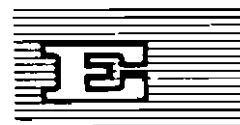


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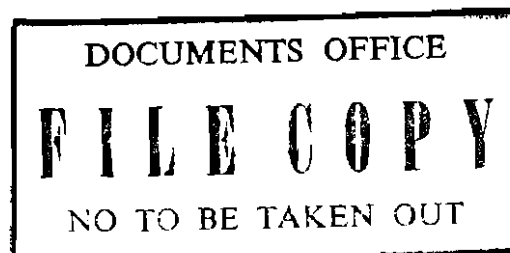


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ECONOMIC COMMISSION FOR AFRICA
Eastern African Transport Conference
Addis Ababa, 29 October - 9 November 1962



DRAFT REPORT OF THE EASTERN AFRICAN
TRANSPORT CONFERENCE

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1. The Eastern African Transport Conference convened at Africa Hall from 29 October to 9 November 1962 following a suggestion put forth in a progress report submitted to the Fourth Session and accepted by it.
2. A conference dealing with the West African sub-region was held in October 1961 in Monrovia, Liberia, dealing exclusively with road transport. The Eastern African Transport Conference has covered all forms of transport in addition to tourism which for the first time was included on the agenda.
3. The Eastern African sub-region as envisaged by the third session comprises the following countries which were also invited to participate.
4. Bechuanaland, Burundi, Ethiopia, Federation of Rhodesia and Nyasaland, French Somaliland, Kenya, Mozambique, Republic of Malagache, Republic of Somali, Sudan, Rwanda, Tanganyika, Uganda and Zanzibar as well as France and the United Kingdom. In addition representatives of inter-governmental and non-governmental organizations concerned with transport and tourism were invited.
5. Ethiopia, Federation of Rhodesia and Nyasaland, Kenya, Republic of Somali, Rwanda, Tanganyika, Uganda, France and the United Kingdom sent delegates.
6. The Commission of Technical Co-operation for Africa/Scientific Council for Africa (CCTA/CSA), East African Common Services Organization (EASCO), International Civil Aviation Organization (ICAO), World Touring and Automobile Association, the International Union of Official Travel Organizations (IUOTO) and the International Road Federation (IRF) sent observers. The following Governments sent observers: Czechoslovakia, Federal Republic of Germany, Greece, Japan, Liberia, Netherlands, Sweden, Switzerland, UAR, USA, USSR and Yugoslavia (see Annex 2).

7. The opening address was delivered by H.E. Balambaras Mahteme Selassie Wolde Maskel, Minister of Public Works and Communications of Ethiopia, who greeted the delegates in the name of the Ethiopian Government, and wished them success in their work. In his speech H.E. the Balambaras noted the importance of co-ordinating transport activity and emphasized the need to obtain all possible international assistance.

8. Mr. Ewing, Officer-in-Charge of the Economic Commission for Africa and Director of the Division of Industry, Transport and Natural Resources welcomed the delegates in the name of the Executive Secretary, and then proceeded to outline the work to be undertaken by the Conference (see Annex 4).

9. The Hon. P.J.H. Okondo, Parliamentary Secretary, Ministry of Works, Kenya, was elected chairman and Chief E.A.M. Mang'anya, Parliamentary Secretary, Ministry of Communications, Power and Works, Tanganyika, vice chairman respectively.

10. The provisional agenda was then adopted without change (see Annex 1).

11. It was decided that the Conference as a whole should first give information on transport plans and policies in individual countries and discuss general principles of transport policy.

12. Thereafter three ad hoc working parties would be set up to consider respectively the economic and policy aspects of transport, selected technical problems, air and tourism.

13. A Steering Committee was then set up consisting of the chairman, vice chairman the head of the Ethiopian delegation, Federation of Rhodesia and Nyasaland and the UK delegation.

14. The Tanganyikan delegation suggested that the Congo be included in the Eastern African sub-region. It was decided that for the purpose of the Conference, the Congo will be so included.

15. A definition of the word co-ordination was put to the delegates. It was decided to accept the definition of co-ordination as it appears in the

International Chamber of Commerce publication "Co-ordination of Transport in Europe" (Report of the General Transport Commission approved by the ICC Council 22 - 23 November 1960, p.5) with a minor amendment (for full and amended text of definition, see appendix to this report). It was agreed however that the definition of co-ordination may be further amended in the light of subsequent discussions.

