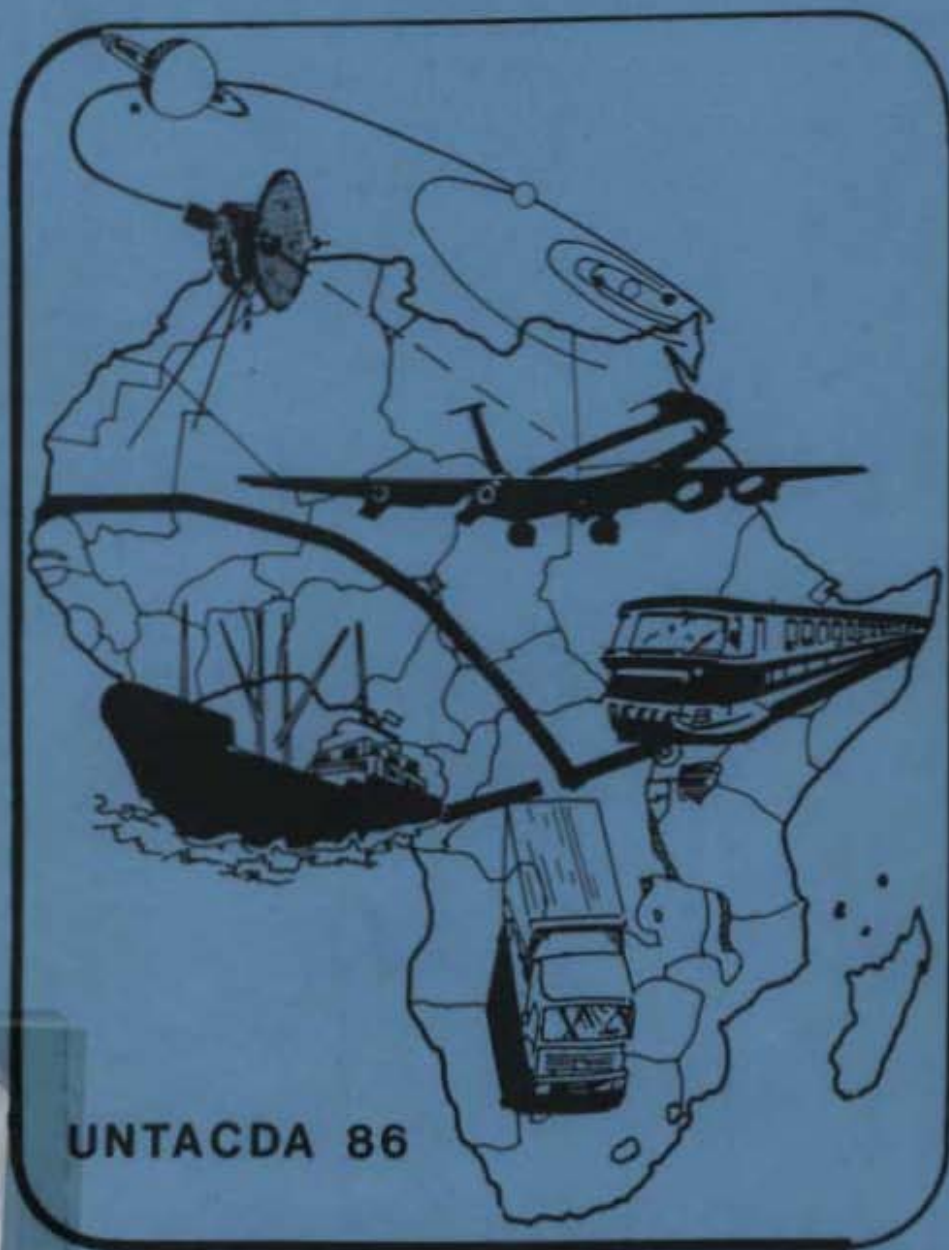


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# UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA (1978-1988)

ANNUAL PROGRESS REPORT, 1986



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UNTACDA  
(1986)  
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UNITED NATIONS TRANSPORT AND COMMUNICATIONS  
DECADE IN AFRICA  
(1970-1988)

ANNUAL PROGRESS REPORT, 1986

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## ABBREVIATIONS

ADB	- African Development Bank
ADF	- African Development Fund
AFCAC	- African Civil Aviation Commission
AFI	- Africa-Indian Ocean (AFI Plan is the Air Navigation Plan of Africa and Indian Ocean of ICAO)
AFIN	- Aeronautical Fixed Telecommunications Network
AFRAA	- African Airlines Association
AFRALTI	- Advanced Level Communications Institute
AGA	- Aerodromes, Air Routes and Grand Aids
AIP	- Aeronautical Information Publications
AIS	- Aeronautical Information Services
AMBEX	- AFI Meteorological Bulletin Exchange Scheme
ARTC	- Annual Regional Telecommunications Conference for Eastern and Southern Africa
ASECNA	- Agence pour la securite de la navigation aerienne en afrique et a Madagascar
ATS	- Air Traffic Services
BADEA	- Arab Bank for Economic Development
SDEAC	- Central African States Development Bank
BOAD	- West African Development Bank
CCCE	- Caisse Centrale de Cooperation Economique
CEPGL	- Communauté économique des pays des Grands Lacs
CIDA	- Canadian International Development Agency
COM	- Communications
EADB	- East African Development Bank
ECGD	- Export Credit Guarantee Department (U.K.)
ECOWAS	- Economic Community of West African States
EDF	- European Development Fund
EEC	- European Economic Community
EIB	- European Investment Bank
ESAMI	- Eastern and Southern African Management Institute
ESMT	- Multi-Country Advanced Level Training Institute
AFESO	- Arab Fund for economic and Social Development
FAC	- Fonds d'aide et de cooperation (France)
FINNIDA	- Finnish International Development Agency
FRG	- Federal Republic of Germany
IACC	- Inter-Agency Co-ordinating Committee
IBRD	- International Bank for Reconstruction and Development
ICAO	- International Civil Aviation Organization
IDA	- International Development Association
IDS	- Islamic Development Bank
IGADD	- Inter Governmental Authority on Drought and Development
ILO	- International Labour Organization
IMF	- International Monetary Fund
IMO	- International Maritime Organization
IPCD	- International Programme for Communication Development
ITU	- International Telecommunications Union
JIU	- Joint Inspection Unit



KBO	- Kagera Basin Organization
KFD	- Kuwait Fund for Development
KFW	- Kreditanstalt fuer Wiederaufbau (FRG)
LDC	- Least-Developed Countries
MET	- Aeronautical Meteorology Field
MINCONMAR	- Ministerial Conference of West African States for Maritime Transport
NORAD	- Norwegian Agency for Development
OAU	- Organization of African Unity
ODA	- Official Development Assistance
OEDA	- Office for Emergency Operations in Africa
OPEC	- Organization of Petroleum Exporting Countries
OPMET	- Operational Meteorological Data
PANAFTEL	- Pan-African Telecommunications Network
PATU	- Pan-African Telecommunications Union
PMAESA	- Port Management Association of Eastern and Southern Africa
PIDC	- International Programme for Communications Development
PMAWCA	- Port Management Association of West and central Africa
PTA	- Preferential Trade Area
PEL/TRG	- Personnel Licensing and Training Field
RAFC	- Regional Area Forecast Centres
RASCOM	- Regional Satellite Communications System
RCTD	- Roads Customs Declaration Document
SATA	- Southern African Telecommunications Administration
SADCC	- Southern African Development Co-ordination Conference
SATCC	- Southern African Transport and Communications Commission
SFD	- Saudi Fund for Development
SIDA	- Swedish International Development Agency
SIFIDA	- International Financial Co-operation for Investment and Development in Africa
SUDOSAT	- Interim Satellite Khartoum - Port Sudan Connection in Operation
TAHA	- Trans-African Highway Authority
TAZARA	- Tanzania - Zambia Railways
TCAH	- Tripoli Windhoek Trans Central African Highway
TEAHA	- Cairo-Gaborone Trans-East African Highway Authority
TRRL	- Transport and Road Research Laboratory
TWAHN	- Trans-West African Highway Network
UAR	- Union of African Railways
UDEAC	- Central African Customs and Economic Union
UNCDF	- United Nations Capital Development Fund
UNCTAD	- United Nations Conference on Trade and Development
UNESCO	- United Nations Educational, Scientific and Cultural Organization
UNIDO	- United Nations Industrial Development Organization
UNSO	- United Nations Sudanese-Somali Office
UPU	- Universal Postal Union
URTNA	- Union of National Radio and Television Organization of Africa
USAID	- United States Agency for International Development
WADB	- West African Development Bank
WAFS	- World Area Forecast System
WFP	- World Food programme



## CHAPTER I

## OVERVIEW AND SUMMARY

1. As happens every two years when the Conference of Ministers of Transport, Communications and Planning meet, 1988 was significant for the major decisions that the Ministers took during their fifth meeting held in Harare, Zimbabwe, from 10 to 12 March.

