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**PROGRESS REPORT ON THE RE-ESTABLISHMENT OF
THE TRANS-AFRICAN HIGHWAY BUREAU**

I. INTRODUCTION

1. The attainment of sustainable socio-economic development has been the collective goal of Africa ever since the establishment of the Organization of African Unity in 1963. The various strategies which were subsequently drawn to achieve this goal were all based on the realization that, given the large number of small nation states in Africa, sustained growth and development could best be achieved through economic cooperation and integration that expands those countries' productive possibilities and market opportunities. With such, the countries would exploit and trade in many of their abundant natural resources in an expanded market space. In fact, Article II of the Charter of the Organization of African Unity which was adopted in 1963 called for Africa's economic integration as a prerequisite for political unity and stipulated that, among other things, member States should coordinate and harmonize their policies on economic co-operation, including trade, industry, transport and communications.

2. The regional strategies elaborated since then in pursuit of the goal of sustainable development include: the Monrovia Declaration (1979); the Lagos Plan of Action and the Final Act of Lagos (1980) which called for the establishment of the African Economic Community; Africa's Priority Programme for Economic Recovery and the related United Nations Programme of Action for African Economic Recovery and Development (1986); the United Nations New Agenda for the Development of Africa in the 1990s (1991); and the Abuja Treaty establishing the African Economic Community (1991). The centre-piece of all these strategies is regional cooperation and integration.

3. The strategies formed the foundation for durable structural changes. However, after thirty years of pursuit, the goal of sustainable socio-economic development has so far largely eluded Africa. The key integrative sectors of trade and finance, transport and communications, food and agriculture, as well as manufacturing industries remain grossly inadequate due to, inter alia:

- (a) A disjointed economic space by reason of grossly inadequate and externally-oriented transport and communications networks;
- (b) Weak production sectors with virtually no inter-sectoral linkages -these are often externally induced and overdependent units having little to do with local factor endowments;
- (c) Narrow markets, uncoordinated currency fluctuations, divergent and prohibitive tariff and non tariff barriers.

4. There is therefore a need to make a concerted effort in addressing the shortcomings cited above. Physical integration of the continent could be a good starting point through the development of harmonized transport and communications networks and coordinated

operations as a firm basis for establishing the African Economic Community. In this regard the maintenance and development of the road sector, the most dominant mode of land transport in terms of usage and penetration, should be used as the vehicle for physical integration through the inter-country road network.

II. OBJECTIVES AND SCOPE OF REPORT

5. The major objective of this report is to continue to solicit the re-establishment of the Trans-african Highway Bureau to coordinate all activities being undertaken on the inter-country road network.

6. The report gives a quick baseline assessment of the subsector and draws up issues which could be addressed by the bureau. It also cites the decisions and resolutions made in an endeavour to re-establish the centralised bureau and recommends the ratification of the statutes by member States in accordance with the decisions already undertaken.

III. BASELINE ASSESSMENT

7. As mentioned, earlier transport sector with special reference to the road subsector has been and continues to be accorded high priority in all development efforts in Africa. The need to develop this vital sector has occupied the African countries ever since they attained political independence in early 1960's.

8. Over the period 1978-1988, Africa implemented a regional programme for the development of transport and communications sectors within the framework of the first United Nations Transport and Communications Decade in Africa (UNTACDA I). Despite the substantial efforts and progress made during that 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 did not often respond to the changing environment. As a result, some of the basic problems that led to the declaration of the Decade still remained unsolved at the end of the programme in 1988.

9. In an endeavour to address the unsolved problems a second UN Transport and Communications Decade for Africa (1991-2000) was declared.

10. The current state of transport and communications in Africa can be summarized as follows:

- (i) Backlog of Rehabilitation and Maintenance - Major infrastructures and equipment have deteriorated over the past several years due to lack of

efficient and sustainable maintenance capacities and practices;

