

1. INTRODUCTION

The First West-African Transport Conference was held at Monrovia, Liberia, from 23 to 27 October 1961. This Conference had its origin in a decision taken by the ECOWA Council on 16 January 1961 at the first meeting of the Economic Community for West Africa (ECOWA) which was held in Lagos, Nigeria. The Conference, which was the first of its kind for countries in the West African region, was organized by the ECOWA Secretariat in cooperation with the United Nations Economic Commission for Africa (ECA) and the United Nations Transport Conference. The Conference was held at Monrovia, Liberia, from 23 to 27 October 1961. The Conference was attended by representatives of 14 countries in the West African region, namely: Algeria, Benin, Burkina Faso, Cameroon, Congo, Gambia, Guinea, Ivory Coast, Liberia, Mali, Niger, Nigeria, Senegal, and Sierra Leone. The Conference was held at Monrovia, Liberia, from 23 to 27 October 1961. The Conference was attended by representatives of 14 countries in the West African region, namely: Algeria, Benin, Burkina Faso, Cameroon, Congo, Gambia, Guinea, Ivory Coast, Liberia, Mali, Niger, Nigeria, Senegal, and Sierra Leone.

REPORT ON THE FIRST SESSION OF THE WEST-AFRICAN TRANSPORT CONFERENCE (held at Monrovia, Liberia, from 23 to 27 October 1961)

I. INTRODUCTION

1. The first West-African Transport Conference was held at Monrovia, Liberia, from 23 to 27 October 1961. This Conference had its origin in resolution 32 (III) adopted on 16 February 1961 at the 51st meeting of the Economic Commission for Africa (ECA) during its third session held at Addis Ababa. The Commission, recognizing the need for concerted action in the West-African sub-region and the urgent necessity for a comprehensive intra-African transport network, as well as for effective links between the various countries in the West-African sub-region, requested that as a first step towards such a goal a meeting of Ministers of Transport and/or Works be convened in 1961 to discuss:

- (a) the general lines on which the sub-regional transport network should be developed;
- (b) the possibility of the standardization of vehicle legislation and signalization for traffic using the sub-regional transport network.

2. The Commission decided that the initial approach to the examination of the transport systems of the African region would be facilitated if two transport areas were specified, namely, the West-African and the East-African sub-regions. The former was defined as including Senegal, Mali, Gambia, Portuguese Guinea, Guinea, Sierra Leone, Liberia, the Ivory Coast, Upper Volta, Ghana, Togo, Dahomey, Niger, Nigeria, Cameroun, Chad, the Central African Republic, Congo (Brazzaville), Gabon and Rio Muni.

II. ATTENDANCE AND ORGANIZATION OF THE WORK

Opening Meeting

3. The Conference opened in the City Hall, Monrovia, Liberia, the principal speaker being the Hon. J. Rudolph Grimes, Secretary of State, Government of the Republic of Liberia. A message was delivered from the Executive Secretary of ECA, and statements were made by the representative of the United Nations Technical Assistance Board and Special Fund, and by the representatives of Liberia, Nigeria, Senegal and Sierra Leone.

Attendance

4. Representatives of the Governments of the following countries and territories were present at the sessions: Cameroun, the Central African Republic, Chad, Dahomey, Ghana, Guinea, Ivory Coast, Liberia, Mali, Niger, Nigeria, Rio Muni, Senegal, Sierra Leone and Upper Volta.
5. Representatives of the United Nations Technical Assistance Board (TAB) and the Special Fund and of the International Civil Aviation Organization (ICAO) also attended the session.
6. Observers from the International Road Federation (IRF) were also present.
7. A list of representatives and observers is given in Annex I to this report.

Election of officers

8. The Hon. Mr. Alexander Ketter (Liberia) was unanimously elected Chairman of the Conference. Mr. Abdoul Maham Ba (Senegal) was unanimously elected first Vice-Chairman and H.E. Alhaji Innuwa Wada (Nigeria) second Vice-Chairman.