16. The following is a summary of the information given by individual delegates.

17. The delegate from Ethiopia noted that his country had invested considerable sums in transportation. So far Ethiopia had constructed about 5,000 km. of asphalt and gravel surfaced, all weather primary roads. Another 1,100 Km. of new roads were under construction to be completed soon. 630 more Km. of new roads were in the planning stage. As a result of training activities practically all highway construction from equipment operations to highly technical design is being carried out by Ethiopian personnel. The main problem and difficulty remains that of financing highway construction, and this has only been partly solved through foreign loans.

18. Two lines were in existence, Addis Ababa/Djibouti and Massawa - Asmara - Bisha. A new line was under construction from the Awash Valley to the agricultural centre of Sidamo province in the South West. This line may be extended to the port of Assab. Due to the geographical features of the country air transportation has come to play a significant role. Ethiopian Airlines serve 29 domestic centres and 12 countries in 3 continents. An extensive Civil Aviation development programme would in the very near future endow Ethiopia with three major international airports capable of accommodating current commercial jet air-craft. 2 Boeing 720 would be added to the fleet and commence scheduled flights as of January 15, 1963. A modern port had been constructed at Assab capable of handling large ships. Massawa was remodeled to provide better facilities. Co-ordination was being sought between various modes of transport. Some gaps existed between the Ethiopian highways system and those of neighbouring countries.

19. The UK delegate suggested that in planning further railway development the width of gauge be taken into consideration and standardized with that of the sub-region. The delegate from France asked if the Djibouti-Addis Ababa railway would be affected by the new line; to which Ethiopia replied that all activities were carried out in full co-operation and consultation between both Governments.

20. The Kenya delegation outlined the road transport situation in their country and stated that 25,000 miles of roads receive grants from the Road Authority. There were over 1,000 miles of well surfaced roads. To pave all inter-territorial roads would cost £20 million. In the next 3 years only £3 million would be available for this purpose and would thus be spent on roads in agricultural areas. As funds must be allotted to roads giving most immediate economic results, inter-territorial roads had not been included for bitumen surfacing.

21. The delegate from the Federation of Rhodesia and Nyasaland noted that since 1954 expenditure on roads had been £68 million. Emphasis was placed now on the Salisbury - Lusaka and Bulawayo - Livingstone roads. The Capetown - Congo road was now 22 ft. or wider tarmac or full gravel standard, and the Lusaka - Tunduma road was being re-constructed.

22. Virtually no new railway construction had taken place since 1907 when the Congo line was built. The one exception was the new railway built in 1955 from the centre of Rhodesia to Laurence Marques. Rhodesia railways and road hauliers had signed an agreement in 1960 regarding price policies on routes paralleling the railways.

23. 2 jet aircraft were to be delivered in 1965 to CAA.

24. The delegate from the International Road Federation asked about the position of the alternative route for the Cape to Nairobi road through Fort Victoria to Salisbury. He was told that work to trunk road standard was in progress particularly south of Fort Victoria and that two major river crossings, those over the Lundi and Nuanetsi

Rivers, had recently been bridged. Approximately half the length of this section was to trunk road standard.

25. In reply to a further question by the IRF regarding plans for the Salisbury Blantyre Road and particularly the sector across Mozambique the Federation delegate answered that whilst it is planned to bring this road up to tarmac standard, perhaps as far as Mtoko, the amount of traffic North of Mtoko did not warrant a bituminous surface. Improvements were at present being done on the section between Mtoko and Mozambique. It was further understood that the section in Mozambique south of the Zambezi was to be completed by 1963 and that North of the Zambezi by 1964.

26. The Kapiri M'Poshi-Tunduma Road, was stated to be of a high standard gravel but it was intended to tar the first 35 miles from Kapiri M'Poshi starting possibly next year. Subsequently it was intended to extend this a further 35 miles.

27. The delegate from Rwanda spoke of the need for external aid for road construction in his country. Roads were virtually the only mode of transport with the exception of air strips handling DC3s.

28. The highway network was composed as follows:

- (1) One asphalted inter-territorial route of 45 Kms. the Rwanda section of the Bukavu-Uvira road.
- (2) 23 main routes, gravel surfaced, totalling about 1,350 kms.
- (3) A secondary road network of about 4,000 kms.
- (4) A network of agricultural and private roads.

29. The system was far from adequate. As all export and import traffic passed through other territories the need for co-operation was deeply felt. All goods transport at present was by truck. It was planned to establish air strips for inland tourist traffic. At present there was one strip at Kamembe on the Congo border another at Kigali in addition to four strips for tourists.

30. The delegate from Somalia stated that his country had neither railways nor effective inland waterways and relied thus exclusively on roads. He noted the lack of effective communications within the Republic and between Somalia and its neighbours. The Government's development programmes had given priority to road construction and improvement as most of present roads were suitable for 4 wheel drive only. Only the road from Mogadiscio to Fer Fer could be classified as an all weather road.