- (ii) **Missing links** - The integrated transport and communications networks which were the objective of UNTACDA I still have not been attained;
- (iii) **Non-Physical Barriers** - Even where inter-State transport and communications systems exist, the flow of goods, information and persons on these systems is still not efficient because of numerous administrative and legal procedures that impede the movement of traffic across frontiers;
- (iv) **Poor Management and Operations** - The efficiencies of existing transport and communications systems and operators are often greatly reduced by poor management such as improper use of equipment, which result, inter alia, in low productivity;
- (v) **Inadequate Financing Policies** - Most countries lack adequate policies for financing the development of transport and communications;
- (vi) **Inadequate and undeveloped Human Resources** - There is insufficient national capabilities to plan, manage and operate transport and communications systems efficiently; and there are very few and generally inferior national and subregional and no regional institutions for training transport and communications managers and other personnel in Africa;
- (vii) **Lack of Uniform Data** - Planning and assessing development in these sectors in Africa are made difficult by lack of uniform or inaccessibility to data and modern management information systems;
- (viii) **Lack of Manufacturing Industries** - Africa does not manufacture a reasonable proportion of transport and communication equipments and components. Dependence on imports has serious negative impact on the development of transport and communications in Africa;
- (ix) **Unbalanced 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;
- (x) **Environmental Degradation** - There is evidence of increasing human, social and economic losses resulting from accidents and spillage of hazardous and polluting substances in Africa caused by transport

infrastructures and/or operations

11. So far the most developed mode of land transport in Africa is the roads subsector, which accounts for more than 80% of all freight and passenger movements in Africa. The current efforts towards structural adjustment and assumption of growth at national level and the realisation of African regional integration culminating in the setting up of an African Economic Community are therefore greatly dependent on the performance of this subsector.

12. There are about seventeen major transit corridors in the African transport system, the main purpose of which is to provide access to landlocked countries and to remote areas on the transit countries to the sea. Roads constitute one of the main transport modes in these corridors modes. The transit transport corridors are given below:

Mombasa - Nairobi - Uganda - Rwanda - Burundi - Eastern Zaire
Dar-es-Salaam - Burundi
Dar-es-Salaam - Zambia
Nacala - Malawi - Zambia
Beira - Zimbabwe - Zambia
Maputo - Zimbabwe - Zambia
Maputo - Swaziland
Lobito - Zaire - Zambia
Pointe Noire - Central African Republic - Chad
Douala - Central African Republic - Chad
Port Harcourt - Chad
Lagos - Niger - Chad
Cotonou - Niger
Lome - Burkina Faso - Niger
Abidjan - Burkina Faso - Niger
Abidjan - Mali
Dakar - Mali

13. To compliment the declared transit transport corridors, the Trans African Highways system was designed with a view to providing major links among all African countries to facilitate the physical integration of the continent. Countries through which none of the main highways pass are linked to the highways by feeder roads. At present there are nine Trans-African Highways, namely:

- (i) Algiers-Lagos Trans-Saharan Highways;
- (ii) Lagos-Mombasa Trans-African Highway;
- (iii) Cairo-Gaborone Trans-East African Highway;
- (iv) Tripoli-Windhoek Trans-Central African Highway;

- (v) Dakar-N'Djamena Trans-Sahelian Highway;
- (vi) Beira-Lobito Trans-Southern African Highway;
- (vii) Rabat-Cairo Trans African Highway;
- (viii) N'Djamena - Massawa -Djibouti Trans-african Highway; and,
- (ix) Lagos-Nouakchott-Tangier Axis

14. In order to ensure the efficient functioning of these inter-country highways proper coordination of their development and operations has to be put in place.

15. Despite the important role described above, the subsector experiences institutional impediment in the form of physical and non-physical barriers to the movement of intercountry traffic.

16. The physical barriers are in the form of:

(a) existing interstate road sections that are no longer functional due to lack of proper maintenance or delays in the upgrading of the sections to all weather standard;

(b) unmotorable tracks of road for which studies still have to be undertaken.

17. The non-physical barriers are in the form of legal and administrative barriers (i.e. non standard customs and immigration procedures and non uniform traffic regulations).

18. The latest statistics on the expanse and physical status of the African road network (by subregion) is given in Table 1 below:-

Table 1. NETWORK LENGTH AND CONDITION BY REGION

Subregions	LENGTH IN KILOMETRES				CLASSIFIED ROADS CONDITION					
	Total	Classified Roads		Rural	PAVED			UNPAVED		
		Paved	Unpaved		Good	Fair	Poor	Good	Fair	Poor
North Africa	240,000	109,000	64,000	67,000	44	39	17	10	17	73
Eastern & Southern Africa	561,000	62,000	192,000	307,000	49	36	15	38	31	51
Central Africa	284,000	9,000	118,000	157,000	37	25	38	35	33	32
West 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

Source: UNTACDA II Roads Sub-Sectoral Working Group Strategy paper

19. The table shows that the network comprises about 700,000 km of classified roads (35% paved) and an equal number of rural roads. Road deterioration has left a staggering 50% of paved roads and 80% of unpaved roads in a fair to poor condition.