Organization of work

9. In addition to the opening and closing meetings, the Conference held four plenary meetings. Furthermore, it set up a Committee on Road Networks and a Committee on Finance, each of which held two meetings. The Steering Committee was composed of the Chairman of the Conference and the two Vice-Chairmen.

III. AGENDA

10. The Conference had before it the provisional agenda prepared by the Executive Secretary of ECA, which was adopted at the first meeting. The agenda, as adopted, read as follows:
 1. Opening addresses
 2. Election of officers
 3. Adoption of the agenda
 4. General lines for the adoption of the sub-regional highway network:

(a) Definition of the sub-regional highway

network;

(b) Selection of highways making up the

network;

(c) Standards to be adopted.

5. Possible sources of financing the road network
in the West African sub-region

6. Sub-regional traffic control:

(a) Highway code and related traffic legislation
and regulations;

(b) Licensing of drivers, registration of
vehicles and implementation of laws and
regulations;

(c) Frontier formalities.

7. Communications from the Secretariat:

(a) Sub-regional transport in the ECAFE and
ECIA regions;

(b) Technical assistance for transport projects.

8. Other business

9. Report for the fourth session of ECA

The list of documents prepared for the Conference is given in
Annex 2 to this report.

IV. ACCOUNT OF PROCEEDINGS

11. The addresses and statements made at the opening ceremony, which emphasized the purpose of the Conference, are summarized briefly in the following paragraphs.

12. The Hon. D. Colston Nelson (Liberia) welcomed participants to the Conference and expressed the hope that the resolutions adopted would pave the way to greater achievements. He stressed the importance and significance of the Conference as a means of forging stronger links in the chain of brotherhood among African States and of promoting progress towards the true realization of African unity and solidarity.

13. Closer contact with its neighbours by means of highways, he said, had long been the aim of Liberia, which explained the construction of a highway from Monrovia to Konjo and thence to Sierra Leone. A second highway was under construction from Bomi Hills to the Mano River, which would provide another contact with Sierra Leone. Two highways had been constructed from Monrovia to Ganta and Kahntle on the borders of Guinea. A highway now under construction from Ganta to the Eastern Province would provide communication with the Ivory Coast.

14. In a message to the Conference, the Executive Secretary of the Economic Commission for Africa stressed the fact that the Conference was the first step towards a concerted examination of ways and means of linking the various countries in the West-African sub-region by a transport network. An integrated transport system was, he averred, the prerequisite to a rapid and comprehensive expansion of intra-African trade and industry. The outstanding characteristic of the present transport system in West Africa was isolation, a legacy from the past, and a main feature of the transport pattern was the absence of satisfactory links between countries and territories. His message further pointed out that while a sub-regional road network must be accorded very high priority, several other possibilities existed for concerted action in transport fields like coastwise shipping, river transport and aviation.

15. The representative of TAB and the Special Fund stated that the two United Nations institutions represented by him would follow the proceedings of the Conference with great interest. Those institutions were well aware of the great importance to West Africa of co-ordinated policies in the field of road transport. Should the delegates to the Conference, in the course of their examination of the many problems involved in devising and implementing such policies, decide that there was a need in their own countries or in the West-African sub-region generally for technical assistance from the United Nations, or for assistance from the United Nations Special Fund, in this field, their recommendations would be most sympathetically and carefully considered by the Board and the Fund.

16. Replying to the addresses of welcome, the representative of Senegal expressed pleasure that Monrovia had been chosen as the seat of the Conference, on the ground that Liberia had long preceded the other West-African countries in achieving independence. The Conference, he said, provided an opportunity to consider the question of transport as, in any developing country, a precondition for economic and social progress.

17. After thanking the Government of Liberia for the warmth of its hospitality, the representative of Nigeria said that, if every country in the sub-region endeavoured to ensure that the highway links between it and its neighbours were improved, the first step would have been taken towards the establishment of a super-highway linking all countries in West Africa. Nigeria attached special importance to road transport, while realizing that water transport also had a very important role to play in any transport system.