31. Work was going ahead on roads designed to top the agricultural areas in the Southern Region of the country and a road connecting Afgor and Javaleh with the port of Merca has been started. There were no plans at present for a better link with Djibouti in French Somaliland and with Kenya. It was important to link Djibouti and Hargeisa but doubtful if it could be achieved without international help. Work was progressing on the Kismayu port. The ports of Mogadiscio and Berbera were being surveyed for further improvement. These works were being carried out with outside financial assistance.

32. The development of civil aviation was being considered and surveys and investigations for the improvement and rehabilitation of airports were at an advanced stage. The main problem in the development of transport was the lack of financial means.

33. The delegate from Tanganyika stated that his country had a comparatively efficient system of transport by road, rail, air and water. The road system aimed at providing, in time, three main trunk routes across the country - in the North, across the centre and in the South. There were also three main routes running from North to South, one on the Eastern seaboard, one very approximately vertically down the centre and one on the Western side. Connecting these trunk roads at angles were major link roads. There were also major feeder roads leading to the Trunk and major link roads, as well as minor ones of an essentially local and rural character.

34. From the inter-territorial point of view practically all these roads intersect adjoining territories; in the North with Kenya and Uganda along the coast with Tanga-Mombasa. The latter was part of the Eastern Trunk Road, partially bitumenized, with major reconstruction works being carried out between Tanga and Dar-es-Salaam. In the South reconstruction had been completed between Lindi and Mtwara. There was however, a stretch from the Southern Province to a point near Dar-es-Salaam where conditions were most difficult and complete re-alignment very necessary. Here it was intended to move away from the coast to effect an easier crossing of the Rufiji River. Application had been made to the Agency for International Development for funds to carry out a complete and detailed survey up to and including the preparation of contract documents. This road in the south did not go beyond Mtwara and there was no link with Mozambique.

35. In the centre, the Great North Road crossed the border at both Namanza - for Nairobi and at Teveta - for Voi and Mombasa. Tanganyika would like to see the Kenya Government reconstruct their roads across the boundary to the same standard, viz. a full bitumen surface. Internally, Tanganyika was now concentrating on the section Arusha - Moshi - Koragwe - Ubenazamozi - Morogoro - Iruiga, rather than Arusha - Dodoma Iruiga. Funds for improving sections of this road had been applied for from the World Bank but were as yet not forthcoming. There was one further important link with Kenya east of Lake Victoria between Mwanza and Kericho. Reconstruction work was in progress between Musoma at a cost of nearly one million pounds provided by the Development Loan Corporation, USA.

36. At the North-West corner Tanganyika connected with Uganda at the Kyaka ferry across the Kayera River. It was a matter for negotiation between the two Governments as to whether a bridge should be built at a cost of some £75,000. Going south of the road was heavily used to Bukoka and Biharomulo and a complete engineering survey to reconstruct this section was in progress. On the western side there were local low standard roads which entered Rwanda and Burundi but connecting links with the rest of Tanganyika were poor. In the South there was road

access to Nyasaland through Tunduma and Fort Hale, but there was need for improved water communications and port facilities on Lake Nyasa.

37. The railways operated efficiently and had an important effect on the economy. Tanganyika was connected with Kenya by a link from the Tanga - Arusha line to the main Mombasa - Nairobi line. Internally, a link was under construction between the Tanga - Arusha line to the main central line. In the Central-South region there were plans for the extension of this line to Mbeya which could be extended into Northern Rhodesia and possibly Nyasaland.

38. East African Airways provided an excellent internal air service and external air services in conjunction with BOAC, CAA and other international operators.

39. Coastal ports were well served by international shipping lines, but there was room for improvement in the service by smaller coastal craft plying between local ports. On Lakes Victoria and Tanganyika regular services operated between Tanganyika, Kenya, Uganda, the Congo and Northern Rhodesia.

40. The delegate from Uganda stated that his country's road system was adequate at present and attention was being centred on modification, improvement and consolidation. Immediate plans did not include work on the road from Mbale to Kenya. Development of the Entebbe Airport was geographically restricted by Lake Victoria and work would be concentrated in the strengthening of the main runway.

41. The delegate from the East African Common Services Organization stated that three Comets had replaced the Canadairs both on long-haul, regional and some domestic routes. This venture had proved so successful that a fourth Comet had recently been ordered, which would allow the Canadairs to be withdrawn from regular service and retained for relief work, special charters and emergencies.

42. It had also been decided to place Fokker Friendship turbo jets on the high density domestic routes, which follow broadly the area linking the three international airports - Entebbe through Nairobi to Dar-es-Salaam via Mombasa and the coastal airports including Zanzibar. These aircraft were due to go into service in early 1963. While the "Friendship" held out high hopes of success over the high density domestic routes, it did not appear to be the alternate to the Dakota (D.C.3). Little changes was foreseen in the present air routes served, nor were any extensions to international services anticipated.