2. One of the most important items on the agenda of the meeting was the report of the Joint Inspection Unit of the United Nations (JIU) which, inter alia, recommended an in-depth evaluation of the UNTACOA programme. The fifth meeting of the Conference of Ministers decided that the evaluation of the Decade should commence immediately with the active involvement of ADB, UNDP and the World Bank.

3. Another important decision of the Ministers was the one related to the updating of the second phase programme. In that connection, they decided that the ECA secretariat should screen all the proposals for new projects for conformity with the criteria laid down by their fourth meeting in Conakry for the inclusion of projects into the Decade programme. The ECA secretariat should then recommend to the Bureau of the fifth meeting which projects should be included and which should not. At the time of reporting, this exercise has not yet been completed.

4. On the general African economic front, although there were signs of a respite from the drought which had devastated the African economic landscape during the previous three years, the general economic situation continued to be a cause of concern and a special session of the United Nations General Assembly was convened and the United Nations Programme of Action for African Economic Recovery and Development, 1986-1990 was adopted. Within the framework of the programme, African countries committed themselves not only to continue the restructuring process of their economies and policies, but also to largely mobilize their own resources for the implementation of the Programme of Action. In turn, the international community pledged its full support in completing Africa's efforts. Transport and communications were, of course, some of the key sectors on whose development Africa's recovery would depend.

5. 1988 was also the year when the United Nations Development Programme prepared its programme for the fourth Programming Cycle under guidelines which accorded a special priority ranking to activities in the field of transport and communications. Consequently, UNDP allocated a sum of \$5 million specifically for UNTACOA projects and the World Bank in association with ECA formulated a two year transport project for sub-Saharan Africa.

6. With regard to the implementation of the second phase programme the number of projects monitored in 1988 was considerably higher than in 1985, with 814 projects monitored in 1988 against 381 in 1985 or an increase of 61 per cent. The number of projects completed as a proportion of the monitored projects in 1988 and in 1985 were 19 and 16 per cent, respectively.



7. Within the Decade programme, three regional projects deserve special mention; these are the Regional Satellite Communications System (RASCOM), the Pan-African Telecommunications Network (PANAFTEL), and the Trans-African Highways Programme. RASCOM made impressive progress in 1988 with funds being completely secured for the feasibility study which is estimated to cost \$6 million. A combined meeting of the Trans-African Highways was held in Addis Ababa in October which recommended that the Trans-African Highways Bureau at ECA be revived and that it should replace the separate bureaux of the individual Highway Authorities. Such a measure, it is expected, would greatly enhance the efficiency of the secretariat and reduce costs for member States.
8. All specialized agencies of the United Nations and African Intergovernmental Organizations continued to make their contribution to the implementation of the second phase programme.
9. The hallmark of the resource mobilization effort for the financing of the programme was the first co-financing meeting which was held from 3 to 5 November at Pointe-Noire, Congo. Although three of the four countries whose projects were before donors were unable to attend, for the one country that did participate, the success rate was very high as donors expressed interest in five out of six projects. In terms of money this represents CFAF 38.5 billion out of a total cost of CFAF 41.8 billion or over 90 per cent. The main contributors to the Decade financing continued to be the World Bank (especially for road projects) with ADB also making an impressive contribution.
10. The rest of this report is organized as follows. In Chapter II, progress in the implementation at national level is reported. Chapter III presents results of implementation of regional, subregional and inter-state link projects. Contributions of the United Nations Specialized Agencies and other bodies and African Intergovernmental Organizations to the implementation of UNTACDA are summarized in Chapter IV. Chapter V discusses the co-operation and support from the international community in the implementation of the Decade. Finally, special developments, issues and problems of significance that took place during the year are presented in Chapter VI.

## CHAPTER II

### IMPLEMENTATION OF PROJECTS IN THE SECOND PHASE PROGRAMME

11. The approved programme of the second phase of the Decade was updated at the fifth meeting of the Conference of Ministers of Transport, Communications and Planning held at Harare, Zimbabwe, in March 1986. Of greatest impact was the approval of the deletion of projects from the programme at the request of the member States concerned. The impact of these deletions is shown in Table 1.

12. Thus, at year-end 1986, the second phase programme consisted of a total of 1,017 projects costing an estimated \$16.54 billion at 1984 prices. Undoubtedly, there have been changes in cost estimates as well, but these have not been reflected in the above partial update.

13. The analysis of progress that follows is based on projects for which information was obtained by the secretariat as at the end of 1986. Table 2 shows the status of implementation of the projects at the end of 1984, 1985 and 1986.

14. In 1986, a total of 614 projects were monitored, up from 381 in 1985 and 253 in 1984. Out of the 614 projects monitored in 1986, 117 or 19 per cent have been completed and 261 or 43 per cent are still under implementation. The corresponding percentages in 1985 were 12 and 45 respectively. Thus there has been some improvement in the completion rate.

15. Resources mobilized also showed marked improvement over 1985 reports. A total of \$4,764 million is reported secured up to the end of 1986, a 26 per cent increase from the 1985 level of \$3,793 million.



Table I. Updated Programme of the Second Phase : 1986

Sector	Approved Programme Conakry, 1984		Decision of 5th Conference of Ministers Harare, 1986		Updated Programme (1986)	
	No. of Projects	Cost \$M	Projects Deleted No.	Cost \$M	No. of Projects	Cost \$M
Roads and road transport	238	5,098	4	20	232	5,070
Railways	84	5,817	5	1,296	79	4,321
Maritime transport	38	483	3	33	35	450
Ports	70	1,850	4	144	66	1,706
Air transport	84	823	2	103	82	820
Inland water transport	45	326	2	1	43	325
Multimodal transport	11	27	0	0	11	27
<b>Total transport</b>	<b>578</b>	<b>14,324</b>	<b>20</b>	<b>1,605</b>	<b>556</b>	<b>12,719</b>
Telecommunications	216	2,692	3	43	213	2,649
Broadcasting	121	716	2	43	119	673
Postal Services	135	523	8	30	127	493
<b>Total Communications</b>	<b>472</b>	<b>3,931</b>	<b>13</b>	<b>116</b>	<b>459</b>	<b>3,815</b>
<b>Total Programme</b>	<b>1,050</b>	<b>18,255</b>	<b>36</b>	<b>1,721</b>	<b>1,017</b>	<b>16,534</b>

Table 2: Progress in Implementation of Phase II Programme: 1986

Sector	Total No. of projects in programme	No. of projects monitored			Projects completed to date			Projects under implementation		
		1984	1985	1986	1984	1985	1986	1984	1985	1986
Number										
Road	232	74	62	155	2	14	50	27	40	64
Rail	70	23	31	50	0	2	16	7	10	31
Maritime	35	3	0	11	0	0	2	0	0	9
Ports	66	10	22	38	0	0	1	4	14	20
Air	92	24	34	57	1	5	5	9	12	23
Inland water multimodal	43	5	7	17	0	0	1	1	3	5
	11	2	4	5	1	1	3	0	2	2
Total transport	558	149	180	341	4	22	78	50	96	160
Telecommunications	213	38	102	135	2	12	22	19	45	54
Broadcasting	119	33	46	84	0	9	11	7	17	22
Postal	127	33	53	74	1	3	0	4	14	25
Total communications	459	104	201	273	3	24	33	30	72	101
Total Programme	1,017	253	381	614	13	46	117	80	171	261



### Subsector results

15. In summary, there has been significant progress in the implementation of projects in all the subsectors. However, at more than halfway through the period, still only 12 per cent of the projects have been reported as completed, with a further 28 per cent still under implementation. The progress in each sector is summarized in the following sections, and the details are shown in Annex I.

17. Roads and Road Transport: This subsector recorded the greatest improvement in the level of information available. Progress was reported on 155 out of the programmed 233 projects (67 per cent), compared to only 82 projects monitored in 1985. Out of the 155 projects monitored, 50 are completed and 84 are under implementation, for an implementation rate of 48 per cent.

18. Railways: The majority of projects so far implemented in this subsector are regional projects. Out of the 56 projects monitored, 16 are reported completed, including only 3 national projects; 31 projects, mostly national ones, are reported as under implementation. Thus the subsector records the highest implementation rate of 59 per cent.

19. Maritime Transport: Out of the 35 projects in the programme, monitoring information was available on 11. Two regional projects have been completed. The other nine projects, all subregional, are still under implementation, for a subsector implementation rate of 37 per cent.

20. Ports: A total of 38 projects were monitored, or 58 per cent of the 66 projects in the subsector programme. Two projects are reported completed, and 26 more are under implementation, for an implementation rate of 42 per cent.