18. Nigeria, he added, was prepared to co-operate in developing transport within West Africa, as that would allow the easy movement of people from one country to another and facilitate economic traffic in various commodities. Nigeria was also ready to share the results of its scientific investigations and to pool knowledge with other countries. As the under-developed countries found it difficult to implement technical projects, because they lacked adequate financial resources, he appealed to the United Nations and its specialized agencies to grant them all possible assistance.

19. The representative of Sierra Leone stressed the growing importance of mobility of manpower and materials in expanding trade and industrial activity. Between 1950 and 1959 traffic in Sierra Leone had increased sixfold. In spite of that spectacular development, there was not yet a ferry-free international link with their next-door neighbours, Guinea and Liberia. The need for such a link was obvious, and Sierra Leone's plans included the bridging of the little Scarcies river at Mange to complete the link with Guinea, and a system of roads and bridges from Nyande-hun to Pendembu to provide ferry-free access to Liberia.

He went on to outline some of the problems involved in adapting international traffic regulations to countries where language difficulties made it necessary for graphic signs to be used in preference to written signs.

20. Extending a warm welcome to the assembled delegates, the Hon. J. R. Grimes recalled that the Economic Commission for Africa had been established at the insistence of the African members of the United Nations, who had wished to initiate and participate in measures for facilitating concerted action to promote economic activity in Africa and to strengthen contacts between African countries. The present Conference was sponsored by the Economic Commission for Africa in order to promote such aims and, more particularly, to further the development of intra-territorial transport systems and thereby improve economic relations between the African countries.

21. The Secretary of State pointed out further that over a period of years the President of Liberia had strongly advocated the necessity for co-operation amongst African States as a means of fighting poverty and need. The main purpose of the meeting, which was to discuss the general lines on which a sub-regional transport network might be developed and the traffic using it organized, was indeed, he said, to serve as an essential first step in the promotion of African trade and industry.

A. GENERAL LINES FOR THE ADOPTION OF THE
SUB-REGIONAL HIGHWAY NETWORK
(agenda item 4)

22. The Conference had a general discussion on the development of the West-African road network. For the purpose of that discussion it examined a paper prepared by the Secretariat. Basing itself on the results of the discussions in the plenary meetings of the Conference, the Committee on Road Networks examined the item in detail.

23. While confining its attention to road transport in West Africa, the Conference tried not to lose sight of the importance of other modes of transport. It also studied the possible bearing of the creation of the road network in the sub-region on the development of a co-ordinated continental road network covering all Africa.

24. The urgent need for a network of all-weather roads in West Africa arose from the fact that improved transport was essential to both the expansion of intra-African trade and the economic development of the sub-region. Concerted action in that field had to meet economic needs and help to remove the defects of the existing structure and create a sub-regional transport system consistent with modern requirements.

Definition of a sub-regional highway network (agenda item 4 (a))

25. This item was discussed in detail in order to ensure that all its main aspects were taken into account. Thus emphasis was laid on the relationship which existed, or which should be established as a matter of transport policy in the sub-region, between a network of inter-State roads and the railway and river navigation systems. The stage of development attained by the transport systems in the various countries made it imperative for some of them to make a study of connecting roads in frontier regions, as in certain cases such roads would be the initial link with neighbouring countries. While for some countries concerted action in the sub-region was desirable as a means of achieving rapid expansion of internal networks, for others it was absolutely essential as a means of providing the sub-region with access to seaports.

26. Various representatives expressed satisfaction that the Conference had provided the first opportunity for a systematic consideration of the creation of a sub-regional network. Though there were already long-distance roads and tracks linking the various countries, the problem of co-ordinating the national networks of several countries into a rational system still remained unsolved. The Committee expressed its determination to take immediate steps to find a practicable solution, bearing in mind both the importance of the problem and its complexity.

27. In the main it was agreed that a sub-regional highway could be defined as a road serving the areas of principal economic activity in the various countries or connecting such areas in one country with a railway, seaport or airport in another, not necessarily neighbouring, country.