20. Ten percent of this network constitutes the Trans African Highways of which 45 600 km (44%) are paved, 15 900 km (16%) are gravel and 41 830 km (40%) consist mainly of improved and unimproved earth roads, tracks and trails. As evidenced, there is a need to address the maintenance, rehabilitation and expansion of the inter-country road network.

IV. JUSTIFICATION FOR THE RE-ESTABLISHMENT OF THE BUREAU

21. The Trans African Highway programme must therefore aim at establishing an institutional framework which would enable African countries to develop a coordinated and integrated continental highway network, which shall form the basis for a sound regional road transport development; through coordination and harmonization of the road planning processes at the national and subregional levels; reconciling any divergencies, towards the promotion of a unified and integrated regional network. To undertake the above a regional coordination office, namely the Trans-African Highway Bureau, has to be established.

22. It is expected that the Trans-African Highway Programme, through the centralised Bureau, will effectively promote and enhance the following:

- (i) Increase intra-African trade by integrating the road transport

infrastructures and services of African countries;

- (ii) Increase the efficiency of road transport through the coordination of the various national systems;
- (iii) Alleviate the major transport problems of land-locked countries by increasing the capacity and efficiency of the Trans-african Highways that serve as transit corridors of land locked countries,
- (iv) Develop indigenous African capability to build road transport infrastructure and industry through research and development, and promotion of the capability of African countries to manufacture some equipment and parts,
- (v) Preserve existing roads and road transport infrastructure by establishing effective rehabilitation and maintenance systems;
- (vi) Facilitate the movement of persons and goods by road among African countries by harmonization of road traffic regulations and procedures, and reduction to a minimum, of non-physical barriers to travel and trade.
- (vii) promote the accession of the Trans-African Highway member countries to international treaties and conventions relating to the linking to information systems such as the OECD, International Road Research Documentation systems;
- (viii) create the African Roads Association as a forum for exchange of ideas for practitioners and operators.

23. The Bureau would work to promote and accelerate the physical integration of Africa through, inter alia, the maintenance of the existing and development of the remaining substandard/non-existent interstate Trans-African Highway links and their respective feeder roads.

V. PROGRESS ACHIEVED TO DATE

24. In a continued effort to physically integrate the African continent and facilitate intercountry travel and trade the United Nations Economic Commission for Africa established the Trans-African Highway Bureau (TAHB) in 1971, within the Transport, Communications and Tourism Division. The Bureau, through the collaboration of cooperating industrial countries, carried out studies and surveys leading to the

construction and improvement of substandard sections in the Trans-African highway network. The Bureau also monitored in addition to feasibility studies, subregional studies on non-physical barriers to trade and travel along these highways and their feeder roads.

25. In 1980 the ECA successfully established the Lagos-Mombasa Trans-African Highway Authority (TAHA) complete with its own secretariat based in Bangui, Central African Republic. In 1981 it established the Cairo-Gaborone Trans-East-African Highway Authority (TEAHA) including the Inter-State Facilitation Commission and its three working groups to work on matters relating to customs, immigration and traffic regulation with ECA serving as secretariat.

5.1 Resolutions and decisions

26. The re-establishment of a Trans-African Highway Bureau to service all Trans-African Highways has been supported by several resolutions as summarized below in chronological order.

27. During its second regular meeting held in Cairo, Egypt from 3 to 5 March 1983, the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority reviewed the proposed administrative arrangements of its authority and, based on a Kenya position paper and ensuing discussions, and directed ECA to study and submit alternative proposals for administrative arrangements, taking into account the current economic situation and other prevailing considerations.

28. The first combined meeting of Trans-African Highway Authorities was held in Addis Ababa from 6-10 October 1986. The meeting in its resolution (E/ECA/TRANS/41) called upon ECA to provide the infrastructure and technical assistance required to re-establish the Bureau and requested UNDP to provide financial assistance during its fourth cycle programme for the establishment and running of the Bureau.