21. Air Transport: The subsector contains 82 projects. Monitoring information was obtained on 57 projects (62 per cent); 9 were completed and 23 are still under implementation. This implies an implementation rate of 35 per cent.

22. Inland Water Transport: There has been a significant improvement in the level of information available for projects in this subsector. Monitoring data was obtained on 17 out of the 43 programmed projects this year, compared to 7 in 1985. One project is reported completed and five are still under implementation.

23. Multimodal Transport: This subsector contained 11 projects. Monitoring information was obtained on five projects: three were completed and two are still under implementation.

24. Telecommunications: Monitoring information was available on 135 out of 213 or 63 per cent of projects in the programme. Out of these, 22 are reported completed and a further 54 are still under implementation, for a cumulative implementation rate of 36 per cent.

25. Broadcasting: Of the 119 projects in this subsector, monitoring information was available on 64, up from 45 in last year's report. Eleven out of the 64 projects are reported completed and 22 are under implementation at the end of 1986, for an implementation rate of 28 per cent.

26. Postal Services: There has not been any significant improvement in the implementation of projects in this subsector. Of the 74 projects in the monitoring sample, only six are reported as completed, and 25 as under implementation. This represents a 24 per cent implementation rate on the subsector total of 127 projects.



### CHAPTER III

#### IMPLEMENTATION OF REGIONAL, SUBREGIONAL AND INTER-STATE LINK PROJECTS

##### A. TRANSPORT

###### I. Inter-State link projects

27. In previous Annual Reports, the importance of inter-state link projects to the success of the Decade programme was discussed in great detail. It should merely be re-emphasized that the ease with which the flow of traffic of goods and persons is affected among African countries depends on the extent to which regional, subregional and inter-state link projects are successfully implemented.

28. The current reporting period shows some significant improvement in the implementation of this category of projects, which are generally acknowledged to be crucial for the physical integration of the continent. Below is the status of their implementation during 1983, based on information partly provided by member States and partly gathered by the ECA.

###### (a) Regional projects

29. Only one of the regional roads projects: ROP-60-003, prefeasibility study of the protection of the Benin-Togo-Ghana coast against erosion, was in progress. The total cost of the study (\$0.45 million) has been fully financed.

30. Significant progress was made in railways, in that eleven projects costing \$57.36 million were completed, while three others estimated at a cost of \$309.0 million were in progress. One project was deleted.

31. In maritime transport, only one project: SHP-60-010, the feasibility study on the establishment of a multinational shipping line for West and Central African States, sponsored by MINCONMAR, was completed. The cost of \$0.13 million was funded by UNDP and ECOWAS.

32. With respect to ports, the study on the establishment of a dredging pool for Eastern/Southern African ports was completed (HAP-60-000). The cost of \$0.163 million was funded by the Dutch Government and member States of the Port Management Association for Eastern and Southern Africa. The project HAP-60-006 on the development of a free zone in the port of Djibouti, estimated at a cost of \$3.7 million was in progress. External financing amounting to US\$1.5 million was provided by KfW.

33. One regional air transport project - AIP-60-005 - feasibility study on establishment of a co-ordinated network of aircraft maintenance and overhaul centres was completed at a cost of \$0.5 million and was funded by ADB and Norway. Three other projects: AIP-60-003, 004, and 010, costing \$67.48 million were in progress. About \$51.44 million has been secured, 28.5 per cent and 71.5 per cent being from external and local sources, respectively.



(b) Transit transport corridors

34. Mombasa-Nairobi-Uganda-Rwanda-Burundi: The study on the Gitega-Muyinga road in Burundi - ROP-05-001 - was completed in 1986 with \$0.64 million provided by ADB. Two railway projects in Uganda - RAP-46-001 and RAP-46-002 - costing \$9.1 and \$34.71 million, respectively, were under execution. France had provided \$9.0 million for the implementation of the former while INDIA/FRG/France/EEC have jointly provided \$25.5 million for the execution of the latter. The study of Lakes Tanganyika and Victoria and purchase of an additional ferry for Lake Victoria (INP-43-001) was in progress in 1986.

35. Dar-es-Salaam-Burundi-Rwanda: The study of the Nyanza Lac-Tutumbara road in Burundi, has been completed at a cost of \$2.0 million, provided by Libya. ROP-35-006 - construction of the Rwanda section of the Bugombo-Bugarama road is under execution, with \$0.85 and \$1.78 million provided by OPEC and the Rwanda Government, respectively.

36. The engineering studies of a proposed railway link between Rwanda, Burundi and Tanzania, has been completed at a cost of \$4.0 million funded by Austria, Italy and UNDP. The expansion of the port of Dar-es-Salaam (HAP-43-001) estimated at a cost of \$102.6 million is in progress and a substantial portion of the financing, \$90.9 million has been secured. IDA/DANIDA/FINNIDA/ITALY/Netherlands/NORAD/UK/ are all involved in its financing.

37. The construction of warehouses for Rwanda at Isake in Tanzania (MMP-35-001) is in progress.

38. Dar-es-Salaam-Zambia: The study of the Mansa-Luwingu-Kasama road in Zambia (ROP-49-008) is under execution and the \$1.1 million cost has been funded by BADEA. Four railway projects have been completed, i.e. RAP-60-020 - Construction of 43 villas at the new Kapiri Mposhi station; RAP-60-021 - Construction of miscellaneous goods warehouse at Dar-es-Salaam; RAP-60-023 - construction of terminals at the new Kapiri Mposhi station for handling and storage of goods; and RAP-60-025 - acquisition of signalling and telecommunications equipment. Two other railway projects on this corridor were in progress during the year, i.e. RAP-49-001 - study of a proposed railway line between Mupulungu and Kasama; and RAP-60-013 - purchase of 36 diesel - electric mainline locomotives.

39. Nacala-Malawi-Zambia : The studies on the construction of container terminals at Blentyre, Lilongwe and Balaka were completed by UNCTAD for Malawi at a cost of \$3.4 million.

40. Maputo-Zimbabwe-Zambia: The study of the Zwishevane-Chicualacuala road in Zimbabwe (ROP-50-004) was under execution. The US\$0.3 million cost was funded by Italy.

41. Lobito-Zaire-Zambia: The study of the Keoma-Zambezi-Chavuma road (ROP-49-005) has been completed at a cost of US\$1.10 million funded by BADEA. The feasibility study of a proposed railway linking Chigola-Chililabombwe with the Angolan network (RAP-49-004), has been deleted.



42. Pointe Noire-CAR-Chad: The improvement of the Bossembele-Bossengoa-Bedeoya road (ROP-08-004) is in progress. Only US\$2.0 million of the estimated US\$22.52 million cost of the project has been funded by the World Bank (IBRD). The study of the Sibut-Sido, Kaga-Bandoro-Sido-Chad road (ROP-05-003), has been completed at a cost of US\$2.0 million funded by IBRD. The study of the expansion of the port of Pointe Noire (HAP-II-001), is under execution. FAC/CCEE have provided US\$1.38 million and Congo US\$0.62 million of the cost of the studies. Work is similarly in progress on the expansion of the port of Brazzaville and construction of secondary river ports. BADEA/FAC/ADB have provided US\$4.93, while Congo has provided US\$3.5 million, respectively for the project.

43. Douala-CAR-Chad: Two road projects, ROP-06-002 (study of the Kribi-Yekadome road) and ROP-08-001 (study of the Bossembele-Garoua Boulai road), have been fully financed by ADB (US\$11.0 million) and are currently under execution. Realignment of the rail track between Douala and Yaounde (Esaka-Maloume section), estimated at US\$300 million (RAP-06-001) is under construction. France and ten other countries have contributed US\$204 million while Cameroon has provided US\$36 million towards the implementation of the project.

44. Lagos-Niger-Chad: The feasibility study of providing access to the sea for Niger either through Dori-Niamey or Kano-Meradi link (RAP-60-010), completely funded by ECOWAS, was completed.

45. Cotonou-Niger: The study of the Seme-Cotonou-Gondomey road and the third Cotonou bridge (ROP-03-003) has been completed at a cost of \$0.6 million, secured from KfW. The construction of the Dassa-Zouma-Parakou road (ROP-03-004), estimated to cost \$42.9 million has been completely funded and is in progress. The construction of warehouses for Mali at the ports of Dakar, Cotonou and Abidjan (HAP-28-001), is in progress.

46. Lome-Niger: Two road projects, i.e. construction of the Ouagadougou-Kaya-Dori (ROP-47-002) and construction of the Fada Ngourma-Pama (ROP-47-003) roads were in progress in 1988. The construction of warehouses for Niger at the ports of Lome and Abidjan and purchase of handling equipment (HAP-33-001), was in progress.

47. Abidjan-Burkina Faso-Niger: The construction of the Ouagadougou-Tambao-Tin Hressen railway line, was in progress with local funds.