Selection of highways composing the network (agenda item 4 (b))

28. Under this item, representatives first described the existing or proposed links connecting the road systems in their countries with those in neighbouring countries. Some delegations supplied data relating to technical specifications, load norms etc.. Some also indicated which routes they wished to see included in the sub-regional network. It was thought that further progress could not be made until national representatives had entered into bilateral consultations with a view to co-ordinating their activities and attempting, in particular, to determine the primary and secondary frontier links and routes.

29. The Conference did not, however, confine itself to recognizing the need for bilateral links. Bearing in mind the importance of sub-regional roads in industrialization programmes, the diversification of exports and the development of transit and intra-regional trade, it selected the priority routes which would for the present, be considered as part of the sub-regional network. These routes, which are listed in Annex 3 hereto, will also be shown on a map to be attached to the report on the Conference. Further study will be required at a later date, especially concerning provision of a choice of routes between neighbouring countries. The importance and complexity of the problems involved made it impossible to regard the selection as final.

Standards to be adopted (agenda item 4 (c))

30. The Conference did not have sufficient time to complete its examination of this item. It was assured that in the sub-region roads were built to well-defined technical specifications and standards, but that in the case of roads intended to link a number of countries that in itself was not enough and it was essential that there should be agreement on uniform specifications and standards to ensure reliable and efficient international transport.

31. The Conference recognized the need for uniform specifications and standards, particularly in the case of roads designed to serve as sub-regional arterial roads. Some representatives stated that their countries sought to achieve uniformity on such factors as design speeds, volume of traffic and loads for the different categories of roads and varying topographical conditions. In this way they considered they would have directives available for the technical services responsible for creating specifications and standards.

32. The Conference endorsed this view and expressed the hope that, as a first step, the ECA Secretariat would arrange for the collection and dissemination of the specifications and standards used in the various countries, together with other pertinent data. A programme of consultations might then be arranged which would ultimately result in a co-ordinated road building or re-building plan designed to meet international traffic requirements. Subsequently, building or re-building works would be carried out in accordance with characteristics jointly agreed among all participating countries.

Continuation of the work

33. Here the Conference took note of the fact that the XVIth West African Public Works Conference would be held at Monrovia from 22 to 26 January 1962, under the auspices of the Commission for Technical Co-operation in Africa South of the Sahara (CCTA). The Conference was of the opinion that it would be useful if the competent authorities of all countries of the West African sub-region participated in that Conference. It also hoped that the authorities of the countries represented at that meeting would instruct their representatives to ensure that the agenda included an item on the revision of technical norms for the network.

34. Certain delegations urged that the Conference should recommend to the Economic Commission for Africa that a body be established in West Africa to ensure the co-ordination of the decisions reached at the Conference.

Such a body, they thought, could also undertake appropriate follow-up action by facilitating the continued exchange of technical information, and take any other steps necessary to achieve the purposes for which the Conference had been convened.

35. In particular, the Conference favoured the organization of seminars for senior highway officials. The subjects to be studied should include: procedures and methods of soil stabilization in road construction, concrete surfacing for roads, and the development of local materials as substitutes for costly imported materials. In that connexion, it was pointed out that the sub-region would benefit by the publication of a technical journal on road and transport research. A draft resolution, submitted by the delegation of Liberia, recommending the convening of a seminar on highways was adopted by 8 votes to 2, with no abstentions. (For the text of this resolution, see Annex 4 to this report.)

36. The delegation of Senegal, supported by the delegation of Mali, submitted a draft resolution recommending the establishment at Bamako of a sub-regional office, as an extension of the ECA Secretariat, in which all matters relating to the network could be centralized. The representative of the Executive Secretary informed the Conference that ECA had decided to establish sub-regional offices to deal with economic problems peculiar to some regions and that one of these might be established in West Africa. Although delegations were generally in favour of the draft resolution, they nevertheless considered that it should contain directives concerning the form, scope and activities of the proposed body.

