffering from problems of financing and equipment
3	Improvement of the Addis Ababa training centre for pilots and technicians	Ethiopia/ICAO	Addis Ababa	6.5	1.75	4.75	X	-	-
4	Improvement and development of the E-MAC centres in Niger	ASECNA	Niamey	N/A	N/A	N/A	X	-	-
5	Improvement and development of EASA training centres in Kenya	Kenya/ICAO	Nairobi	N/A	N/A	N/A	X	-	-
6	Improvement and development of the NCATO training centre	ICAO	Egypt	"	"	"	"	X	-
7	Improvement and development of the ZASTI training centre	PTA/ICAO	Zambia	"	"	"	"	X	-

SUBSECTOR: AIR TRANSPORT
PROGRAM: DEVELOPMENT OF HUMAN RESOURCES, MANAGEMENT, AND INSTITUTIONS
LEVEL: REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
8	Improvement and development of the ESAMI training centre	ICAO	Tanzania	N/A	N/A	N/A	"	X	
9	Study and specialization fellowships	ECA/ICAO	African countries	"	"	"	"	X	
10	Activities for the promotion of subregional and multi-national bodies responsible for the management of aeronautical infrastructure and activities	ASECNA/ECA/ICAO	ASECNA "	"	"	"	X		
11	Drafting of legal aeronautical texts adapted to the needs of the markets and users	ECA/AFAC	AFAC	"	"	"	"	X	
12	Institutional support to the directives of civil aviation authorities and to restructuring	CEAO/ECA/ICAO	CEAO Countries	"	"	"			

SUBSECTOR: AIR TRANSPORT
 PROGRAM: DEVELOPMENT OF HUMAN RESOURCES MANAGEMENT AND INSTITUTIONS
 LEVEL: NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
13	Staff training and development	Nigeria	Nigeria	-	-	-	X	-	-
14	Training and retraining of aeronautical personnel	Mauritania	Mauritania	0.859	-	-	X	-	-
15	Strengthening of the technical capacity of the management staff	Ghana	Ghana	1.3	1,1	0.3	X		
16	Strengthening of institutions	Ghana	Ghana	12.339	12.339	-	X	-	-

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPROVEMENT OF SECURITY AND SAFETY
 LEVEL: REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Study of problems and definition of a legal framework for applying safety measures	ASECNA/ICAO	African countries	N/A	N/A	N/A	X		
2	Assistance to the rescue and fire-fighting school in Douala (ERSI)	ASECNA/ICAO		N/A	N/A	N/A	X		

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPROVEMENT OF SECURITY AND SAFETY
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
3	Standardization of international platforms for fire security and rescue matters	ASECNA/ICAO	African countries	N/A	N/A	N/A	X		

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPROVEMENT OF SECURITY AND SAFETY
 LEVEL: NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
4	Improvement of safety equipment and other improvements on the airport of Pointe-Noire	Congo	Pointe-Noire	7.0	N/A	N/A	X		
5	General closure of operations at the airport of Goma	Zaire	Goma	N/A	N/A	N/A	X		
6	General closure of operations at the airport of Bangui, M'Poko	CAR	Bangui	N/A	N/A	N/A	X		
7	Fire-fighting equipment	Malawi	Malawi	6	6	"	X		Ongoing
8	Fire-fighting equipment	Nigeria	Nigeria	-	-	-	-		
9	Safety equipment	Nigeria	Nigeria	-	-	-	X		
10	Closure of airport activities	Cameroon	Cameroon	0.2	N/A	N/A	X		
11	Acquisition of fire-fighting equipment	Mauritania	Mauritania	0.25	-	-	X		

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPROVEMENT OF SECURITY AND SAFETY
 LEVEL: NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
12	Renewal of fleets of fire-fighting vehicles of the airport of Nouakchott	Mauritania	Nouakchott	0.23	-	-	X		
13	Improvement of the fire-fighting infrastructure at the aerodrome of Nouakchott	Mauritania	Nouakchott	0.36	-	-	X		
14	Improvement and closure of the aerodrome of Nouakchott and Nuhadibou	Mauritania	Nouakchott/ Nuhadibou	0.01	-	X			

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: FACILITATION
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Harmonization and simplification of formalities	CEAO	Member countries of CEAO	N/A	N/A	N/A	X	X	

SUBJECTOR: AIR TRANSPORT
 PROGRAMME: FACILITATION
 LEVEL: NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
2	Facilitation and communication at airport	Nigeria	Nigeria	-	-	-	X		

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE YAMOUSSOUKRO DECLARATION
 LEVEL: REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Adoption of the Yamoussoukro Declaration as a basis for national aeronautical policies and drawing up of draft legal instruments for consideration, by governments, of the said Declaration	ECA/AFCAC/AFRAA/OAU	African countries	N/A	N/A	N/A	X	X	continuation
2	Study on the viability and problems of existing multi-national airlines	ECA/AFCAC/AFRAA	African countries	N/A	N/A	N/A	X		
3	Activities for the implementation of the Yamoussoukro Declaration and regional studies	ECA/OAU/AFCAC/ADB/UNDP/AFRAA	African countries	N/A	N/A	N/A	X		continuation
4	Study on joint insurance of African aircraft	AFRAA	African countries	N/A	N/A	N/A	X	X	
5	Study on the setting up of an African computer reservation system	AFRAA	African countries	NA"	NA	NA	X	X	

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE YAMOUSSOUKRO DECLARATION
 LEVEL: REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
6	Study and establishment of an African aircraft purchase company and pooling of spare parts	OAU/ADB/AFRAA AFCAC/ICAO	African countries	NA	NA	NA	X	X	
7	Setting up of a data bank for AFRAA	AFRAA	African countries	N/A	N/A	N/A	X	X	
8	Setting up of a data bank for AFCAC	AFCAC	African countries	N/A	N/A	N/A	X	X	
9	African Air Tariff Conference (AIRTIC)	AFCAC/ECA/OAU AFRAA	African countries	N/A	N/A	N/A	X	X	
10	Study for the creation of a mechanism for co-ordinating aeronautical policies for the region	AFRAA/OAU/ECA	African countries	NA	NA	NA	X	X	
11	Facilitation of exchange of traffic rights	ECA/OAU/AFCAC	African countries	NA	NA	NA	X	X	

SUBSECTOR: AIR TRANSPORT
 PROGRAMME: IMPLEMENTATION OF THE YAMOUSSOUKRO DECLARATION
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
12	Study of tariffs and operating costs	CEAO/OAU/ECA	African countries	N/A	N/A	N/A	X		
13	Study of the air transport industry in SADC States	SATCC/ECA/OAU	SADCC countries	0.6	0.6	-	X		Ongoing
14	Creation of a consortium of companies	UDEAC	UDEAC countries	N/A	N/A	N/A	X		Study not yet conducted
15	Establishment of a joint transport company for CEPGL	CEPGL	CEPGL countries	N/A	N/A	N/A	X		Study under way
16	Study on the establishment of a Community air transport company and implementation of the conclusions	ECCAS	ECCAS countries	N/A	N/A	N/A	X	X	Ongoing
17	Establishment of a passenger as well as a cargo company for PTA	PTA	PTA countries	N/A	N/A	N/A	N/A	X	Study not yet conducted
18	Establishment of an ECOWAS airline	ECOWAS	ECOWAS countries	N/A	N/A	N/A	N/A	X	
19	Study on the joint use of wide body aircraft and on subregional cooperation	SATCC	SATCC countries	1	1	-	X		Ongoing and financed by Canada

5.9 Telecommunications and Broadcasting: Programmes and Projects

The Projects are classified according to the following programmes:

1. Expanding services specially in rural areas
covers all new projects and expansion including
transmission links on the PANAFTEL programme
2. Improving quality of services and utilization of full capacity
of networks
cover maintenance, rehabilitation, creation of
maintenance centres, interconnecting of network etc.
3. Developing of human resources
4. Establishing R & D and manufacturing facilities for equipment
5. Restructuring of existing Broadcasting organization

SECTOR:

TELECOMMUNICATIONS AND BROADCASTING:

(a) The number of projects submitted for each programme drawn for telecommunication subsector are shown on the table below:

PROGRAMMES	NUMBER OF PROJECTS			
	REGIONAL	SUBREGIONAL	NATIONAL	PROJECTS WITH COSTS
1. Expansion of Infrastructure and services.	6	13	27	45
2. Maintenance and Rehabilitation	1	9	11	18
3. Improvement of quality of service			1	1
4. Development of Human Resources		2	3	3
5. Establishment of Research and Development centres.			1	1
6. Establishment of manufacturing industries for Telecom equipment and spare parts.		2	1	2
TOTAL	7	26	34	60

(b) The number of projects submitted for each programme under the Broadcasting subsector are drawn here below:

PROGRAMMES	NUMBER OF PROJECTS			PROJECTS WITH COSTS
	REGIONAL	SUBREGIONAL	NATIONAL	
1. Expansion of Infrastructure and services.		1	20	16
2. Maintenance and Rehabilitation.			1	1
3. Development of Human Resources.		1		1
4. Research & Development and Documentation.		1		1
5. Establishment of manufacturing industries for Broadcasting equipments and spare parts.		1		1
6. Institutional Restructuring of existing Broadcasting Organization.		3		3
TOTAL		7	21	23

5.9 Telecommunications and Broadcasting: Programmes and Projects

The Projects are classified according to the following programmes:

1. Expanding services specially in rural areas
covers all new projects and expansion including
transmission links on the PANAFTEL programme
2. Improving quality of services and utilization of full capacity
of networks
cover maintenance, rehabilitation, creation of
maintenance centres, interconnecting of network etc.
3. Developing of human resources
4. Establishing R & D and manufacturing facilities for equipment
5. Restructuring of existing Broadcasting organization

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.1 NATIONAL WITH REGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT PHASING		REMARKS
					REQUIREMENT US \$x10 ⁶		1991 TO 1995	1996 TO 2000	
					EXT	LOCAL			
1	Installation of Mogadishu International telephone exchange	Somalia	Somalia	6	6		x		Part of PANAFTEL programme for integration of African network
2	Installation of Mogadishu international telex exchange	Somalia	Somalia	2.2	2.2		x		Part of PANAFTEL programme for integration of African telex services
3	Expansion of international telephone exchange	Kenya	Kenya	24.26	24.0	0.26	x	x	Project requires to be defined further
4	GWERU international switching Centre	Zimbabwe	Zimbabwe	6.7	6.7		x		Project requires to be elaborated
5	Data Packet switching and international data service	Zimbabwe	Zimbabwe	10.97	10.275	0.695	x		Project requires to be elaborated

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.1 NATIONAL WITH REGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
6	Expansion of international telephone switching centres at	ECOWAS							
	(a) Dakar		Senegal	2.5	2.5			x	
	(b) Abidjan		Cote d'Ivoire	1.5	1.5			x	
	(c) Other place		To be decided	2	2.0			x	

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.2 SUB REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT		PHASING		REMARKS
					EXT	LOCAL	US \$x10 ⁶		1991 TO 1995	1996 TO 2000	
1	Construction of S/regional Mu-links between KBO countries	KBO	KBO countries	12.9	12.9	-		X			These project will to be detailed and verified by the countries
2	Emplimentation plan for satellite earth station connectivity project	SAFTC	member countries	21				X			The project requires elaboration and breakdown of costs.

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANDING OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.2 NATIONAL WITH SUBREGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT US\$×10 ⁶		PHASING		REMARKS
				TOTAL COST US \$×10 ⁶	EXT	LOCAL	1991	1996		
							TO 1995	TO 2000		
1.	Construction of Mogadishu Kissimayu-Liboi MW-link	Somalia	Somalia	20	20	-	X			
2	Erection of Mogadishu Hargasha Satellite link	Somalia	Somalia	6	6	-	X			

SUB-SECTOR: TELECOMMUNICATION
 PROGRAM E: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.2 NATIONAL WITH SUB REGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
3	Completion of: (a) Bahir Dar-Metema MW link	Ethiopia	Ethiopia						The cost of these project are included under 1.3.3 project No 5
	(b) Jijige-Togowichalle MW Link	Ethiopia	Ethiopia						Break down of costs required
4	Emplimentation of Dire Dawa-Djibouti Border MW link	Ethiopia	Ethiopia						Coordination with Djibouti required

SUB-SECTOR : 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.2 NATIONAL WITH SUB REGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EAT	LOCAL	1995 TO 1995	1996 TO 2000	
5	Completion of Bamako-Conakry MW-Link	ECOWAS	Mali/Guinee	2	2		Ongoing		Missing link in PANAFTEL Programme
6	Completion of Bamako-Nouakchott MW-Link	ECOWAS	Mali/Guinee	5	5		x		"
7	Completion of Lagos-Porto Novo Cotonou MW link	Nigeria	Nigeria-Berin	2	2		X		
8	Interconnection between Cameroun and Gabon	Cameroun/Gabon	Cameroun	0.352			x		project requires further detail and coordination with Gabon

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.2 NATIONAL WITH SUBREGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1995	1996	TO TO	TO TO	
9	Completion of Congo-Gabon MW-link	ECCAS	Congo Gabon	-	-			x			Implementation of the links missing in the PANAFTEL projects

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.2 NATIONAL WITH SUBREGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING TOTAL COST US \$x10 ⁶	PROJECT		PHASING		REMARKS
					REQUIREMENT US \$x10 ⁶		1991	1996	
					EXT	LOCAL	TO 1995	TO 2000	
10	Completion of Atbara -Wadi Halfa MW- Link	Sudan	Sudan	12			x		Part of PANAFTEL link
11	Completion of Gadarif-Metema MW-Link	Sudan	Sudan	3.5			x		Part of PANAFTEL link

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMEE: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.1 NATIONAL

PROJECT NO	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Implimentation of Sea-Me-We cable along Mombasa coast	Kenya	Kenya	315.27	312	3.27	X (1991)	X	Project requires further detail and justification
2	Installation of IMARSAT CES at Mombasa	Kenya	Kenya	10.10	10	0.10	X (1991)	X	Project requires further detail
3	International vidio conferencing	Kenya	Kenya	4.85	4.80	0.05	X (1991)	X	More details and justification required
4	Errection of second earth station at Kericho	Kenya	Kenya	14.15	14	0.15	X	X	
5	Rural automatization of telecom network	Malawi	Malawi	8.42	8.42		X		
6	Local digital exchange for Lilongwe including fibre optic cable system	Malawi	Malawi	30	30		X		
7	Digital radio link and optical fibre cable for trunk services in Addis Ababa	Ethiopia	Ethiopia	3.5	2.7	0.8	X		To expand the junction and trunk network for international and national traffic

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT		PHASING	REMARKS
				TOTAL COST US \$x10 ⁶	EXT	LOCAL	1991 TO 1995		
8	Trunked multiple access radio system	Malawi	Malawi	1.00	1.00			X	
9	Digital multi-access system to expand rural telephone service	Malawi	Malawi	13.80	13.80			X	
10	East-West MW-link	Uganda	Uganda	12.1	12.1			X	
11	Second earth station at Kampala	Uganda	Uganda	18.5	18.5			X	
12	Rural telecom service	Uganda	Uganda	23.53	23.53			X	
13	Frequency monitoring	Zimbabwe	Zimbabwe	3.31	2.80	0.51		X	
14	Installation of satellite earth station. Addis A.	Ethiopia	Ethiopia	3.9	3.00	09		X	
15	Purchase of 96 half circuit on Sea-Me-We- cable	Ethiopia	Ethiopia	1.43	1.43	-		X	These circuits provides access to middle east and south east Asia
16	Provision of digital circuits to access SEA-ME-We-II cable Addis Ababa	Ethiopia	Ethiopia	4	3	1		X	These circuits provides access to middle East and South East Asia