48. Abidjan-Mali: The study of the Ferkessedougou-Ouagadougou-Mali border and the Ouagadougou-Burkina Faso border roads (ROP-21-001), has been completed. The total financing for the construction of the Bamako-Bougouni road (ROP-28-004) has been secured and the project is under construction.

49. Dakar-Mali: Reconstruction of the Kokokoni-Bamako road (ROP-28-001) was in progress. The engineering study of the Bamako-Kita-Keneibe-Senegal border road (ROP-28-003) has been completed at a cost of US\$2 million entirely funded by ECOWAS. Studies have been completed for the construction of a container terminal at the port of Dakar (HAP-37-001).



## 2. Trans-African Highways

50. A detailed historical background and rationale for the existing and planned Trans-African Highways, including ECA's efforts over the years was given in a previous report (E/ECA/TCD/24 paras. 58-72) and need not be repeated here. Below is therefore a description of activities which took place in 1986 with regard to the highways.

51. The African Highway Master Plan: During this reporting period, the terms of reference for the preparation of the African Highway Master Plan were finalized and submitted to potential donors.

52. The combined meeting of Trans-African Highway Authorities was convened by ECA at Addis Ababa from 8 to 10 October 1986, at which the Authorities reviewed the progress of their respective Highways as indicated below, and charted their future programmes and activities.

53. Cairo-Gaborone Trans-East African Highway (TEAH): A prefeasibility study of the whole Highway was in progress under the auspices of ECA and funded by C.I.D.A. The study should be completed in 1986 or early 1987. The study should determine precisely the extent of missing links and other substandard segments that exist along the Cairo-Gaborone route and quantify the resources required to upgrade the Highway to all-weather standard throughout. The interim report of the consultants, which covered the "Southern" half of the TEAH, has revealed, in the meantime, that the Highway is in very good condition in Botswana and Zimbabwe, while rehabilitation and reconstruction was required in Zambia and Tanzania.

54. As regards the facilitation of road travel and trade on the TEAH system, the three working groups created by member States to improve customs, immigration and traffic regulations and procedures made some progress. The Immigration Working Group drafted an agreement for harmonizing rules and procedures. Ethiopia, chairman of the Working Group on Traffic Regulations, has prepared standard traffic regulations for consideration by other members.

55. Lagos-Mombasa Trans-African Highway (TAHA): The Governing Council of TAHA held its second extraordinary meeting during this reporting period and considered a number of issues. The inventory of the TAH and its feeder links, financed by Belgium, was completed during the reporting period; the Ministers of Zaïre and the CAR reported on efforts being made by their respective Governments to improve missing links in Zaïre and the CAR. Cameroon reported that its missing link has been made motorable (Fomban-Tibati 300 km) although some work was still required to meet TAHA standards; draft inter-State agreements have been prepared to facilitate road travel along the TAH and its feeders. These will be considered and finalized by the Governing Council at its next meeting in 1987.

56. Tripoli-Windhoek Trans-Central African Highway (TCAH): The Co-ordinating Committee of Ministers of the TCAH held its second meeting during the reporting period and considered a number of important matters. The segment in the Congo (Brazzaville-Doussou) made substantial progress while civil strife continued to hinder any progress inside Chad, where the major missing link in the TCAH exists. The Committee decided that efforts be made by ECA to prepare the legal instruments required to transform the TCAH Co-ordinating Committee into an Authority soon.



57. Trans-Sahara Highway: The Trans-Sahara Highway Committee held an extraordinary meeting during the reporting period, under its current chairman, Tunisia. The Highway which joins Algeria with Nigeria, via Niger, with spurs to Bamako, Niamey and Tunis in the North, has progressed much in Tunisia, Algeria and Nigeria, but substantial missing links still exist inside Niger and Mali. Shifting sands were the major maintenance problem in the "Sahara" segment of the Highway, while lack of water and suitable construction materials impeded progress of construction.

58. ECA was requested to assist in the revival and revitalization of the Trans-Sahara Highway Committee to provide member States with an improved opportunity to exchange opinions on the development of the Highway.

59. Trans-West African Highway Network (TWAHN): The Legislative Authority of the Trans-West African Highways Network (TWAHN), made up of the Dakar-Nijmegen Trans-Saharan Highway and the Lagos-Niamey Trans-Coastal Highway met under the current Chairman of ECOWAS, Nigeria. The network had made substantial progress in Benin, Chad, Cote d'Ivoire, Ghana, Guinea, Mali, Nigeria and Senegal. Member countries indicated that co-ordination meetings of the TWAHN were not being organized by ECOWAS on a regular basis and requested ECA to provide assistance to member countries to improve co-ordination.

60. ECOWAS has achieved a lot of success in facilitating travel and trade by road in the West African subregion, including the ECOWAS "Green Cord" relating to motor vehicle third party liability insurance and others, such as the protocols on harmonization of highway legislation and regulation of inter-State transportation and transit.

61. Trans-African Highway Bureau: During the combined meeting of all the Trans-African Highway Authorities held at Addis Ababa during the reporting period, member countries agreed to re-establish the Trans-African Highway Bureau under the auspices of ECA, so that it should provide secretariat and technical services to all Trans-African Highway Authorities as an efficient and cost-effective arrangement, in lieu of individual secretariats for each authority.

### 3. Optimum development of air services.

62. AFCAC prepared a plan for the implementation of recommendations of the study on the optimum development of air services in Africa. This plan comprises a series of actions and measures designed for the short, medium and long term. They apply to airlines, states and subregional organizations. In the short term, the plan provides for inter alia, the development of trade co-operation, the implementation of a tariff policy, the establishment of clearing houses at the subregional level in order to facilitate the transfer of airline revenues, the liberalization of traffic rights, improvement in airport facilitation and the development of tourism infrastructure.

63. The medium term will be devoted, inter alia, to the creation of multinational or jointly operated airlines at the subregional levels, diversification of the activities of airlines and the development of air services within the framework of the AFRDA circuit. As for the long-term, the plan provides that regional organizations continue actions undertaken at the short and medium term so as to coordinate activities of subregional entities.



64. The Technical Committee on Air Transport set up pursuant to the Mbabane Declaration met for the second time in Addis Ababa from 30 June to 2 July 1986. The agenda included consideration of the problems of traffic rights, collection and nature of data needed for the development of air transport, routes necessary for the economic and physical integration of Africa, the ECOWAS study on air transport and the promotion of multinational airlines and joint operation of routes. Participants recalled that political authorities had already expressed their willingness to create a pan-African airline and that the mission of this committee was to follow-up the political decisions in order to translate them into concrete actions.

65. The Committee therefore resolved to adopt a practical approach designed to: promote the AFRAA/AFCAC approach on the standardization of personnel licensing procedures, airworthiness certification and other civil aviation legislation; encourage commercial co-operation among airlines; identify problems needing solutions prior to the creation of subregional airlines and make suggestions on how to solve them.

66. During 1986 efforts were also directed to improving the efficiency of management and operations of airport and air navigation facilities. A workshop on airport and route facility management for States in Eastern and Southern Africa was organized by ICAO in Nairobi in July.

#### 4. Manpower Development in Transport.

67. The following training activities were carried out by ILO during the reporting period.

68. Based on experience gained from various parts of the world, ILO produced a set of training materials especially designed to meet the needs of supervisory training which is being used by many institutions throughout the world.

69. A management development project undertaken in the field of transport was, for instance, the one in Egypt. Its aim was to assist the Middle Delta Bus Company in activities which include the provision of experts, supply of equipment and organisation of training programmes.

70. A comprehensive project document is being finalized at the request of NORAD for the training of port workers in Mozambique, one of six countries identified by OEOA (UN Office for Emergency Operations in Africa) as facing the most critical situation. This will be a large-scale project based in Maputo but covering a total of three ports. A similar project to train port workers in Tanzania is also under consideration by NORAD.

71. In West Africa, an assessment of the training needs of port workers in Sierra Leone was undertaken at the request of PMAWCA. The Government of Senegal has also requested assistance in preparing a project for extended port training activities utilising existing facilities. Expert services were made available for this purpose.

72. The regional adviser on management and small enterprise development based in Addis Ababa collaborated with the British ODA in identifying a project for the port of Asseb, WFP, which has experienced critical deficiencies in the handling of food commodities at Asseb, has supported the project idea which is being followed up by all the parties concerned.



73. In rail transport, the ILO assisted the Egyptian Railways to train technicians and specialists in railways operations, maintenance and repair of diesel and electric locomotives, coaches, electric train sets, permanent way, signalling and telecommunications.

74. In road transport, the ILO provided assistance to Mauritania in the training of mechanics and vehicle maintenance technicians at the Nouakchott Vocational Training and Advanced Training Centre. Finally, it provided training in automotive occupations under a project for the development of a national industrial training scheme and a vocational training centre in Kampala, Uganda.