37. The Ivory Coast delegation proposed an amendment detecting the reference to the location of the office. An amendment to that amendment specifying a location was defeated by 8 votes to 3. The Ivory Coast amendment was adopted unanimously. (For the text of this resolution, see Annex 4 to this report).

B. POSSIBLE SOURCES OF FINANCE FOR THE ROAD NETWORK
IN THE WEST-AFRICAN SUB-REGION

(agenda item 5)

38. At the meeting of the Finance Committee, the Resident Representative of UNTAB and the Special Fund, Mr. Alexander Campbell, supplied detailed information on the various types and forms of technical assistance and on the United Nations agencies which provide investment capital. Several delegations expressed the opinion that in many cases the technical assistance granted by the United Nations did not adequately meet the needs of their countries.

39. The Conference considered that the principal need so far as roads were concerned was capital rather than technical assistance in its narrower sense, although it recognized how limited were the possibilities of obtaining the necessary funds. Hence many delegations took the view that, as regards the West African sub-regional network, each country should do its utmost to finance the project out of national funds. Since, however, the latter might in many cases prove insufficient, the Conference, realizing the importance of securing international assistance at low rates of interest, unanimously adopted resolution 3 on this subject. (For the text, see Annex 4 to this report).

C. WEST AFRICAN TRANSPORT CONFERENCE TO BE A PERMANENT
ORGANIZATION

40. The delegates were satisfied with the positive results of the Conference and considered that their countries would benefit if there were regular conferences on West African transport. A draft resolution to that effect, introduced by the delegation of Liberia, was adopted unanimously. (For the text, see Annex 4 to this report).

D. SUB-REGIONAL TRAFFIC CONTROL

(agenda item 6)

41. The Conference agreed that all aspects of road traffic control and motor vehicle legislation mentioned in the documents prepared by the Secretariat should be studied with a view to regional standardization.

It favoured concerted action in the production of a modern uniform highway code, the adoption of uniform signs and signals, the licensing of motor vehicle drivers, the registration of motor vehicles and the adoption of uniform frontier formalities and facilities. It noted that some countries of the sub-region were already parties to the 1949 Convention on Road Traffic that the studies carried out by ECA on that Convention suggested that its acceptance by all countries would facilitate uniformity in road legislation and regulations in the sub-region, but that such general acceptance would not of itself ensure complete uniformity. It was, however, felt that the Conference had not paid sufficient attention to the recommendations of the ECA Secretariat.

The Conference therefore recommended that those States which were to participate in the African Public Works Conference should ask the latter to suggest how the provisions of the Convention might be adapted to facilitate concerted action in regard to the road network of the West-African sub-region.

42. It was pointed out that, while in most countries of the sub-region traffic keeps to the right, in some (Gambia, Sierra Leone, Ghana and Nigeria) it keeps to the left. The Conference realized that the cost of changing over would be extremely high both to the public authorities and to the owners of public transport vehicles. The longer the introduction of standardization measures was delayed the greater would be the expense and difficulty for those countries which decided to change.

E. OTHER BUSINESS

(agenda item 8)

43. While realizing that the Conference had been convened to discuss matters relating to a sub-regional network of roads, representative thought that concerted action should be extended to other transport techniques.

44. Some delegations stressed the supreme importance of river communications in their countries, citing the rivers Niger, Senegal, Volta and Beagwe as particularly significant examples. It was suggested that, since the international convention regulating traffic on the Niger dated back to the Berlin Conference of 1885, a meeting of riparian States should be convened to discuss possible revisions of the 1885 legal arrangements. It was emphasized that works included in the development programmes of many countries might affect the plans of neighbouring countries.

45. Certain delegations drew attention to the expenses involved in improving navigation, dams and bridges. They pointed out that in some cases very substantial and expensive pre-investment research had already been carried out, although it had not yet reached the practical stage. Representatives of certain countries having relevant information expressed their willingness to put it at the disposal of ECA for the continuation of such research. It was suggested that a request for action to that end should be submitted to the fourth session of the Economic Commission for Africa, to be held at Addis Ababa in February 1962.