29. The sixth meeting of the Conference of African Ministers of Transport, Communications and Planning held at Kinshasa, Zaire, from 23 to 24 March 1988 recalling resolution 604(XXII) of ECA Conference of Ministers which had requested the ECA Executive Secretary, inter alia, to urgently reactivate the Trans-African Highway Bureau in ECA and UNDP to provide financial assistance during its Fourth Programming Cycle for the establishment and operation of the Bureau, adopted its own resolution (ECA/UNTACDA/Res.88/71) endorsing the resolution of the Combined Meeting referred to above, to reactivate the Trans-African Highway Bureau, and issued a final communique at the end of its deliberations reaffirming the decision that a single bureau be established at ECA Headquarters, with the assistance from UNDP and other bilateral donors, to provide secretariat services to all Trans-African Highway Authorities established or recognized by the Conference.

30. The ECA Conference of Ministers meeting in Niamey in April 1988, endorsed the reactivation of the Trans-African Highway Bureau in ECA in its resolution 639(XXIII), and reiterated its appeal made in resolution 604(XXI) to UNDP to provide financial assistance to ECA for the reactivation and operation of the Bureau at ECA Headquarters.

31. The Trans-African Highway Authority (Lagos-Mombasa) Governing Council held its ninth ordinary meeting from 10 to 11 April 1989 at ECA Headquarters in Addis Ababa. Pursuant to the resolution 02/88/TAHA adopted at Yaounde on 11 March 1988, whereby the TAHA Director General was directed to seek ECA's assistance on the rationalization of the management of the TAHA Secretariat, and based on ECA's recommendations on this issue, the Governing Council decided to disband the TAHA secretariat with effect from 31 December 1989 (resolution No. 01/89/TAHA) and supported the reactivation of a centralized bureau at ECA.

32. The Seventh Meeting of the Conference of African Ministers of Transport, Communications and Planning held in Tangier, Morocco from 15 to 16 November 1989 adopted resolution ECA/UNTACDA/Res.89/80 which called for the establishment of a single bureau of Trans-African Highways at ECA Headquarters.

33. The Eighth Meeting of the Conference of African Ministers of Transport, Communications and Planning held in Abuja, Nigeria from 7 to 8 February 1992 recommended that a single bureau be established and a rationalized methodology for determining contributions by member States be established.

34. The proposed programme (Annex I), its financial implications and the methodology for determining contributions by member States was presented to, and endorsed by the Extraordinary Meeting of the Conference of African Ministers of Transport, Communications and Planning held in Addis Ababa, Ethiopia from 7 to 8 May 1991 with a further recommendation on the drafting of the legal statutes for the Bureau. Table 2 gives a comparison of the financial implications between the existing and the proposed annual contributions for countries traversed by the Lagos-Mombasa Trans-African Highway and the Cairo-Gaborone Trans-East African Highway.

35. The participation of South Africa will undoubtedly have a positive impact on the Trans-African Highway programme.

TABLE 2: COMPARISON OF CONTRIBUTIONS

COUNTRY	MEMBERSHIP	ANNUAL ASSESSMENTS US\$		
		EXISTING		PROPOSED
		TEAHA	TAHA	ALL TAH'S
Kenya	TEAHA (m), TAHA (m)	76,000	130,167	6,400
Sudan	TEAHA (m), TAHA (m)	76,000	130,167	6,400
Uganda	TEAHA (am), TAHA (m)	16,900	130,167	6,400
Burundi	TEAHA(am), TAHA (am)	26,033	16,900	3,500
Rwanda	TEAHA(am), TAHA (am)	26,033	16,900	3,500
TAH's	Trans-African Highways			
TEAHA	Cairo-Gaborone Trans-East African Highway			
TAHA	Lagos-Mombasa Trans-African Highway			
(m)	Full member			
(am)	Associate member			

36. The intergovernmental experts on Trans-African Highways met in Addis Ababa, Ethiopia from 18 to 31 July 1992 to examine the proposed legal statutes of the bureau and made a major recommendation on the need to exhaust all the legal processes in their countries before its adoption.

37. The Ninth Meeting of the Conference of African Ministers of Transport, Communications and Planning held in Addis Ababa from 12 to 13 March 1993 in its resolution ECA/UNTACDA/Res.93/90 decided that a "meeting of plenipotentiaries" be convened before October 1993 to consider, adopt and sign the statutes of the Trans-African Highway Bureau that would be subsequently submitted to member States for ratification". The meeting also recommended that every effort be made to enable the bureau to start functioning in 1994.