## B. COMMUNICATIONS

### 1. The PANAFTTEL Network

75. The Pan-African Telecommunications Network, PANAFTTEL, consists of telecommunications circuits interlinking African countries. These circuits are provided by high quality broad-band microwave radio, submarine cable and satellite communications systems.

76. As at the end of 1986 approximately 43,000 kilometres of transmission links, of which some 35,000 kilometres are microwave and 8,000 kilometres submarine cables were installed. The terrestrial and submarine systems have been supplemented by satellite earth stations operating in 41 countries.

77. Some 69 projects included in the second phase UNTACOA programme are part of the PANAFTTEL Network. The status of these projects is as follows: seven projects were completed by end of 1985 and another seven projects were completed during 1986; thirteen projects were in the process of implementation during 1986; there were 24 projects for some of which sources of finance have been identified while others still remain with finance as yet to be secured. The last category includes 17 projects on which no action has been notified. The estimated cost of these projects is \$329 million.

78. In spite of the large number of international telephone and telex exchanges now in service and the extensive terrestrial and satellite links available, intra-African traffic which could pass over these links is still being routed over transit centres outside Africa. This has been attributed to the frequent outage and unreliability of PANAFTTEL circuits due to inadequate maintenance, shortage of spare parts and fuel for repeater stations. Other factors contributing to the poor utilization of the PANAFTTEL network are lack of operational agreements on tariffs and transit arrangements, more attractive transit tariffs offered by transit centres outside of Africa, inadequate dimensioning of exchange and multiplex equipment, and problems in coordinating signalling systems.

79. This disturbing situation was discussed with a great deal of concern by the PANAFTTEL Co-ordinating Committee at its 15th session in July 1986. Because of the gravity of the matter the Co-ordinating Committee appealed to the OAU Secretary-General to bring this state of affairs to the attention of the OAU Council of Ministers and to the Assembly of Heads of State and Government.



80. At present African countries can be divided into three groups: one group of countries in Eastern and Southern Africa has achieved an operational network; a second group predominantly in West Africa, has installed a substantial amount of equipment, with transmission systems linking almost all of them in place, but with only parts of this network operational; a third group of countries, predominantly in Central Africa but including also some countries in both Eastern and Western Africa, has so far made comparatively little progress in linking the various national networks. The future work of the PANAFTEL project, therefore, includes three types of activities according to the stage of network development of these three groups of countries. The first group needs to be assisted not only to extend the operational network but also to develop it further by providing for alternative routing of traffic where only one route is available at present; to plan for and to introduce international subscriber dialling; to develop viable tariff systems and to establish a sound and workable system of international accounting. The second group must, in the first instance, be assisted to bring the various installed systems up to a satisfactory standard, and thereafter they will need the same assistance as the first group. With regard to the third group, the project will need to continue to promote the interlinking of adjacent national networks.

## 2. Regional African Satellite Communication System - RASCOM

81. The year 1985 can be regarded as the turning point in Africa's efforts to establish an African regional satellite communications system. The mandate of the Inter-Agency Coordinating Committee (IACC) as the supervisor of the RASCOM feasibility study project was reaffirmed by the Conference of African Ministers of Transport, Communications and Planning at its fifth meeting held in Harare, Zimbabwe in March 1985 when it approved the recommendations of the IACC on the financing and management of the project.

82. Throughout the year, the IACC continued its work towards the start of the feasibility study. It held three meetings at which several key decisions were made. The eleventh meeting, held in Addis Ababa, Ethiopia, in February 1986, made a number of recommendations to the Conference of Ministers. At the 12th meeting, also held in Addis Ababa in July 1986, the IACC further refined the framework for the project office, elaborated the job descriptions for the director and senior experts for the project, and agreed on the method of advertising the posts. The selection of senior staff commenced in November 1986 and was completed in January 1987. The project office became operational the same month.

83. With regard to funding, the \$6 million estimated cost of the project is almost oversubscribed. Although only \$0.6 million or 10 per cent, is presently paid up by UNDP and ITU, pledges have been made by Zimbabwe, Ethiopia, UNDP, Italy and FRG.

84. Thus, by the end of 1986, the project was ready to commence. It is expected that the study will be completed within 18 months.

## 3. Propagation Data in Africa

85. The ITU initiated in 1986 an ITU/CCIR Radio Propagation Measurements Programme for Africa. Studies began in Cameroon, Burkina Faso and Kenya with assistance of \$50,000 from Saudi Arabia. Other assistance came from France and USA.



4. Manpower Development in Communications

86. Human resource development being a priority in "APPER", ECA is now concentrating on projects dealing with the enhancement of managerial capabilities in the communications sectors. Pursuant to General Assembly Resolution 38/150 of December 1983, on UNTACCA, ECA is carrying out a survey on manpower and training requirements in communications and transport. To avoid duplication of effort and to ensure maximum effectiveness, the studies in communications are being undertaken in close collaboration with ITU, UPU and UNESCO.

87. In the telecommunications sector ECA and ITU are jointly executing the manpower and training needs surveys and updating those that have already been completed through survey or preparation of countries' Master Plans. The two organizations intend to maximize the utilization of the studies, particularly the joint preparation of national and subregional training projects. In addition, ECA has planned in its 1980/1981 programme of work the review of existing policies and projects in Africa, designed to promote the manufacture of telecommunications equipment.

88. POP-80-002 - Establishment of a multinational postal training school in Brazzaville  
- This project involves the construction of buildings and purchase of equipment for the multinational school. It includes the continuation of the preliminary phase, currently underway, and will focus on the inauguration of the school in temporary premises provided by the Congolese Government. UNDP has provided \$581,000, of which 379,000 was allocated for 1986.

89. POP-80-018 - Preparation of modular courses for national and multinational schools  
- This project is concerned with postal training in all African countries. A preliminary study has recommended the programme to be followed, a calendar of activities and a financing plan. The study was conducted by UPU with assistance from UNESCO and UPU has prepared a draft project document for soliciting funding from PIDC/UNESCO.

90. POP-82-003 - Establishment of a Multinational School for Postal Training in Beira (Mozambique) - The project involves the construction and equipment of buildings for use by the regional centre for postal training for the five lusophone countries in Africa (Mozambique, Angola, Cape Verde, Guinea Bissau and Sao Tome and Principe). The prefeasibility study, financed by UNDP and executed by UPU at a cost of \$30,000 was completed in 1986.

## CHAPTER IV

### CONTRIBUTIONS OF THE UNITED NATIONS SPECIALIZED AGENCIES AND OTHER BODIES AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO THE IMPLEMENTATION OF UNTACOA

#### A. TRANSPORT

##### I. Roads and Road Transport

##### (a) Economic Commission for Africa (ECA)

91. The ECA in 1986 continued to provide technical advisory services to countries and inter-governmental organizations in the field of roads and road transport as described below:

- (i) In January 1986, advice was provided to the Lagos Mombasa Trans-African Highway Authority in the organization and servicing of its annual ordinary meeting, which was held in Brazzaville, Congo.
- (ii) In July 1986, technical advisory services were provided to the Sierra Leone Road Transport Corporation (porastotal), in the reorganization of its activities and in the identification and preparation of a preliminary improvement project under the auspices of the UNDP.
- (iii) Again in July 1986 substantive advisory services were provided to semi-land-locked Zaire in the form of the preparation of the basic documents to be presented to donors for the Second Zaire Round Table on transport, Transit and Access to the outside world.
- (iv) In September 1986 assistance was provided to the Egyptian Road Association and the International Road Federation in the organization and servicing of the 6th African Highway Conference in Cairo, Egypt.
- (v) In November 1986, technical services were provided to the Intergovernmental Authority on Drought and Development (IGADD) in the preparation of the IGADD transport map of Sudan, Ethiopia, Kenya, Djibouti, Somalia and Uganda, indicating the missing road and telecommunications links among member countries of IGADD.
- (vi) In December 1986, substantive technical assistance was provided to the Road Transport Authority of Ethiopia in the form of project preparation, for submission to international financial institutions, to improve road transport management and road safety in Ethiopia.
- (vii) Finally the ECA organized and serviced the First Combined Meeting of Trans-African Highway Authorities, described earlier in much detail (Chapter III), to harmonize planning and programming, standardize rules and procedures, and streamline the administrative and technical services of the authorities.



(b) International Labour Organization(ILO)

92. ILO's activities in the road transport sector during 1986 laid emphasis on the labour-intensive approach to road construction in the rural areas with the greatest emphasis being on employment generation and practical training.

93. In Kenya, for instance, the ILO is carrying out a detailed study of labour-based road maintenance within the framework of the Rural Access Roads Programme. The prime objective was to assess, and if possible quantify, the relationship between the climatic and geographical characteristics of rural roads and the resources required to maintain them. A handbook for the village-based "lengthman" entitled "Maintenance Worker" is being produced.