43. Shortage of personnel had been a problem in the Directorate of Civil Aviation. New aids, such as the Very High Frequency Omni-directional Radio Range had been installed at Nairobi and Entebbe airports and another would soon follow at Mbeya, while a fourth was being considered for Dar-es-Salaam. A combined Air Traffic Control and Telecommunications Training School had been opened, capable of handling 40 trainees at present. Mombasa, after the runway had been extended, handled more commercial traffic than any other East African airport after Nairobi.

The meeting was then adjourned.

44. The delegate from the International Road Federation, opened the discussion of the third day of the Conference. He said that no plan for an African regional road network had ever been published. The West African Transport Conference resolved to link the sub-region. Here, as in West Africa, one had to limit one's self to one link between each territory in the sub-region.

45. In examining the Cape-Nairobi road the IRF noted that progress had been made. A meeting was held in Salisbury in 1957 to discuss the importance and value of bringing the Cape-Nairobi Road to an adequate standard. Progress had also been seen in N. Rhodesia. In Tanganyika work had been done on alignment of that road. In Kenya, the Namango River part had still to be completed. The major problem remained from Nairobi

Northwards. The traditional road through Juba-Kosti-Khartoum was unproductive. A more populated area was the Wau-El Obeid region which would cause the road to be longer. Another possibility was through Ethiopia i.e. Moyali - Addis Ababa - Bahardar and Gondar. The speaker suggested that an economic and technical study of these alternatives might well be done by the ECA.

46. In the Sudan, at Metama, the Sudanese would be bringing their roads close to Ethiopia. Now was the time for Governments to agree on points of crossing and to cooperate by jointly inviting an economic and technical study to determine the most suitable route through the area. The Khartoum-Kassala-Port Sudan road if contemplated could go along the seafront to the UAR. Another important road was the Beira-Umtali-Salisbury-Bulawayo-Plumtree-Chanzi one leaving to South West Africa. A link road across Bechuanaland had to be built according to a survey. Another possibility was the Mombasa-Nairobi-Kampala road going on to the Congo border. This may form part of a regional road. The Port Sudan-Khartoum-El Obeid-El Fasha-Gneina on to Abeche road may be part of a possible East-West road to Fort Lamy and Dakar.

47. The Cape Road needed branches to Nyasaland, crossing into Portuguese territory. Another link to consider was Nairobi to Somalia via Garissa, Kisimayu and Mogadiscio.

48. In reply to a question about including the Seychelles and other islands off the coast of Africa in a comprehensive air network, the EACSO delegate said that the matter required studying as no information of where connexions could be established was available.

49. The Ethiopian delegation suggested that ECA study roads going North from Kenya into Ethiopia and the matter was referred to a working party.

50. Next followed a discussion of ECA document E/CN.14/TRANS/6- "Transport Problems in Relation to Economic Development in Eastern Africa".

51. The delegation from the United Kingdom criticised the attitude of the secretariat in bringing out the various inadequacies of the present transport system in Africa without suggesting any solutions or making more recommendations. He stated that the paper was vague in certain areas, short on statistical information and supporting evidence and that some of the material was outdated. It was further suggested that a comparative study of investment in main and link roads, with a view to collecting information as to level of investment in transport and as to what happened when different kinds of roads were provided. The delegation offered to provide the necessary questionnaires and suggested that the information gathered should be processed by ECA.

52. The EACSO delegate drew attention to the fact that similar soil stabilization techniques were being used in rail and road construction and it was not possible to make general statements about cost without specifying the standard and capacity.

53. The ICAO delegate stated that his organization had agreed to make available an air transport expert to work with ECA.

54. The delegate from Uganda said that certain roads on the maps E/CN.14/TRANS/6-ANNEX were put in the wrong category and suggested that nomenclature be standardized.

55. The chairman asked delegates to notify shortcomings on the maps and asked the technical working party to deal with revision.

56. The revised version of the general principles incorporated in paragraph 2 (sub-paragraphs 1-4) of document E/CN.14/TRANS/9 were adopted as follows:

- " (i) all modes of transport should be considered as complementary to one another;
- (ii) co-ordination in the planning and development of transport facilities is essential;
- (iii) active governmental participation in developing the transport industry is necessary;
- (iv) inter-governmental consultation and planning on transport should be accepted as a matter of policy."

APPENDIX

1. Agenda
2. List of participants and observers at the Conference
3. List of documents
4. Speech by the Officer-in-Charge, ECA.