38. The Special Meeting of Plenipotentiaries on the statutes of the Trans-African Highway Bureau was held in Rabat, Morocco on 14 September 1993 to consider, adopt and sign the statutes of the bureau.

39. The following countries appended their signature to the statutes during the meeting: Algeria, Central African Republic, Egypt, Ethiopia, Kenya, Morocco, Nigeria, Tanzania, Zambia and Zaire.

40. ECA has since contacted the remaining member States in an endeavour to obtain their signatures and ratification with the following outcome:

(a) Ghana appended its signature to the statutes;

(b) Uganda paid a sum of US\$25,000 for the implementation of the Trans-African Highway programme;

(c) Egypt and Morocco ratified the statutes of the Bureau.

41. It will be recalled that the Special Meeting of Plenipotentiaries held in Rabat, Morocco on 14 September 1993 recommended that the launching of the Bureau would be done after 26 ratifications had been obtained as indeed spelt out in article 26(a) of the statutes. As can be seen there is still a long way to go.

42. Despite the above mentioned shortcomings ECA has made efforts in implementing some of the projects under the agreed Trans-African Highway Programme. ECA has continued dialogue with subregional and international organisations on the implementation of the programme. To cite a few of the activities, a programme for cooperation has been drawn up between the International Road Federation (IRF) and ECA on:

(a) the setting up of an African Road Data Bank to be linked with the IRF Data Bank in Geneva, Switzerland;

(b) assistance to member States in the setting up of National Road Associations;

(c) the sharing of platforms at international fora.

43. ECA has participated in the development of rationalised transit charges in the ECOWAS and COMESA transit corridors.

VI. CONCLUSIONS AND RECOMMENDATIONS

44. It is twelve years since the idea of having a centralized bureau was initiated through the Kenyan proposal made in Cairo, Egypt in 1983 during the second meeting of the Cairo-Gaborone Trans-East African Highway Authority. A lot of work has since

been undertaken, as reflected in the previous progress reports, in an endeavour to establish a realistic and cost effective bureau to serve as a secretariat for the various authorities and coordinating committees.

45. It is hoped that all the effort that has been made in the realization of the Trans-African Highway programme, in light of its critical role in the establishment of the African Economic Community, will result in fruition and that the implementation of the programme will be facilitated after this meeting.

46. In this regard the secretariat recommends that this meeting urges member States to implement the decisions and resolutions made on the reactivation of the Bureau.

47. It might be helpful to reconsider the number of ratification required to enable the Bureau to start functioning with a reduced level of activities.

48. The meeting may also consider the alternative that the programme implementation be started by implementing activities in those countries which would have paid their assessment, and, depending on their geographical positioning, extend such coverage to activities in relevant corridors or subregions.

49. Countries which subsequently pay their assessments may be included in the programme on an ongoing basis. Such an approach would enable those countries who accept the viability of the programme to proceed without further delay.

50. Any further postponement in implementing the decisions and resolutions may result in the lapsing of such an important programme.

**APPROVED TWO YEAR PROGRAMME AND FINANCIAL IMPLICATIONS
TO MEMBER STATES**

A. CORE PROGRAMME (TO BE BORNE BY FULL MEMBERS AND ASSOCIATE MEMBERS IN CATEGORY I)

ELEMENT	ESTIMATED COST US\$	
	1992	1993
1. Organization and servicing, (including translation and interpretation) of meetings of authorities and coordinating committees, including preparation of conference documents.	25,000	25,000
2. Sensitization of member States and preparation of the enabling documents towards the accession to authority of coordinating committees of the remaining Trans-African Highways.	15,000	15,000
3. Preparation of routine progress report on the implementation of the Trans-African Highways programme.	5,000	5,000
4. Attendance at technical conferences and missions:		
(a) Mission to IRF headquarters, Washington, to sensitize on possible technical assistance and cooperation.	6,000	
(b) Mission to Trans-European Highway headquarters for possible joint action programme.		5,000
5. Technical assistance to authorities in the development and improvement of the Trans-African Highway system:		
(a) Preparation of report to donors on financial and technical requirements for removing non-physical barriers to travel and trade on the Trans-African Highway system.		
6. Staff cost:		
(a) Coordinator	84,000	84,000
(b) Bilingual Secretary	14,000	14,000
Total	149,000	153,000