46. The widely recognised need for concerted action in the field of aviation produced the suggestion that ECA should sponsor such action, while it was realized that many of the problems confronting governments in that field were not only technical but political in nature.

The Conference agreed that this question should be referred to the fourth session of the Economic Commission for Africa.

F. ADOPTION OF THE REPORT AND CLOSING OF THE SESSION

47. At its fourth plenary meeting, held on 27 October 1961, the Conference unanimously adopted the text of the present report.

48. After the usual exchange of courtesies the Chairman declared this first session of the West African Transport Conference closed.

ANNEX 1

LIST OF REPRESENTATIVES AND OBSERVERS
AT THE CONFERENCE

A. Members of ECA, West African Sub-region

CAMEROON

Representative: M. Luc-Georges Azola, Minister-Counsellor at the
Cameroun Embassy, Monrovia

CENTRAL AFRICAN REPUBLIC

Representative: M. Baboyo, Minister of Public Works

CHAD

Representative: M. Thomas Keiro, Minister of Public Works and
Communications

Alternate: M. Marcel Duhoux, Director of Public Works
and Communications

DAHOMEY

Representative: Mr. Christophe da Silva, District Chief of
Public Works for South Dahomey, Directorate of
Public Works, Transport and Telecommunications

Alternate: Mr. Salomon Ahouandogbo, Chief, Sub-Division
of Road and Technical Surveys, Public Works
Research Division

GHANA

Representative: Mr. I.W. Benneh, M.P., Deputy Minister of
Construction and Communications

Alternate: Mr. L.H. Coussey, Senior Road Transport
Engineer

GUINEA

Representatives: Mr. Sall, Principal Private Secretary to
Minister of Public Works and Transport

Mr. Kaba Noumouke, Chief, Motor Vehicle and
Transport Control Department

Mr. Balde Mouctar, Chief, Highways Department

IVORY COAST

Representative: Mr. Coulibaly Mamadou, Principal Private Secretary
to Minister of Public Works and Transport

Alternate: Mr. Konan-Ferrand, Chief Engineer, Sub-Division
of Public Works

SENEGAL

Representatives: Mr. Abdoul Maham Ba, Chief, Road Transport Division

Mr. Gueye Pierre Kader, Technical Assistant,
Public Works

SIERRA LEONE

Representative: H.E. Y.D. Sisay, Minister of Works

Alternate: Mr. E.J. Davies, Assistant
Director of Public Works

SPAIN - RIO MUNI

Representative: Mr. Camilo Pereira Soler, Sub-Director
General, Road Service, Public Works Department

UPPER VOLTA

Representative: Mr. Romain Robert, Director, Public Works

B. Specialized Agency

International Civil Aviation Organization (ICAO):

Mr. D. J. Hitchcock, Civil Aviation Adviser,
UNTAB, Monrovia, Liberia

C. Other United Nations Bodies

United Nations Technical Assistance Board and
Special Fund:

Mr. Alexander F. Campbell, Resident Representative
of TAB and Director, Special Fund Programme in
Liberia

D. Non-governmental Organization

International Road Federation:

Mr. C. Brunner, Chairman of the Council,
London Office

Lt/Col. K. Boome, Chief Executive,
London Office

E. United Nations Secretariat

Representative of the Executive Secretary of ECA:

Mr. E. W. Mathu, Special Assistant to the
Executive Secretary of ECA, Addis Ababa

Secretary of the Conference:

Dr. N.G. Ehrnrooth, Chief, Transport Section,
ECA Secretariat, Addis Ababa

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Adviser: Mr. S. Ambrozek, Chief, Transport Section,
ECLA Secretariat, Mexico City

Conference Officer: Mr. Max C. De Henseler, Chief, Printing Unit,
ECA Secretariat, Addis Ababa