94. A practical application of integrated rural transport planning is the Mekete Integrated Rural Transport Project in Tanzania. This project aims at developing a framework to improve the transport situation in a selected remote rural area in Tanzania.

95. In Zaire, a follow-up was made of the ILO collaboration with the World Bank in a project identification mission, of which the purpose was to find ways of assisting the Government in maintaining secondary and other minor roads.

96. In Mozambique, a pilot project is being expanded into a full-scale road construction and maintenance programme. Current ILO work has been concentrated on training of the supervisory staff.

97. Rural road construction projects also exist in several other countries in the eastern, western, central and southern parts of the continent (e.g. Botswana, Burundi, Gambia, Ghana, Ethiopia, Lesotho, Uganda, Zambia, Zimbabwe, etc.). All these projects are proving useful not only from the point of view of training in feeder road construction and maintenance (as well as in generating employment and improving the living conditions of the rural sectors concerned) but also in the cost-effectiveness of the labour intensive method utilized.

98. In road transport, the ILO provided assistance to Mauritania in the training of mechanics and vehicle maintenance technicians at the Nouakchott Vocational Training and Advanced Training Centre. Finally, it provided training in automotive occupations within the framework of a project aiming at the development of a national industrial training scheme and a vocational training centre in Kampala, Uganda.

(c) Economic Community of the Great Lakes Countries (CEPGL)

99. The CEPGL programme recommends the construction of the community roads: Rugombo-Sugarema, Butere-Cyangugu-Bukavu, Bukavu-Walikale-Kisangani, Rusumo-Muyinga-Ngozi.



100. The 17km long Rugombo-Bugerema road, covering 2,282 km in Burundi and 7,718 km in Rwanda, is an access road to the Central Ruzizi II project. Its construction work, carried out within this Ruzizi II project, has been completed. Construction work on the 156 km long Butere-Cyengugu road has just been completed and the road has been opened to traffic. The first section of the Rusumo-Iseke road (Rusumo-Lushunga: 93 km) is under construction. The second section (Lushunga-Bukombe: 127 km) has already secured financing while the last section (Bukombe-Iseke: 112 km) has not yet. Construction work on the 81 km long Muyinga-Ngozi road has been completed.

101. The Bukavu-Walikale-Kisangani road is a feeder of the Mombasa-Lagos Trans African Highway and constitutes, for CEPGL, one of the ways to open up Burundi and Rwanda, two member countries of the Community that are completely landlocked. When completed, this road will link both countries to the Zaire transport system to the sea (from Kisangani to Kinshasa by river and from Kinshasa to Matadi by rail). The 246 km section from Kisangani to Lubutu was already asphalted, while the sections Lubutu-Osokeri (80 km) and Osokeri-Walikale-Musunge (159 km) were under construction with funding from the Federal Republic of Germany and European Development Fund, respectively. Financing is yet to be secured for the 68 km section Musunge-Hombo while the section Bukavu-Hombo (101 km), which was already asphalted at the time of independence now needs reconstruction for which financing has not been found.

## 2. Railways

### (a) Union of African Railways (UAR)

102. The main activity of the UAR has been in connection with the African Railway Technical Institute (ARTI) located in Brazzaville, Congo. Work is being carried out according to schedule. The school's status was approved and programmes on the "professionalization" phase were under preparation. The Principal of the School will assume duty at the beginning of February 1987 and classes will begin, as planned, in September 1987.

### (b) Economic Commission for Africa (ECA)

103. During the year under review, ECA undertook the following activities: (i) technical assistance missions designed to improve the management of railways were undertaken in Togo, Kenya and Ethiopia; (ii) the Eastern and Southern African Management Institute (ESAMI) organized a course on railways management programmes and ECA provided a railway expert to conduct some of the sessions; (iii) studies were conducted on improving the operation of railways in Africa in general; (iv) in collaboration with ECOWAS, ECA's railway expert prepared project documents for the Sahel railway; and (v) preparatory documents for the colloquium on railway technical and management problems to be held in Addis Ababa, in June 1987, were prepared.

### (c) International Labour Organization (ILO)

104. In the field of railways ILO's activities were, in 1986, confined only to two railways.

105. An adviser in railway management carried out an assessment of the training needs of staff operating the important rail link between Djibouti and Ethiopia, the Ethio-Djibouti Railway: emphasis was on training needs that could be met rapidly to bring about improvement in promoting efficiency.



106. Following a request from the Sudan, an official from the ILO's Labour Law and Labour Relations Branch undertook an exploratory mission to Khartoum to look into the possibility of improving the labour-management relations in the Sudanese railway system. As a follow-up to this mission, a workshop with the full participation of both the management and the trade unions was organized. The Sudanese railway network is known for its importance in the distribution of relief supplies.

### 3. Maritime Transport

#### (a) Ministerial Conference of West and Central African States for Maritime Transport (MINCONMAR)

107. Out of the 10 projects which are the responsibility of MINCONMAR, two were completed in 1985, nine were still under implementation at the end of the year and five had not yet commenced. The two projects completed were: SHP-80-019 : The Feasibility Study on the Establishment of a Multinational Shipping Line for West and Central African States and SHP-80-020: Feasibility Study on the Establishment of Multinational Bulk Cargo Shipping.

#### (b) Port Management Association of Eastern and Southern Africa (PMAESA)

108. The study on the establishment of a dredging pool for eastern/southern African ports, which is a Decade project (HAP-80-006), was completed in 1986. The study, which covered all maritime States members of PMAESA, had recommended the establishment of a dredging pool. Its main findings are that: (i) a common need exists among members of the Association for capital dredging; (ii) the annual requirements for maintenance dredging is for a few members only notably Madagascar, Mozambique, Comoros, Djibouti and the Sudan; (iii) major dredging needs have not been included in the costing of the project and members with such requirements are advised to make separate arrangements; and that (iv) the total cost of separate mobilization and demobilization to each port to be dredged will amount to \$15.75 million. Capital dredging work in pool will result in a maximum saving of \$8.5 million.

#### (c) UNCTAD

109. In the light of the importance of UNTACOA, high priority has been given by UNCTAD to the implementation of projects for which it was the executing agency. The information provided by UNCTAD on the various projects has been duly reflected in this report. The execution of projects or part of the projects, has been carried out in close cooperation with regional and/or subregional organisations in order to ensure efficiency and utmost support. Basically, UNCTAD has been involved in areas of shipping, ports and multimodal transport and has executed the following projects:

- (i) Due to the importance of manpower development the TRAINMAR project (SHP-80-003) has continued to provide training on national/regional and interregional levels with regard to various subjects:
- (ii) In addition support continued in 1986 for the Maritime Academy in Abidjan (SHP-80-001);
- (iii) Under the project (SHP-80-004) assistance to the Ministerial Conference of Western and Central Africa continued, particularly with regard to the implementation of the Code of Conduct for Liner Conferences, the registration of ships and other shipping policy issues;



- (iv) As part of the general programme of assistance to developing countries to enable them to improve their foreign trade, technical assistance was provided to Equatorial Guinea (SHP-14-001) and (HAP-14-001). These projects have been successfully completed.

(d) International Maritime Organization (IMO)

110. IMO has been involved in Phase I of the Decade Programme and hopefully will continue to support and participate in the activities of Phase II within the limits of the field of competence and the resources of the Organization. With regard to IMO's activities in Africa in 1986, within the overall context of the Decade Programme, the following have been the Organization's involvement within that year:

- (i) Regional Maritime Adviser - Missions were undertaken in 1986 by the IMO Regional Adviser for Africa to the following English-speaking countries: Zimbabwe, Ethiopia, Cameroon, Kenya, Somalia, Nigeria, Sierra Leone, Niger, Ghana, Cote d'Ivoire and Liberia;
- (ii) Inter-Regional Maritime Advisers - Following requests by national Authorities, the Inter-Regional Sectoral Support Consultants in Maritime Training (Deck and Engineering) undertook missions to Malawi and Liberia;
- (iii) World Maritime University - Since 1983, a total of 104 students from 27 African countries have participated in one or two year courses at the University;
- (iv) Projects - The IMO had projects being undertaken in the following countries: Angola, Sierra Leone, Liberia, Malawi, Nigeria, Benin and Sao Tome.

4. Inland Water Transport

Economic Community of the Great Lakes Countries (CEPGL)

111. During the year under review, ECA's Oisenyi MULPOC made a pre-feasibility study, on behalf of CEPGL, of a multi-national transport company for lakes Kivu and Tanganyika. The heads of State of CEPGL have agreed to proceed to the next stage of a feasibility study. The terms of reference for the feasibility study are available and it is estimated that it will cost \$72,000. External financing is being sought.