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.3 IMPROVEMENT OF QUALITY OF SERVICES
 LEVEL: 1.3.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
1	Provision of centralized computer controlled network management system	Ethiopia	Ethiopia	5.2	4	1.2	X			To supervise and control transmission and switching networks	

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
17	Expansion, modernization and rehabilitation of telecom network	Ghana	Ghana	76.2	69.5	6.7	x	(1991)	Switching, subscriber cables, trunk, circuit and telex exchange Funding secured from OECF of Japan Project needs better definition
18	Extension of telecom facilities to rural areas	Ghana	Ghana	18	18		x	1992	Rural exchange subscriber VHF links requires better definition
19	Construction of satellite earth stations at Victoria Island, Lagos and Enugu	Nigeria	Nigeria				x		
20	Fibre optic submarine cable Mauritania-Nigeria-Cameroon-Zaire coasts	Nigeria	Along the coast of Mauritania Nigeria Cameroon Zaire	100	100		x		Project needs further definition and justification

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
21	Rural Telecom network expansion	Nigeria	Nigeria	50	50			x			Project need to be defined further
22	Establishment of radio monitoring station at five locations	Nigeria	Nigeria	20	20			x			
23	Rural telecom service expansion	Cameroon	Cameroon	8				x			

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.3 NATIONAL PROJECT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING TOTAL COST US \$x10 ⁶	PROJECT		PHASING		REMARKS
					REQUIREMENT		1991	1996	
					US \$x10 ⁶	US \$x10 ⁶	TO 1995	TO 2000	
24	Expansion of rural telecom services	Cameroon	Cameroon	70.00					x

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 1.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
25	Installation of Um HARAZ satellite earth station ST-A	Sudan	Sudan	7			x				
26	Installation of Frequency monitoring station, VHF, HF	Sudan	Sudan	2			x				
27	Integration of domestic satellite earth stations with RASCOM network	Egypt	Egypt	35			X				The project should further be elaborated

SUBJECT: 1. TELECOMMUNICATION
 PROGRAMME: 1.2 MAINTENANCE AND REHABILITATION
 LEVEL: 1.2.1 NATIONAL WITH REGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991	1996			
							TO 1995	TO 2000			
1	Replacement of international telephone switching centre	Niger	Niger	4.8	9.8	-	x				

SUB-SECTOR: TELECOMMUNICATION
 PROGRAMEE: 1.2 MAINTENANCE AND REHABILITATION
 LEVEL: 1.2.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
1	Study and assist establishment of maintenance centres	subregional	To be decided					X	on going		The necessary data has been collected and analysis is being carried out
2	Feasibility study on Axe-10 repair center	SATIC	To be decided	0.4	0.4			X	on going		Aimed at locating and establishing of repair centre for Axe-10 financed by Sweden

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.2 MAINTENANCE AND REHABILITATION
 LEVEL: 1.2.3 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
				TOTAL COST US \$x10 ⁶	EXT	LOCAL	1991	1996		
							TO 1995	TO 2000		
3	Study and establishment of maintenance centres	ECCAS	to be decided							

SUL-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.2 MAINTENANCE AND REHABILITATION
 LEVEL: 1.2.2 NATIONAL WITH SUBREGIONAL IMPACT

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS	
					EXT	LOCAL	1991 TO 1995	1996 TO 2000				
1	Equipping Lone maintenance center	ECOWAS	Lone	1.5	1.5	-	x				ongoing	
2	Rehabilitation of the following new-links											
	(a) Monrovia-Abidjan	ECOWAS	Liberia/ Côte d'Ivoire	1	1		x				ongoing	
	(b) Monrovia-Conakry	ECOWAS	Liberia/ Guinee	1	1		x				ongoing	
	(c) Monrovia-Freetown	ECOWAS	Liberia/ Sierra Leone	1	1		x				ongoing	
	(d) Dakar-Nouakchott	ECOWAS	Senegal Mauritania	1	1		x				ongoing	
	(e) Abidjan-Ghana Border	ECOWAS	Côte d'Ivoire Ghana	1.5	1.5		x				ongoing	
3	Reconstruction of MW-Repeater station at ML Nimba	ECOWAS	Liberia	2	2							
4	Study of quality of Trans Border network	ECOWAS	Member countries	0.5	0.5						X	
5	Improvement of aeronautical telecom services including MLS installation at the airports	ECOWAS	ECOWAS member countries	4.0	4.0						X	further details on the projects required

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.2 MAINTENANCE AND REHABILITATION
 LEVEL: 1.2.3 NATIONAL WITH SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING TOTAL COST US \$x10 ⁶	PROJECT		PHASING		REMARKS
					REQUIREMENT US \$x10 ⁶		1991	1996	
					EXT	LOCAL	TO 1995	TO 2000	
6	Rehabilitation of Congo-Zaire Radio relay link	ECCAS	Congo and Zaire						

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.2 MAINTENANCE AND REHABILITATION
 LEVEL: 1.2.4 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Expansion of electronic repair centre	Zimbabwe	Zimbabwe	3.88	3.60	0.28	X		
2	Implimentation of maintenance based on the national plan for improved maintenance (NPIM)	Zimbabwe	Zimbabwe	10.05	6.25	4.00	X		
3	Replacement of local crossbar exchanges at 5 cities	Malawi	Malawi	7	7		X		
4	Establishment of maintenance centre for card modules telephone switches and related equipment	Ethiopia	Ethiopia	5	4	1.0	X		

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.2 MAINTENANCE AND REHABILITATION
 LEVEL: 1.2.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
5	Implementation of planned maintenance projects	Niger	Niger	1.32	1.32			x			

SUR-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.3 MAINTENANCE AND REHABILITATION
 LEVEL: 1.3.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT			REMARKS	
				TOTAL COST US \$x10 ⁶	EXT	US \$x10 ⁶		PHASING		
						LOCAL	1991 TO 1995	1996 TO 2000		
6	Renewal of training equipment to improve training capabilities	Sudan	Sudan	6				x		
7	Replacement, rehabilitation of existing exchanges and network	Sudan	Sudan	46				x	Project requires more definition	
8	Rehabilitation of the Sudanese Domestic satellite system	Sudan	Sudan	12.6				x	Retrofitting antenna and rehabilitate G.C.E.	
9	Replacement and improvement of Khartoum-Sinnar MW link	Sudan	Sudan	9.4				X	Part of PANAFTEL network	
10	Replacement of the MW link on: A. Ababa-Shasemene Moyale Route A. Ababa Dessie-Assab route	Ethiopia Ethiopia	Ethiopia Ethiopia	16.8	12.9	3.9			Detail of the project and breakdown of costs are required	
11	Rehabilitation of Weija monitory station	Ghana	Ghana	2	1.7	0.3		X	Replacement of obsolete equipment	

SUB-JECTOF: 1. TELECOMMUNICATION
 PROGRAMME: 1.3 DEVELOPMENT OF HUMAN RESOURCES
 LEVEL: 1.3.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING TOTAL COST US \$x10 ⁶	PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Training of Engineers and technicians	ECOWAS	Existing training centres				x ongoing		Granting of financial assistance to existing training institutes

SUB-JECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.3 DEVELOPMENT HUMAN RESOURCES
 LEVEL: 1.3.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991	1996	1995	2000	
							TO	TO			
2	Establishment of telecommunication training centre	ECCAS	To be decided								