Interpreters:
Mr. Muzlera
Ms's Greze
Ms's Mardon

Translators:
Miss D. Dowley
Mr. R. Bourgeois

Secretary: Mrs. S. Lopez

ANNEX 2

LIST OF DOCUMENTS & WORKING PAPERS

<u>Symbol</u>	<u>Title</u>	<u>Languages</u>
E/CN.14/TRANS/WP.1	United Nations Technical Assistance in the field of Road Transport	E F
E/CN.14/TRANS/WP.2	Development of the West-African Road Network	E F
E/CN.14/TRANS/WP.3	Activities of ECLA in the field of Inland Transport (Road Transport)	E F
E/CN.14/TRANS/WP.4	Notes on Road Communications and Standards of Construction in Gambia	E F
E/CN.14/TRANS/WP.5	Annotated Provisional Agenda	E F
and 5 Rev. 1	" " "	E F
E/CN.14/TRANS/WP.6	Provisional List of Representatives and Observers at the Conference	E
E/CN.14/TRANS/WP.7	Transportation Surveys: How they can Assist Economic and Social Progress (Statement by the International Road Federation)	E F
E/CN.14/TRANS/WP.8	Speech delivered by Mr. I. W. Benneh, Deputy Minister of Construction and Communications in Ghana.	E F
E/CN.14/TRANS/WP.9	Speech delivered by Mr. D. Colston Nelson, Acting Secretary of Public Works and Utilities, Monrovia, Liberia	E
E/CN.14/TRANS/WP.10	Opening Address by Mr. Eliud W. Mathu, Representative of the Executive Secretary of the Economic Commission for Africa	E F
E/CN.14/TRANS/WP.11	Text of a Statement made by Mr. Alexander Campbell, Resident Representative, United Nations Technical Assistance Board, Director of Special Fund Programmes in Liberia, at the opening of the Conference	E
E/CN.14/TRANS/WP.12	Speech delivered by H.E. Y.D. Sisay Minister of Works, Sierra Leone	E
E/CN.14/TRANS/WP.13	Speech delivered by H.E. J. Rudolph Grimes, Secretary of State, Republic of Liberia	E
E/CN.14/TRANS/WP.14	Draft Requirements for a Highways Ordinance (submitted for information by Nigeria)	E
E/CN.14/TRANS/WP.15	Road Legislation and Regulations (information supplied by Nigeria)	E

<u>Symbol</u>	<u>Title</u>	<u>Languages</u>
E/CN.14/TRANS/WP.16	Agencies related to the United Nations which provide Investment Capital	E
E/CN.14/TRANS/WP.17	Report by the Chairman of Committee I	E F
E/CN.14/TRANS/WP.18	Resolution	E F
E/CN.14/TRANS/WP.19	Speech by Mr. Abdoul Maham BA, Chief, Transport Department, Senegal	F
E/CN.14/TRANS/WP.20	Speech by Mr. Oadidie Oumar, Principal Private Secretary, Ministry of Transport, Mali	F
E/CN.14/TRANS/WP.21	Speech delivered by H.E. Muhammadu Inuwa Wada, M.P., Federal Minister of Works, Nigeria	E
E/CN.14/TRANS/WP.22	Draft Report on the First West-African Transport Conference	E F
E/CN.14/TRANS/WP.23	Statement by the Nigerian delegation	F
E/CN.14/114 E/CN.14/TRANS/O1	Standard Road Signs and Signals in West Africa	E F
ii Annex	Manual of Road Signs, Signals and Markings	E F
E/CN.14/115 E/CN.14/TRANS/O2	Possibilities of Standardizing Road Motor Vehicle Legislation in West Africa (Note by the Secretariat)	E F
E/CN.14/116 E/CN.14/TRANS/O3	Activities of ECAFE in the field of Inland Transport and Communication (Road Transport)	E F
E/CN.14/120 E/CN.14/TRANS/WP.24	Report on the first West-African Transport Conference	E F

ANNEX 3

SUB-REGIONAL HIGHWAY NETWORK

Dakar - Kaolack - Tambacounda - Kayes - Nioro - Didieni -

Bamako - Ségou - Bla - San - Mopti - Koni - Douentza - Gao (Algeria).