5. Air Transport

(a) International Civil Aviation Organization (ICAO)

112. In the technical assistance field, ICAO has been an UNDP executing agency, directing 37 projects in 1986 and 5 regional projects in 34 countries. Additionally ICAO directed 9 projects financed by trust funds. Some of the outstanding achievements of the past year were the manpower and training survey (limited to pilots and aircraft maintenance technicians) undertaken in African countries south of the Sahara, the partial rehabilitation of Entebbe (Uganda) airport. The overall technical assistance programme for Africa consisted of \$14.3 million under UNDP's Country Programme, \$3.1 million under UNDP's Regional Programme, \$1.5 million from Trust Funds and 350 fellowship awards.

113. Missions to States aimed at improving facilitation were undertaken by ICAO and AFCAC. Emphasis was placed on achieving greater compliance with the international standards and recommended practices adopted by ICAO taking into account relevant recommendations adopted by the African Conference on Freedoms of the Air of Mbabane, 1984 and the



conclusions of the Facilitation Area Meeting held at Arusha in November 1985.

114. With regard to tariffs, ICAO published two annual studies on fares or rates. One was a survey of international air fares and rates indicating among other things how international air fares and rates in Africa compared with those in other regions in the year 1985. The other dealt with the economics of passenger fares indicating the degree to which differences in the level of international passenger fares and the variations in these fares with distances and other traffic variables reflected corresponding variations in operating costs.

115. Civil aviation activities which are basically aimed at the provision of facilities and services for efficient, economic and safe operation of air transport systems in Africa following ICAO Africa-Indian Ocean (AFI) Air Navigation Plan continued at a slower pace than expected. Two major problems identified in 1985 were lack of trained and experienced manpower and a serious lack of communications facilities and services which in turn affected the provision of Air Traffic, Meteorological, Search and Rescue and Aeronautical Information services.

116. In the Aerodromes, Air Routes and Ground Aids (AGA) fields, major improvements of aerodrome facilities took place or were in progress in Cameroon, Cape Verde, Central African Republic, Chad, Equatorial Guinea, Ethiopia, Gabon, Kenya, Malawi, Mauritius, Somalia, Swaziland, United Republic of Tanzania, Zaïre and Zimbabwe. Plans existed for the construction of new aerodromes in Algeria, Cameroon, Comoros, Equatorial Guinea, Gabon, Malawi, Morocco, Niger, Somalia, Sudan, Togo, United Republic of Tanzania and Zambia.

117. In the Air Traffic Services (ATS) field, preparatory work commenced to review the Air Traffic Services route network in Africa, with the objective of reducing flying distances.

118. In the Aeronautical Information Services (AIS) field, ICAO fostered its efforts in assisting States to implement the uniform application of Annex 4 and Annex 15. However, greater efforts were still to be made in this field as indicated by reports on missions to States and the AIS Seminar held in Nairobi in 1985.

119. It has been identified that lack of trained personnel, funds and equipment was the main reason for the non-implementation of the many international specifications expected of member States. In this regard, ICAO continued providing its technical assistance to train qualified staff in Aeronautical Information Services and Cartography.

120. In the Communication (COM) field, Africa continues to lag behind other areas in the implementation of communications facilities. The lack of implementation of communications facilities is an extremely serious problem on its own, but the lack of implementation of communications facilities adversely affects other air navigational services such as Air Traffic Control, Search and Rescue, Meteorology and additionally handicaps the prime users of the air navigational service, the airlines. Progress is being made but unfortunately at far too slow a rate to provide meaningful relief to the current communications difficulties.

121. In the Aeronautical Meteorology (MET) field, lack of necessary equipment, communication facilities and services and of trained and experienced manpower remain the main problems in Africa.

122. In the Personnel Licensing and Training field (PEL/TRG) in addition to the global study to determine pilot and aircraft maintenance technicians training a complete manpower and training survey in all civil aviation fields was carried out for all States in the Eastern African Office. As a result of the survey, feasibility studies are in progress to expand the existing programmes of the Regional Training Centres to offer intermediate and/or advanced courses hitherto not offered in the region.



(b) Economic Community of the Great Lakes Countries (CEPGL)

123. In the area of air transport, CEPGL, in collaboration with the Gisenyi MULPOC, has an inter-airline standing committee COPIC, which provides a consultation machinery among the airlines of CEPGL countries. The principal objective of the committee is to implement the CEPGL air transport policy of which one of the most important elements is the creation of a multinational passenger and cargo airline.

124. During the year under review, feasibility studies on the creation of a joint airline were conducted under the auspices of the Gisenyi MULPOC. However, while awaiting the creation of the joint airline, the three national airlines (Air Burundi, Air Rwanda and Air Zaire) have intensified their co-operation through the joint operation of certain routes to neighbouring countries and for tourism promotion.

B. COMMUNICATIONS

I. Telecommunications

(a) Economic Commission for Africa (ECA)

125. As part of its role as the lead agency for the implementation of the Decade programme, ECA in 1986 contributed to regional and subregional technical and development meetings such as the Annual Regional (East and Southern Africa) Telecommunications Conference (ARTC) held in Mbabane, Swaziland, in October and the African Telecom 86 and the World Telecommunications Forum, in Nairobi, Kenya, in September. ECA also provided technical assistance in telecommunications planning for rural services to Liberia and as a member of the IACC-RASCOM, participated in the preparatory activities for the RASCOM feasibility study. Together with the other members of the PANAFTEL Co-ordinating Committee, ECA formulated follow-up activities on the recommendations of the Arusha Declaration (1965) on Telecommunications Development.

(b) Organization of African Unity (OAU)

126. The activities of the OAU have been centred around sensitizing member States on the need to achieve the objectives of the Decade programme, specifically:

- (a) In its report to the OAU Council of Ministers in 1986, OAU highlighted the recommendations of the PANAFTEL Co-ordinating Committee;
- (b) As chairman of the IACC (RASCOM) OAU has led the effort to get the feasibility study off the ground;
- (c) OAU is undertaking a study to rationalize the various African IGO's in the field of communications.



(c) International Telecommunication Union (ITU)

127. The ITU has participated effectively in the UNTACDA activities, either by providing technical expertise in its fields of competence or by practical collaboration in provision of financial resources, to enable implementation of telecommunication projects including broadcasting. In 1988 ITU carried out the following activities: (i) provided assistance in the implementation, operation and maintenance of PANAFTTEL Network through ITU/UNDP projects RAF/82/000 and RAF/80/016. Further assistance was provided to individual countries and subregional organizations such as ECOWAS, SATOC, UDEAC, CEPGL and KGO; (ii) in collaboration with the other members of the IACC-RABOOM, continued preparatory activities for accelerated start of the RABOOM feasibility study; (iii) intensified the follow-up activities on the recommendations of the Independent Commission and the Arusha Declaration on Telecommunications Development, and this culminated in the convening by the PANAFTTEL Co-ordination Committee, of the African Telecommunications Development Conference, Tunis, Tunisia 12-16 January 1987; (iv) provided assistance, as and when requested, in convening of world regional and sub-regional technical and developmental meetings, specifically for Africa: (a) The conference of the Southern African Telecommunications Administrations (SATA), Maseru, Lesotho, March 1986; (b) The African Telecom 88 and the World Telecommunication Forum, Nairobi, Kenya, 16-19 September 1986; (c) The Annual Regional (East and Southern Africa) Telecommunications Conference (ARTC), Mbabane, Swaziland, October 1986; (v) provided assistance in the field of training to multicountry and national training institutions either through the CODEVTEL project or other forms of assistance. For example assistance was provided to Multi-Country Advanced Level Training Institute (ECMTI) in Dakar, Senegal and to the Advanced Level Telecommunications Institute (AFRALTI) in Nairobi, Kenya.

128. Training was also provided, through the organization of seminars and workshops for transfer of new technologies. Among these were the maintenance workshop for administrations and equipment manufacturers, Abidjan, Cote d'Ivoire, February 1986; the workshop on maintenance, Yaounde, Cameroon, July 1986; the seminar and workshop on planning and management of broadcasting systems for the SADC countries, Harare, Zimbabwe, April 1986; and the workshop on digital technology, Mbabane, Swaziland, October 1986.

129. A number of subregional PANAFTTEL co-ordinating meetings were held during the year and ITU participated in all of them. The main meetings were: Bureau of Plan Committee for Africa, Dakar, 11-13 March 1986; Southern African Telecommunications Administration (SATA) Conference, Maseru, 14-21 April 1986; CEPGL meeting of experts, Bujumbura, 19-23 April 1986; INTELSAT meeting (Africa and Global Traffic), Washington, 28 April - 5 May 1986; Fifth Session of the consultative committee on submarine cables (MEDARATEL) Damascus, 7-9 May 1986.