SJJ-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.3 DEVELOPMENT OF HUMAN RESOURCES
 LEVEL: 1.3.3. NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT			REMARKS
				TOTAL COST US \$x10 ⁶	REQUIREMENT US \$x10 ⁶		PHASING		
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Upgrading of existing training institute for higher learning including computer applications and research and development unit	Ethiopia	Ethiopia	3.5	3	0.5	x		The project sets cooperation with universities for higher learning and research and development
2	Expansion of training capabilities of existing training centres	Kenya	Kenya	362.37	358.61	3.76	x	x	Project requires further definition

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.3 DEVELOPMENT OF HUMAN RESOURCES
 LEVEL: 1.3.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
3	Establishment of multi- sectoral telecom training centre	Ghana	Ghana	80	24	56					

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.4 ESTABLISHMENT OF MANUFACTURING INDUSTRIES
 LEVEL: 1.4.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
J	To study and establish telecommunication equipment manufacturing industries	ECOWAS	Member countries	30	30			x			Cost cover feasibility study and establishment of industries Project needs further definition

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAM: 1.4 ESTABLISHMENT OF MANUFACTURING INDUSTRIES
 LEVEL: 1.4.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
2	Feasibility study to establish industries to manufacture telecom equipment of spare parts	ECCAS	To be decided								

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.4 ESTABLISHMENT OF MANUFACTURING INDUSTRIES
 LEVEL: 1.4.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991	1996			
							TO 1995	TO 2000			
1	Expansion of Gilgil complex for the manufacture of telecom equipment	Kenya	Kenya	1087.10	1075.84	11.26	x	x	(1991)		Further detail range of activities required

SUB-SECTOR: 1. TELECOMMUNICATION
 PROGRAMME: 1.6 ESTABLISHMENT OF R & D CENTRES
 LEVEL: 1.6.1 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
1	Strengthening research and development activities to support the manufacturing industries	Kenya	Kenya	118.18	179.30	1.88	X	X			Project extends up to the year 2005. Further detail required

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 2.1.1 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT			REMARKS	
				TOTAL COST US \$x10 ⁶	EXT	REQUIREMENT US \$x10 ⁶		PHASING		
						LOCAL	1991 TO 1995	1996 TO 2000		
1	Assist in planning of the development of broadcasting services and in propagation measurement	Subregional	Countries of the subregion	1.2	1.2	-	x			

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 2.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
1	Establishment of VHF/FM rural broadcasting services	Kenya	Kenya	5.00	4.0	1	x				
2	Expansion of TV-coverage and services in rural areas	Kenya	Kenya	14	12	2	x				To be implemented in three phases between 1991-1994
3	Strengthening and upgrading of mobile rural cinema services	Kenya	Kenya	1.00	0.90	0.10	x				
4	Modernization of Kenya New Agency	Kenya	Kenya	1.1	0.95	0.15	x				
5	Modernization of Kenya rural press	Kenya	Kenya	0.75	0.65	0.10	x				
6	Establishment of colour photo lab	Kenya	Kenya	0.50	0.45	0.05	x				

JOB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 2.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991	1996	1995	2000	
							TO	TO			
7	Installation of short-wave international radio transmitters	Cameroon	Cameroon	4				x			
6	Installation of 100 kw short wave transmitter	Niger	Niger	2.4				x			

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 2.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT		PHASING		REMARKS
				TOTAL COST US \$x10 ⁶	EXT	US \$x10 ⁶		1991 TO 1995	1996 TO 2000	
						LOCAL				
9	TV-Transmitter installation	Ghana	Ghana	11	10	1		x		
10	Expansion of radio broad- casting service with VHF + FM transmitter installation	Ghana	Ghana	6.50	6.50					
11	Construction of studio for TV programme	Mauritania	Mauritania	1.14	1.14			x		
12	Measurements of TV radio pattern	Cameroon	Cameroon	1	1			x		
13	Installation of FM FM transmitters	Cameroon	Cameroon	8.4	8.4			x		
14	Installation of TV transmitters	Cameroon	Cameroon	4	4			x		
15	Installation of MW links for broadcasting services	Cameroon	Cameroon	2.70	2.70			x		

SUP-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.1 EXPANSION OF INFRASTRUCTURE AND SERVICES
 LEVEL: 2.1.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT		PHASING		REMARKS
				TOTAL COST US \$x10 ⁶	EXT	US \$x10 ⁶		1991	1996	
						LOCAL	1995	2000		
16	Earth conductivity measurement	Egypt	Egypt					x	X	
17	Radio signal monitoring and measurement station	Egypt	Egypt					X	X	
18	TV-NEWS and programme exchange centre	Egypt	Egypt					X	X	
19	Radio and TV coverage around Nile river, Aswan to Sudanese boarder	Egypt	Egypt					X	X	
20	Extension of Radio and TV MW-Link along Red Sea shore from Barnis-Sudanese Boarder	Egypt	Egypt					X	X	

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.2 MAINTENANCE AND REHABILITATION
 LEVEL: 2.2.3 NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT		PHASING		REMARKS
				TOTAL COST US \$x10 ⁶	EXT	US \$x10 ⁶		1991	1996	
						LOCAL	1995	2000		
1	Rehabilitation of the link from Studio to PK5	Niger	Niger	0.32				x		

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.2 DEVELOPING HUMAN RESOURCES
 LEVEL: 2.1.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT			REMARKS
				TOTAL COST US \$x10 ⁶	REQUIREMENT US \$x10 ⁶		PHASING		
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Human resources development	subregion		1.8	1.8	-	x		

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.3 INSTITUTIONAL RESTRUCTURING
 LEVEL: 2.3.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING TOTAL COST US \$x10 ⁶	PROJECT				REMARKS
					REQUIREMENT US \$x10 ⁶		PHASING		
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Assistance in institutional and policy reform	Subregional	Countries of subregion	0.36	0.36		x		
2	Establishment of coordination mechanism for the implementation of the restructuring	Subregional		0.1	0.1				
3	Organize workshop/seminar on management and planning	Subregional		0.36	0.36				

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.6 ESTABLISHMENT OF RESEARCH AND DEVELOPMENT CENTRES
 LEVEL: 2.6.1 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶			REMARKS
				TOTAL COST US \$x10 ⁶	EXT	PHASING			
						LOCAL	1991 TO 1995	1996 TO 2000	
1	Research and development and documentation	Subregional		1.2	1.20		X		

SUB-SECTOR: 2. BROADCASTING
 PROGRAMME: 2.4.7 ESTABLISHMENT OF MANUFACTURING INDUSTRIES
 LEVEL: 2.7.2 SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT		PHASING		REMARKS
				TOTAL COST US \$x10 ⁶	EXT	US \$x10 ⁶		1991	1996	
						LOCAL	1995	TO	TO	
1	Feasibility study for manufacturing of radio receiver and professional broadcasting equipment	Subregion		0.60	0.60			x		

5.10 Postal Services: Programmes and Projects

The projects are grouped in the following programmes:

1. Improvement of quality services
Covers existing and transit centre establishment
2. Development of postal financial services
3. Expansion of postal network and services, specially to rural areas
4. Human resource development

5.9 Telecommunications and Broadcasting: Programmes and Projects

The Projects are classified according to the following programmes:

1. Expanding services specially in rural areas
covers all new projects and expansion including
transmission links on the PANAFTEL programme
2. Improving quality of services and utilization of full capacity
of networks
cover maintenance, rehabilitation, creation of
maintenance centres, interconnecting of network etc.
3. Developing of human resources
4. Establishing R & D and manufacturing facilities for equipment
5. Restructuring of existing Broadcasting organization

SUB SECTOR: POSTAL SERVICES.

The number of projects submitted for each programme are summarized below.