B. EXTENDED PROGRAMME (TO BE BORNE BY ALL MEMBER STATES)

ELEMENT	M/M	ESTIMATED COSTS US\$	
		1992	1993
1. Facilitation of travel: A number of studies have been done to highlight the state of facilitation of international traffic in Africa. The success so far achieved is far below the desirable minimal to ensure free flow of existing level of international traffic. The following studies have been identified in line with the programme components for the Bureau, in order to understand the main constraints to the appreciation of the problems of facilitation in the region, and to enhance efforts towards designing and disseminating promotional aids to broaden public and government understanding of the urgent need at hand: (i) Study of experience and implementation problems in the standardization of axle loads, vehicle dimensions and weights, and harmonization of infrastructural designs, road signs and rules.			
(a) Analysis and documentation for dissemination	2	20,000	
(ii) Study of existing trends in applications and problems of implementation of international or multilateral conventions and protocols relating to vehicle carriers and transport of goods	2	20,000	
(a) Analysis and documentation of dissemination	1		10,000
(iii) Study of existing experience and constraints in the rationalization, simplification and harmonization of regulations and administrative commercial procedures under bilateral agreements	2		20,000
(a) Analysis and documentation for dissemination	2		20,000
(iv) Study of existing practices and problem in respect to the special cases of transit charge and insurance in international travel	2	20,000	
(a) Analysis and recommendations for dissemination	2		20,000
2. Promotion of modern maintenance management system in Africa:			
- Case studies of existing situation and assessment of available materials	3	30,000	
3. Formation of appropriate association for roads and road transport:			
- Identification of needs study	2	15,000	
- Drafting of appropriate legal documents and inaugural meetings	3	25,000	
4. Study of highway pricing in Africa:	4		40,000
(i) Case studies of existing situation and experiences	4		40,000
TOTAL		130,000	170,000

Membership and Level of Contributions to the Operation of the Single Bureau for Programme

A. FULL MEMBERSHIP

COUNTRY	PROGRAMME COMPONENTS	CONTRIBUTION QUOTAS US\$	
		1992	1993
Algeria	Core and Extended	6,400	7,280
Angola	"	"	"
Benin	"	"	"
Botswana	"	"	"
Burkina Faso	"	"	"
Cameroon	"	"	"
Central Africa	"	"	"
Congo	"	"	"
Cote D'Ivoire	"	"	"
Djibouti	"	"	"
Egypt	"	"	"
Ethiopia	"	"	"
Gambia	"	"	"
Ghana	"	"	"
Guinea	"	"	"
Guinea Bissau	"	"	"
Kenya	"	"	"
Liberia	"	"	"
Libya	"	"	"
Mali	"	"	"

COUNTRY	PROGRAMME COMPONENTS	CONTRIBUTION QUOTAS US\$	
		1992	1993
Mauritania	Core and Extended	6,400	7,280
Morocco	"	"	"
Mozambique	"	"	"
Namibia	"	"	"
Niger	"	"	"
Nigeria	"	"	"
Senegal	"	"	"
Sierra Leone	"	"	"
Sudan	"	"	"
Tanzania	"	"	"
Tchad	"	"	"
Togo	"	"	"
Tunisia	"	"	"
Uganda	"	"	"
Zaire	"	"	"
Zambia	"	"	"
Zimbabwe	"	"	"

B. ASSOCIATE MEMBERSHIP
(With physical road links, Category I)

COUNTRY	PROGRAMME COMPONENTS	CONTRIBUTION QUOTAS US\$	
		1992	1993
Burundi	Core and Extended	3,500	4,320
Eritrea	"	-	"
Gabon	"	"	"
Guinea Equatorial	"	"	"
Malawi	"	"	"
Rwanda	"	"	"
Somalia	"	"	"
Swaziland	"	"	"

C. ASSOCIATE MEMBERSHIP
(Without physical road links, Category II)

COUNTRY	PROGRAMME COMPONENTS	CONTRIBUTION QUOTAS US\$	
		1992	1993
Cape Verde	Extended	2,549	3,333
Comoros	"	"	"
Lesotho	"	"	"
Madagascar	"	"	"
Mauritius	"	"	"
Sao Tome & Principe	"	"	"
Seychelles	"	"	"