Bobo - Dioulasso - Ouagadougou - Dori - Niamey - Dosso - Maradi -

Takieta - Zinder - Matanye - Daoua - Kano - Kari - Potiskum -

Maidugari - Ft. Foureau - Fort Lamy - Mongo - Mangalme - Amdam -

Abéché - Adré (Sudan).

Conakry - Mamou - Kankan

Conakry - Forecariah - Freetown - Bo - Kenema - Kailahum - Gbarnga -

Ganta - Tappita - Toulepleu - N'zérékoré - Baloa - Bouaflé - Abidjan -

Aboisso - Dibi - Enchi - Takoradi - Accra - Lomé - Cotonou -

Porto-Novo - Lagos.

Douala - Yaoundé - Abong-Mbang - Bertoua - Garoua Boula - Bouar -

Bangui - Bangassou (Sudan).

Garoua - Léré - Pala - Moundou - Goré - Bemal (Central African Republic).

Ziguinchor - Kaolak - Dakar - Thiès - Louga - St. Louis -
Richard Toll - Rosso (Mauritania)

Mamou - Labé - Tambacounda.

Monrovia - Ganta - N'zérékoré - Siguiri - Bamako - Didieni - Nioro -
(Afoun - el - Atrouss).

Abidjan - Bouaflé - Bouaké - Ferkessédougou -
Ouangolodougou { Sikasso - Bougouni - Bamako.
Banfora - Bobo - Dioulasso - Bla.

Accra - Kumasi - Tamale - Navrongo - Paga - Pô - Ouagadougou.

(Lomé - Atakpamé - Sokodé) - Dapango - Bittou - Koupela.

(Cotonou) - Save - Tchaurou - Natitingou - Fada N'Gourma - Ouagadougou.

Cotonou - Tchaurou - Parakou - Kandi - Dosso.

Lagos - Ibadan - Ilorin - Kontagora - Kaduna - Zaria - Kano -

Daoua - Takieta - Zinder - Tanout - Agadez.

(Bangui) - Moundou - Doba - Ft. Archambault - Melfi - Mongo.

Annex 4

RESOLUTIONS

Resolution 1

The West-African Transport Conference

Recommends that the Economic Commission for Africa should, as soon as possible, convene a seminar of Chiefs of Highways Divisions, the agenda for such a seminar to be as outlined in the report of the Conference;

Expresses the hope that the holding of a seminar of this type will be the first step towards continuing activity in the same field.

Resolution 2

The West-African Transport Conference

Recommends, as an extension of the ECA Secretariat's activities, the establishment of a Sub-Regional Office of the Economic Commission for Africa, the duties of such an Office to include the setting-up of:

- (a) a road technology research committee; and
- (b) a co-ordinating committee which would be responsible in particular for suggesting to ECA, whenever the need arises, the convening of seminars of officials responsible for road technology in the West-African countries.

Resolution 3

The West-African Transport Conference,

Considering the very limited resources of the participating countries, as compared with the importance of installing a sub-regional network;
Recognizing that the assistance hitherto granted by the United Nations has been restricted to types of technical assistance often considered inadequate by certain States and, furthermore, that it has not proved possible through the United Nations to obtain the funds required for the development of their road network;

Realizing the urgent need for these States to install a road network which would further their economic development plans;

Requests the Executive Secretary of the Economic Commission for Africa:

(1) to take all possible steps with the United Nations to ensure that the type of assistance afforded to the West-African States is so revised as to be consistent with the real needs of these States;

(2) to use his good offices with international and national financing organizations to ensure that those African countries which request such assistance are granted long-term, low-interest loans with no conditions attached.

Resolution 4

Whereas it now becomes necessary to ensure the continuing activity of the West-African Transport Conference,

This first session of that Conference

Hereby resolves that the Conference is constituted as a permanent body.