PROGRAMMES	NUMBER OF PROJECTS			PROJECTS WITH COSTS (d)
	REGIONAL (a)	SUB REGIONAL (b)	NATIONAL (c)	
1. Expansion of postal network and services		6	8	10
2. Development of Human Resources		2	2	3
3. Development of postal financial services		2		-
4. Establishment of manufacturing industries for postal equipments		1	1	1
5. Improvement of quality of service and utilization of network.		1		

SUB-SECTOR: POSTAL SERVICES
 PROGRAMME: EXPANSION OF POSTAL NETWORK AND SERVICES
 LEVEL: SUBREGIONAL

PROJECT	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
1	Establishment and organization of sorting and transit centres	SATTC	member countries	27.7	27.7	X					
2	Development of postal transit centres	subregion (E&S)	member countries	0.2	0.2	X					
3	Development of rural postal services	subregion ECOWAS	ECOWAS member countries				X				
4	Identification of sorting centres	ECOWAS	ECOWAS member countries				X				
5	Creation of new product	Central Africa	member countries				X				
6	Promotion of EMS services	Central Africa	member countries				X				
7	Establishment of Regional sorting and transit centres	Ethiopia	Ethiopia	2.5	2	0.5	x				Project covers study construction and fitting with equipment need to be coordinated at subregional level

SUB-SECTOR: POSTAL SERVICES
 PROGRAMME: EXPANSION OF POSTAL NETWORK AND SERVICES
 LEVEL: NATIONAL

PROJECT NO	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
8	Establishment sorting centre at Moyale	Ethiopia	Ethiopia	1.63	1.3	0.33	x		
9	Establishment of mail transit centres	Kenya	3.33	2.9	0.43		X		
10	Sorting centre at Kamuzu International airport	Malawi	Malawi	3.94					need to be coordinated at subregional level.
11	Establish Tin Can Island Port surface mail transit centre	Nigeria	Nigeria	20			x		Project does not contain details nor justifications
12	Establishment of air mail transit centre at Murtala Mohammed International airport	Nigeria	Nigeria	11.6					Project does not contain details nor justifications
13	Rearrangement of Central Station for TRI	Niger	Niger	0.24					
14	Modernization of postal boxes	Niger	Niger	0.16			x		

SUB-SECTOR: POSTAL SERVICES
 PROGRAM E: DEVELOPMENT OF HUMAN RESOURCES
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
1	Postal training development	SATOC	member countries	1.1	1.1						
2	Establishment of bilingual postal training centre	ECOWAS	To be decided by ECOWAS member countries								

SUB-SECTOR: POSTAL SERVICES
 PROGRAM E: DEVELOPMENT OF HUMAN RESOURCES
 LEVEL: NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT REQUIREMENT US \$x10 ⁶		PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000			
3	Modernization of Postal Training centre and provision of vehicles and computer	Ghana	Ghana	15.81	15.81			x			(1) Project should be reduced to training requirement only (2) Project should be defined further
4	Postal Management College	Nigeria	Nigeria	25				x	x		Justification required Project should be redefined

SUB-SECTOR: POSTAL SERVICES
 PROGRAMME: DEVELOPMENT OF POSTAL FINANCIAL SERVICES
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1	Study on the introduction of GIRO system	SATOC	SADCC Member countries	1.1	1.1		x		
2	Study on the use of postal cheques	PIA	PIA member countries						

SUB-SECTOR: POSTAL SERVICES
 PROGRAMME: ESTABLISHMENT OF MANUFACTURING INDUSTRY
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT		PHASING		REMARKS
				TOTAL COST US \$x10 ⁶	EXT	US \$x10 ⁶		1991	1996	
						LOCAL	1995	2000		
1	Establishment of postal material manufacturing industries	PIA	PIA member countries							

SUB-SECTOR: POSTAL SERVICES
 PROGRAMME: ESTABLISHMENT OF MANUFACTURING INDUSTRY
 LEVEL: NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	FINANCING		PROJECT REQUIREMENT		PHASING		REMARKS
				TOTAL COST US \$x10 ⁶	EXT	US \$x10 ⁶		1991	1996	
						LOCAL	1995	2000		
2	Postal workshops centre at Abedokuta	Nigeria	Nigeria	1.2				x		

SUB-SECTOR: POSTAL SERVICES
 PROGRAMME: IMPROVEMENT OF QUALITY OF SERVICES
 LEVEL: SUBREGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING		PROJECT		REMARKS		
					EXT	LOCAL	REQUIREMENT			PHASING	
							US \$x10 ⁶			1991 TO 1995	1996 TO 2000
1	Harmonization of postal tariffs	subregion Central Africa									

5.11 Urban Transport: Programmes and Projects

The following programmes are defined:

1. Research and studies
2. Monitoring of urban transport
3. Mass transit and fleet development
4. Infrastructure development and management
5. Road rehabilitation and maintenance
6. Integrated urban and transport management
7. Manpower development

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Research and Studies
 LEVEL : REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TD 1995	1996 TD 2000	
1.	Study of Policy Regulations and Management of Public Transport systems	SCATP						x	
2.	Dissemination of seminar of case studies of public Transport situation in 12 selected African cities	SCATP						x	
3.	Studies for the establishment of reliable data base on the involvement or railways in Urban Transportation	UAR						x	

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Research and Studies
 LEVEL : REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXP	LOCAL	1991 TO 1995	1996 TO 2000	
4.	Studies on the most appropriate arrangements for the organization and management of Urban Transport by light rail, including the establishment of independent subsidiaries to the services on the basis of financial equilibrium, modifications to infrastructures and equipment, possible alternatives for maintenance, marketing and costing.	UAR						X	
5.	Studies on general issue which need be addressed by each railway embarking on urban Transportation, including policy, investment management, operation and human resources	UAR						X	

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Research and Studies
 LEVEL : REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
6.	Establishment of focal point for exchange of experiences and evolution of common strategies to guide railways in their involvement in Urban transportation	UAR						x	

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Monitoring of Urban Transport
 LEVEL : REGIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Pilot study of selected African cities to undertake detailed survey of performance indicators at two year intervals in two cities in each subregion						X	X	

Subsector Group
and World Bank

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Mass Transit and Fleet Development
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Acquisition of Buses,	Ghana	Ghana	12.20			x	x	
2.	Acquisition of Buses, Equipment and Development of Bus Terminals	Ghana	Ghana	20.00					
3.	Rapid Transit project	Zimbabwe	Zimbabwe	414.48	176.5	237.98	x		
4.	Procurement of New Buses for ZUPCO	Zimbabwe	Zimbabwe	20.50	14.35	6.15			

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Infrastructure Development and Management
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Accra Traffic Management Project	Ghana	Ghana	40.00			x	x	
2.	Non-Aligned conference Roads Project: Reconstruction, Widening and Rehabilitation of Roads including Traffic Management works in Accra	Ghana	Ghana	78.80			x		

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Infrastructure Development and Management
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
2.	Study and identification of priority actions for network management in Central Niamey	Niger	Niger	5.44	5.44			x	
4.	Queensway Extension (Airport Road)	Zimbabwe	Zimbabwe	15.00	10.50	4.50		x	
5.	Traffic Management (Traffic signs, etc)	Zimbabwe	Zimbabwe	35.00	20.00	15.00		x	
6.	Langata Road dualling (8km)	Kenya	Kenya	6.19					
7.	Joyoo Road dualling and bridge over rail (0.5km)	Kenya	Kenya	1.43					
8.	Ngong Road dualling (6.0 km)	Kenya	Kenya	4.52					
9.	Juja Road dualling (5.0 km)	Kenya	Kenya	2.86					
10.	Likoni Road extention (1.0 km)	Kenya	Kenya	0.48					
11.	Ring Road Kilimani (6.8 km)	Kenya	Kenya	2.67					
12.	University Way dualling (0.6)	Kenya	Kenya	0.48					
13.	Bridges over railway Lines (Kenya	Kenya	4.80					
14.	Comprehensive Urban Roads Study	Malawi	Malawi	3.0					

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Road Rehabilitation and maintenance
 LEVEL : NATIONAL

PROJECT NO	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT FINANCING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Road and Drainage component of urban II project	Ghana	Ghana						
2.	General Urban roads improvements	Kenya	Kenya	28.60					

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Integrated Urban and Transport Management
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Rehabilitation and Provision of Parking Lots in Accra	Ghana	Ghana				x	x	

SUB-SECTOR : URBAN TRANSPORT
 PROGRAMME : Manpower Development
 LEVEL : NATIONAL

PROJECT No	TITLE OF PROJECT	ORIGIN OF PROJECT	LOCATION OF PROJECT	TOTAL COST US \$x10 ⁶	FINANCING REQUIREMENT US \$x10 ⁶		PROJECT PHASING		REMARKS
					EXT	LOCAL	1991 TO 1995	1996 TO 2000	
1.	Improvement of facilities and Training institute for vehicle Examination and Licensing Division	Ghara	Ghara				x	x	

ANNEX I

SOME OTHER RELEVANT URBAN TRANSPORT PROJECTS

Programme	Project	Level
1. Policy Reform	a) Pilot study and preparation of comprehensive programme of Policy reforms in Urban Transport in selected African cities	REGIONAL
2. Standardization of Urban Transport Operations	a) Survey of needs for standardization in Urban Transport Operations	REGIONAL
3. Protection of the Environment	a) Study and preparation of program for the protection of the environment in selected Urban Areas	REGIONAL
4. Improvement of Pedestrian and Intermediate Transport Modes	a) Pilot study for establishment of Assembly plants and Manufacturing capabilities in selected African Countries	REGIONAL

Programme	Project	Level
5. Provision of Road safety measures	a) Pilot Study for establishment of executive units for accident recording, Data management and remedial measures at blackspot locations.	REGIONAL
6. Supervision of Implementation of Decade Programme for Urban Transport	a) Publication of a monthly or quarterly news sheet on the activities of Decade, and conduct of regular meeting of Working Group.	REGIONAL
7. Urban and Transportation Planning	a) Case studies of experiences of selected member states over the past ten years in limiting Urban-rural migration and dissemination at National Level.	REGIONAL
8. Manpower Development	a) Training Programs and Workshops	
9. Mass Transit and Fleet Development	a) Meetings, and Seminars on Urban Transport Problems and Development in Africa.	REGIONAL

VI. RESOURCE REQUIREMENTS AND MOBILIZATION

6.1 Resource Mobilization Committee (RMC)

6.1 A committee on resource mobilization has been set up in order to mobilize more resources. Comprising leading African institutions and international financing institutions, the Committee starting its work during the preparatory phase by assisting in the preparation of the programme, and during the implementation phase it will concentrate on mobilizing technical and financial resources for the execution of UNTACDA II projects.

6.2 During the preparatory period, 1989-1990, the RMC activities were:

(i) To advise the lead agency and the IACC on the guidelines for the preparation of the programme of each agency or group of agencies, on the follow-up of the preparatory activities and on the co-ordination and harmonization of their programmes;

(ii) To search for financial and technical resources for assisting agencies or group of agencies with the preparation of their Decade programmes;

(iii) To sensitize member States to the need to give the highest priority to projects geared to achieving the key objectives of the Decade and to include the projects in their national priority programmes.

During the Decade period, the work of the Resource Mobilization Committee will be:

(i) To recommend to the IACC the projects which should be accorded higher priority in view of the prevailing macro-economic environment in Africa and the resulting financial constraints as well as the development needs of the Sector;

(ii) To actively promote the programme and priority projects within and outside Africa, by inter alia, disseminating information on the Decade projects among the various financing institutions;

(iii) To mobilize financing for national projects by organizing donor conferences and by motivating and raising awareness of major financial institutions and agencies of the need to finance these projects through workshops, seminars and roundtables;

(iv) To continue to sensitize member States to accord priority to the Decade programme and projects geared to achieving development of rural areas and also to assist member States in the preparation of national projects which aim at achieving the above-mentioned areas and overall objectives of the Decade;

(v) To search for financing for the implementation of regional projects (involving two or more member States) which have demonstrated economic viability;

(vi) To search for financing for the implementation of the priority projects and activities of the various agencies and subregional economic and regional specialized organizations with the aim of achieving the Decade objectives;

(vii) To undertake regular reviews of resource mobilization efforts and to submit its reports and recommendations to the Conference of Ministers through the IACC;

(viii) To prepare annual reports on the impact of the financial and macro-economic conditions on the development of the transport and communications sectors in Africa and to submit such reports to the IACC for consideration and distribution to member States.

6.2 Resource Requirements

6.4 The total amount of financing required for the Decade programme will be estimated only after costing of all projects which are included in the programme. However, based on the experience of the first Decade programme and expectation of the financial environment in the 1990's, it is estimated that not more than US\$30 billion will be available for investment in transport and communications sector in Africa over the next ten years. Therefore, the programme of UNTACDA II will be prepared taking into account this expected ceiling on resources. In this regard, it is recommended that priorities be geared towards projects which promote integration and efficiency of the transport and communications systems in Africa as this is the aim of the programme.

Note This Chapter to be completed by the RMC.

VII. IMPLEMENTATION STRATEGY, MONITORING AND EVALUATION

7.1 Implementation strategy

The UNTACDA II is a co-operation programme designed to co-ordinate the activities for the development of transport and communications in Africa at national, subregional, regional and international levels. Accordingly, the implementation, monitoring and evaluation of the programme will be carried out at each of these levels.

7.2 The strategy adopted for the implementation of the programme is to design the programme at each level. The bottom-up approach which has been adopted arises from the fact that the regional transport and communications systems are in fact mostly made up of national components. Thus, national projects will form the bulk of the Decade programme. These are to be implemented by the relevant member States within their respective national development programmes. Subregional and regional programmes are to be implemented by the respective inter-governmental organizations and regional organizations with the support of relevant United Nations agencies. The roles of each of these partners are specified below as previously adopted by the Conference of Ministers in Tangiers in 1989 in document DES/TRANSCOM/67/Rev.4.

7.1 The African States

There is no question but that the onus of development lies on the member States themselves. The United Nations agencies and the international community at large can only provide support to the African endeavours. Thus, the African Governments are expected to continue to accord a high priority to the development of transport and communications sectors and to allocate sufficient resources to the sectors, individually as well as collectively, through the programmes of relevant regional and subregional intergovernmental organizations and the subregional economic organizations.

7.3 African Governments thus have certain specific responsibilities. These, inter alia, are to:

(a) Provide information to the lead agency as required and assist in promotion of the Decade programme;

(b) Assist in resource mobilization for regional and subregional projects;

(c) Develop and implement programmes and projects which aim at achieving the objectives of the Decade. All these projects and programmes should be included in their respective national development plans. Particular attention will be given to national projects which are components of regional or subregional decade projects;

(d) Provide an enabling environment for mobilization of domestic resources (public and private) for the development of the transport and communication systems;

(e) Establish a national machinery for the co-ordination of the implementation of the Decade programme;

(f) Support recommendations of subregional economic organizations regarding UNTACDA II programmes;

(g) Encourage the participation of the private sector in the National Co-ordinating Committee (NCC).

7.4 With regard to implementation of the programme at the national level, the government must also undertake the following additional tasks:

(i) Adopt policy reforms including restructuring in order to improve the efficiency of transport and communications operations.

(ii) Implement various agreements on regional or subregional cooperation.

(iii) Support projects of neighbouring countries which have subregional impact.

(iv) Promote involvement of the private sector in the development of transport and communications systems.

(v) Execute national component of cooperative subregional and regional projects such as the Trans-African Highways, PANAFTEL network, etc.

(vi) Allocate 20-40 per cent of national public investment to the development of transport and communications sector.

(vii) Establish policies to use African facilities such as manufactured products, equipment maintenance centres, training centres and transit facilities (e.g. telecommunications, airports, etc.)

(viii) Ensure popular participation of the population, especially women, in the development activities.

(ix) Follow-up any assistance offered on bilateral or multilateral basis for the implementation of projects.

(x) Institutionalize maintenance practices at all levels.

7.5 In addition to government actions, the operators of transport and communications in the country also have specific responsibilities vis-a-vis the implementation of the Decade programme. Some of these are:

- (i) Improve management of their operations.
- (ii) Restructure organizations and management systems in line with changing environment.
- (iii) Seek cooperation with similar entities in neighbouring countries.
- (iv) Establish statistical and information systems which are compatible with those in the relevant Ministries.
- (v) Participate fully in the activities of the NCC.

7.1.2 Subregional economic organizations

7.6 The subregional economic organizations will assist member States and play a key role in the formulation and implementation of the second Decade programme. They will prepare action-oriented projects within the subregion to meet the objectives of the second Decade and will assist States in addressing and attaining the objectives of the second Decade at the national levels. To do this, the subregional organizations will have the technical support of sectoral African intergovernmental organizations and United Nations and other international agencies. These programmes and action plans will be periodically discussed with the Resource Mobilization Committee to ascertain their financial viability.

7.7 Specifically, each subregional organization within its areas of competence, will:

- (i) Identify and promote projects aimed at subregional integration and development of trade;
- (ii) Assist member States to harmonize national policies in order to improve facilitation;
- (iii) Formulate consensus position on subregional projects;
- (iv) Support subregional training institutions;
- (v) Assist member States in searching for technical assistance for implementing projects of subregional impact;
- (vi) Assist member States in formulation of policies;
- (viii) Prepare its work programme aimed at the execution of UNTACDA II objectives relevant to its area of competence.

7.8 Development plans of the various subregions shall then be consolidated by ECA as the lead agency to form a coherent regional plan for development. The ten-year programme may then be developed in a similar manner.

7.1.3 Sectoral African intergovernmental organizations and United Nations Agencies

7.9 The group includes all African IGO and United Nations agencies in the field of transport and communications at both subregional and regional levels. These organizations differ from the subregional economic organizations in that each is specialized in one, and only one, subsector of transport and communications.

7.10 African sectoral intergovernmental organizations will also prepare and execute their own action plans to assist States in better attaining the objectives of the Decade.

7.11 In future, in order to increase their participation in the development programme, the existing organizations need to be strengthened, as called for in resolution ECA/UNTACDA/Res.88/70 passed by the Conference of African Ministers of Transport, Communications and Planning at its meeting at Kinshasa in March 1988.

7.12 International organizations may, at their own initiative or upon request, initiate programmes, projects and policies in co-ordination with the States, subregional and regional organizations and in collaboration with ECA. These organizations shall be responsible for drawing up sectoral programmes following the guidelines for project preparation and submissions which have been set.

7.13 By virtue of its role as a regional economic commission of the United Nations, ECA is most suited to co-ordinate the activities of these United Nations organizations in Africa, particularly in transport and communications where there is need to co-ordinate the various subsectors to form an integrated system for the region. In addition to its co-ordinating role, it should also be recognized that ECA has substantive responsibilities in all subsectors of transport and communications.

7.14 The agencies, including financing institutions, engaged in various sectors will consult each other to initiate and implement actions in support of the objectives of the Decade, in accordance with new guidelines and institutional arrangements.

7.15 At the centre of all United Nations development efforts is the United Nations Development Programme. In the first Decade, UNDP played a major role by providing financing to establish the Decade Co-ordination Unit at ECA in addition to directly financing several Decade projects. UNDP should continue to play this role in UNTACDA II and its field offices should assist subregional organizations and ECA in promoting the programme at the country level.

7.16 During implementation, these organizations will:

- (i) Assist member States and their subregional intergovernmental organizations in identifying and implementing the Decade projects;
- (ii) Undertake studies on any regional or subregional topics which may lead to the attainment of the Decade objectives and organize dissemination seminars;
- (iii) Organize workshops at regional or subregional levels on relevant issues such as application of international conventions, etc.;
- (iv) Undertake in their regular work programmes projects which are part of the Decade programme.

7.1.4 Financial Institutions

7.17 The financial institutions of the United Nations system as well as the African regional and subregional financial institutions have an important role to play in ensuring the financing of Decade projects. In this regard, they have the responsibility to finance the national projects that meet the Decade objectives and regional projects sponsored by the United Nations specialized agencies and African IGOs. Some of these institutions (UNDP, ADB, World Bank) are members of the Resource Mobilization Committee which is charged with the task of seeking finance for projects and giving advice on the orientation of the programme in light of prevailing macro-economic conditions. In addition, some of them, such as the World Bank and UNDP, may execute Decade projects in their own right.

7.1.5 Inter-Agency Co-ordinating Committee

7.18 This is the co-ordination committee consisting of all relevant United Nations agencies and African intergovernmental organizations involved in the fields of transport and communications in Africa. It is the IACC which monitors and carries out periodic evaluation of the programme and makes recommendations on matters such as the coherence of the programme and its validity and direction to the Conference of Ministers through the intergovernmental meeting of experts.

7.19 In the first Decade, the roles of the various groups which made up the IACC were not clearly defined, which resulted in some confusion and ineffectiveness in the execution of the Decade programme. Various sub-committees of the IACC shall, therefore, be created to deal with specific issues that may arise in the preparation and implementation of the programme.

7.1.6 Resource Mobilization Committee

7.20 A Resource Mobilization Committee has been established consisting of ADB, OAU, UNDP, EEC, ACP, BADEA, the World Bank and ECA. ECA shall also provide secretariat services.

7.21 The Resource Mobilization Committee is, above all, charged with the effective marketing of the Decade programme. To this end, it will strive to establish methods for effective mobilization of resources for the programme. The role of this Committee is discussed in detail in Chapter VI of this document.

7.1.7 ECA - lead agency

7.22 The Economic Commission for Africa was designated the lead agency for the Decade programme. This role has been reconfirmed by the Conference of African Ministers of Transport, Communications and Planning in its resolution ECA/UNTACDA/Res.88/73 passed at its sixth meeting in Kinshasa in March 1988. As the lead agency, ECA, among other things, is "... responsible, in collaboration with other agencies, for the preparation of the Decade programme and for the harmonization, co-ordination and monitoring of all Decade activities, ...".

7.23 The overall co-ordination of the second Decade programme will be the responsibility of the lead agency which will report to the Conference of Ministers through the IACC. In addition to its co-ordinating and reporting role, the lead agency, with the advice of the RMC, will initiate any additional activities aimed at achieving the objectives of the second Decade.

7.24 In particular, ECA in collaboration with other agencies, will be responsible for the following activities:

(a) Conceptualize and promote concerted plans for the orderly development of an integrated pan-African transport and communications network;

(b) Elaborate regional plans by integrating subregional plans where they exist, and where they do not exist, formulating them in collaboration with Governments and relevant members of the IACC;

(c) Co-ordinate the overall Decade activities in order to reach rational and synchronized development of the networks at the least cost;

(d) Make proposals for concrete actions for the standardization of systems, where necessary;

(e) Render technical assistance to IGOs that need such assistance. In order to be effective, ECA should take a more active role in the activities of these organizations. In particular ECA must clearly explain its intentions to, and jointly work with these organizations in developing their respective programmes. ECA should, as a matter of principle, actively work with these organizations over and above attending their annual meetings.

7.25 ECA shall also provide secretariat services for the Conference of Ministers, IACC, RMC and subsectoral inter-agency meetings held to monitor and evaluate the progress of subsector regional programmes.

7.2 Monitoring

7.26 The implementation of the UNTACDA II programme will be monitored at several levels as follows.

7.27 National: The NCC was created in each country to, inter alia, monitor the implementation of the programme at national level and provide all relevant information to ECA.

7.28 Subregional: Each member of the subregional working groups will monitor the progress in its own area of influence and report to the leader of its working group. This information will be used to monitor implementation and progress in the subregion and will also be forwarded to ECA.

7.29 Regional: The ECA, as lead agency for the programme, will set up a mechanism for monitoring the implementation of the programme. This mechanism should include direct and constant contact with the NCCs and the various working groups at subregional and subsector levels.

7.30 At the policy level, the Conference of African Ministers of Transport, Communications and Planning shall continue to be the permanent policy-making body for the conception, implementation and monitoring of the Decade programme. It shall meet at least once every two years.

7.31 The IACC, grouping the United Nations agencies, African Intergovernmental Organizations and financial institutions, shall, among other things, prepare the reports to be submitted to the Conference of Ministers. It shall meet at least once a year.

7.3 Evaluation

7.32 There will be two evaluations of the programme: a mid-term evaluation in 1995 and an in-depth final evaluation in the year 2000. The evaluation will cover the implementation of the programme as well as the impact of the programme on the over-all development of the transport and communications sector in Africa.

7.33 The parameters and targets for quantitative and qualitative measures for evaluation of the programme were defined as part of the base-line assessment for each subsector during the design of the sectoral programmes. These are shown below for each subsector.

7.3.1 Roads and road transport

7.34 The following parameters and targets have been agreed upon for the Decade.

- (i) Construction of 15,000 km of classified main roads.
- (ii) Rehabilitation of 200,000 km of rural roads
- (iii) Improve to "good condition"
 - (a) 85 per cent paved roads;
 - (b) 40 per cent unpaved roads;
 - (c) 25 per cent rural roads
- (iv) Reduce road transport service costs by 10 per cent
- (v) Ratify and implement effective international transport service agreements based on commercial interests.
- (vi) Reduce road accidents by 25 per cent
- (vii) Raise environmental awareness.

- 7.3.2 Railways: To be developed
- 7.3.3 Shipping: To be developed
- 7.3.4 Ports: To be developed
- 7.3.5 Inland Water
Transport: To be developed
- 7.3.7 Air Transport

With regard to evaluation of the air transport subsector, progress made should be quantified through the following parameters:

(a) Operating costs: The level of operating costs of African airlines should, as much as possible, be close to the world average and should not be more than 100 per cent of world average;

(b) Management: The number of profitable airlines after the formation of groupings and application of the measures recommended;

(c) The African Network: Improvement of the networks by increasing the frequency between pairs of cities, reduction of travel time, coordination and rationalization of schedules;

(d) Fleet: Renewal of fleets and their adaptation to the needs of the market;

(e) Operating Conditions: Reduction of complaints by the technical flight personnel by controlling and reducing control problems;

(f) The AFI Plan: The level of implementation of the AFI plan;

(g) Training: The number of personnel trained and of seminars organized;

(h) Travel Conditions: Improvement of facilitation and drawing up of texts which would taken into account the needs of users.

7.3.8. Telecommunications

The key parameters for evaluation of development in this subsector cover the total number of telephones and rate of penetration (density), quality of service and productivity ratio. The targets set for the Decade are as follows:

(i) Increase in telephone penetration (i.e. direct exchange lines/100 population)

(a)	Eastern and Southern Africa	from 0.41 in 1989 to 0.70 in 2000
(b)	West Africa	from 0.24 in 1989 to 0.48 in 2000
(c)	Central Africa	from 0.24 in 1989 to 0.52 in 2000
(d)	North Africa	from 2.38 in 1989 to 3.84 in 2000
	Average Africa	0.72 1.31 in 2000

(ii) Increase in the number of direct exchange lines during the Decade depending on existing capacity:

- (a) Countries with less than 50,000 DEL, average growth of 20 per cent per year or 8,000 DEL per year.
- (b) Countries with 50,000 - 70,000 DEL, average growth of 8 per cent per year or 8,200 DEL per year.
- (c) Countries with 70,000 - 500,000 DEL, average growth of 7 per cent per year or 45,000 DEL per year.
- (d) Countries with over 500,000 DEL, average growth of 5 per cent per year or 84,000 DEL per year.

(iii) Improvement in quality of services:

(a) Fault rate - minimum 5 per cent; target 0.5 per cent

(b) Fault duration, percentage faults cleared:

Same day -	minimum	10 per cent;	target	30 per cent
Within two days -	minimum	40 per cent;	target	70 per cent
Within seven days -	minimum	70 per cent;	target	100 per cent

(c) Call completion rate:

Local	- minimum	50 per cent;	target	70 per cent
National	- minimum	40 per cent;	target	65 per cent
International	- minimum	30 per cent;	target	55 per cent

(d) Availability of transmission links - Minimum 70 per cent; target 95 per cent

(e) Availability of power supply - Minimum 80 per cent; target 100 per cent

(iv) Productivity ratio = 50 employees/1000 lines.

(v) Establishment of direct links between neighbouring countries

7.3.9 Broadcasting

The parameters and targets set for the Decade are as follows:

(i) Achieving a minimum of 200 radio receivers per 1,000 inhabitants;

(ii) Availability of a minimum of 40 television receivers per 1,000 inhabitants;

(iii) Soil conductivity and propagation loss measurements taken in every country of the region by the end of the Decade.

7.3.10 Postal Services

The following targets have been established for attainment by the end of the first phase of UNTACDA II in 1995.

(i) Density of postal network: 1 postal establishment per 20,000 population.

(ii) Number of postal savings accounts: 50 per cent - 80 per cent growth.

(iii) Increase number of post office boxes to 1 box per 100 inhabitants.

(iv) Increase EMS traffic at an average of 30 - 50 per cent per year.

(v) At least 60 - 70 per cent of staff trained or retrained.

7.3.10 Urban transport

It has been difficult to develop quantitative monitoring targets for Urban Transport at this planning stage of the Decade's programme since the parameters defining the existing conditions of Urban Transport have not been assessed. As an alternative a project has been proposed and sponsored by the World Bank in order to select eight African cities (two from each subregion) for biennial studies and assessment of appropriate indicators. This study will be undertaken at the beginning of the Decade in 1991 and thereafter every two years up to the year 2000.

In addition some qualitative proposals have been given in the subsectoral strategy to enable member States design and organize their own monitoring indicators during the Decade.

PART VIII CONCLUSION

8.1. The development of an integrated transport and communications network is a crucial factor for the rapid integration of the African continent. The inadequacy of transport and communications services in the past has considerably limited the development of agriculture, industry and trade and affected the ability of the African countries to effectively and jointly make use of their potential resources. The regional long-term strategy stipulated increased harmonization and coordination of projects to link the vast regions of the continent by the development of transport and communications. The successful formulation and implementation of UNTACDA II is the sine qua non for the realization of such an endeavour and for Africa's economic development in the years 1991 - 2000.

8.2. The success of the UNTACDA II programme will depend to the greatest extent on the commitment of member States. This commitment must be demonstrated not only in identifying projects for inclusion in the Decade programme, but most importantly, in implementing them. Increased emphasis must be placed on securing financing from local resources, both public and private.

8.3. Furthermore, since the Decade is a programme for cooperation among member States, the commitment of member States to the programme may also be demonstrated in the implementation of bilateral and multilateral agreements concerning the development of the sector.

8.4. Finally, the support from financing institutions is also vital for the success of the UNTACDA II programme. It is expected that these institutions will accord priority to the Decade projects in their lending programmes.