130. The following missions were also undertaken by ITU in 1986: Mission to Liberia to assist in preparation of NPIM 18 August-2 September; Missions to Ghana, Liberia and Cote d'Ivoire to assist in resolving signalling problems between international exchanges; mission to Cameroon (1-5 December) to attend meeting of ECOWAS Tariff group.

(c) Pan-African Telecommunications Union (PATU)

131. As a regional organisation, PATU'S activities have been mainly centred on the PANAFTTEL Project in the areas of implementation, operation, maintenance, tariffs, management and training. Other areas of concern have been on radio propagation studies



in Africa, promotion of manufacture of telecommunication equipment in Africa, inter-State co-operation and participation in conferences and meetings bearing on the development of telecommunications in Africa.

132. During the period under review, PATU undertook the following activities: (i) collaborated with the countries concerned to establish the following inter-State links: Zaire-Zambia, Zaire-Tanzania, Zaire-Kenya, Tanzania-Comoros, Sudan-Kenya; (ii) in collaboration with UNIDO prepared the following five projects: a Regional Environment Testing Centre; a Regional Tropicalization Centre; three multi-purpose pilot projects for the manufacture of telecommunication spare parts and components; (iii) organised the Annual "African Telecommunications Day" on 7 December to highlight the socio-economic benefits of telecommunication; (iv) after co-ordinating with the ITU, PATU submitted the six telecommunications project proposals for consideration under the UNDP Fourth Programming Cycle (1987-1991).

133. The limited resources of the Union were a great handicap for the implementation of its programme, and much of what was achieved was through desk-studies and correspondence.

#### (d) Economic Community of the Great Lakes Countries (CEPOL)

134. In the area of telecommunications, the CEPOL policy seeks to inter-link telecommunications networks of its member States and increase the capacity of inter-State arteries. In order to more easily attain this, member States signed two agreements, namely, the Technical Co-operation Agreement on Telecommunications within CEPOL and the Operation Agreement on Telecommunications within CEPOL member States.

#### (e) The United Nations Educational, Scientific and Cultural Organization (UNESCO)

135. The following activities were carried out in 1986 under the Unesco/Nordic project. These activities, carried out by the Subregional Adviser for Communication in East and Southern Africa, included the organization of six management training courses in Botswana, Kenya, Lesotho, Swaziland, Tanzania and Zambia. The courses, which lasted 10 to 15 days, involved 12 to 18 participants and cost \$42,000 altogether. Equipment totalling \$48,000 was also ordered for Botswana, Lesotho, Tanzania, Zambia and Zimbabwe within the framework of this project. The final report on this project is currently under preparation.

136. In 1986 alone, UNESCO through IPDC, was implementing 26 projects including one interregional project - involving the Union of National Radio and Television Organizations of Africa - eight regional projects and 19 national projects, the majority of the latter being aimed at promoting the development of local communication systems. In addition, 20 national projects will be financed under funds-in-trust arrangements, covering the various key areas, i.e. the rural press, training, radio and television broadcasting, and news agencies.

## 2. Postal Services

#### (a) Economic Commission for Africa (ECA)

137. In 1986, ECA undertook a study on obstacles to the development of an African postal system and concluded a memorandum of understanding with PAPU for cooperation in the development of postal services in the region. It also participated in the Conference on Mail Routing in Arusha, Tanzania.



(b) Universal Postal Union (UPU)

138. The contribution of the UPU in 1986 towards the implementation of the Decade has two aspects, namely, general activities to obtain funding for postal projects, and specific advisory services to member States on the implementation of regional, subregional or national projects. UPU also financed missions of consultants for some feasibility studies or training programmes. Contacts made by the UPU with funding agencies were continued in 1986 with the African Development Bank (ADB) and the European Community.

139. Progress was made towards the implementation of three regional and one national project. The regional ones were POP-80-005: Mobilization of postal savings services, especially in rural areas, POP-80-003: Establishment of workshops for producing postal materials and POP-80-018: Establishment of modular courses for national and multinational schools. The national project was POP-32-003: Establishment of a multinational postal training school in Beira, Mozambique.

## CHAPTER V

### INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE IMPLEMENTATION OF UNTACDA

140. African countries began to emerge from one of the worst famines in recent history and started making significant progress in the formulation and implementation of structural adjustment programmes during 1986, but much remains to be done to implement development programmes.

141. The increasing external indebtedness, the decline in per capita incomes, with severe consequences in the form of growing poverty and, in some cases, hunger, malnutrition and even severe famines have continued to affect investment in Africa. In spite of improved economic performance in the industrialised countries during the period under review, the financial assistance provided to African countries has continued to be far less than expected.

142. Therefore, the low level of implementation of transport and communication projects has continued. The situation will be much worse unless the international community provides additional resources in the form of new aid for development assistance and debt relief in the coming years.

143. The UNTACDA phase II programme consists of 1,017 projects for all sectors of transport and communications at a total estimated cost of \$16,534 million. Financing so far has been \$4,043 million or 26 per cent of the programme total cost. The analysis shows that but of the total financing secured \$2,685 million or 58 per cent was from external sources while \$1,958 million or 42 per cent was from African countries. This shows that in spite of the low level of external resources provided to the continent, African countries have continued to finance a big share of the UNTACDA programme. A detailed list of projects that have attracted financing to date with identified source is shown in Annex II.

144. On the basis of information received from African countries and various publications, a summary of UNTACDA projects that have attracted financing by sector has been prepared to show the per cent of contribution of donor countries, financial institutions vis-a-vis African countries to the implementation of UNTACDA Phase II projects (Table 3).

145. The ECA has continued to explore ways and means of financing the UNTACDA projects. It will be recalled that nine technical consultative meetings were organized of which the results, though positive in certain respects, fell short of expectations. A new approach, that of organizing co-financing meetings, has been adopted. The co-financing meetings differ from the technical consultative meetings in scope of activities, focus of attention and preparation of projects.

146. During the period under review ECA organized a co-financing meeting for projects in the Central African transport corridors, held in Pointe-Noire, Congo from 3 to 5 November 1986. The objective of the meeting was to enable the four countries in the subregion, namely, Congo, Cameroon, Chad and Central African Republic to collectively present to the financial institutions and donor countries the corridor transport projects for consideration for financing.



Table 3

SUMMARY OF UNTACCA PROJECTS THAT  
HAVE ATTACHED FINANCING BY SECTOR

Sector	Total No. of Projects in plan		Financing secured 1984-1985			% of Plan Cost
	Number	Cost \$M	No. of Projects	External \$M	Local \$M	
Road	232	5,070	106	731	421	24
Rail	79	4,321	47	1310	716	49
Airtime	35	450	2	3	-	6
Ports	66	1,706	25	362	403	47
Air	92	820	30	30	89	21
Inland water	43	325	6	6	21	8
Multimedial	11	27	5	9	1	37
Total transport	558	12,719	227	2,581	1,651	33
Telecommunications	213	2,649	87	330	88	16
Broadcasting	119	873	31	45	36	12
Postel	127	403	33	10	23	7
Total communications	459	3,915	151	385	147	14
Total programme	1,017	16,534	388	2,966	1,798	28



147. A total of 20 projects costing CFA Francs 129 billion was presented to the co-financing meeting. Six of the twenty projects were located in the People's Republic of Congo, the total cost of these projects was 41.9 billion CFA Francs. The financial institutions and donors indicated interest in five out of the six projects. In terms of cost this represents CFA 36.5 billion out of CFA 41.9 billion or over 80 per cent.

148. Concerning Chad, interest was expressed in three out of the five projects presented, costing 4.9 billion CFA francs or about 70 per cent of the total cost of 6.9 billion CFA francs. One regional project costing 3 billion CFA francs has also received favourable interest from donors.

149. In summary, interest was shown in nine projects totalling about 45 billion CFA francs or 35 per cent of the total cost of projects presented at the co-financing meeting. The reaction of the participants to this meeting, the first of a series planned for some of the 14 land-locked African countries, was generally positive. In fact the situation would have been better if all the beneficiary countries were present during the meeting. The ECA is encouraged to continue with the effort to organize similar meetings for seeking financing for the implementation of UNTACOA projects.

150. During the period under review various donors and financial institutions provided financial support for the development of transport and communications in Africa. Since it was not possible to obtain the information on all contributions, only partial information is given below.

151. The World Bank provided \$261.8 million for transport and communications projects in Africa, out of which \$215.3 million was for transport and \$46.5 million was for communications. When compared with the resources provided by the Bank for the sector during 1984 and 1985 fiscal years, it shows a decrease of 53.0 and 50.0 per cent, respectively.

152. For the projects financed by the World Bank, additional co-financing was provided by ADB amounting to \$84.1 million; CCCE \$45.8 million; EDF \$39.4 million; OECF \$29.2 million; Japan \$20.0 million; SFD \$13.2 million; European Investment Bank \$8.7 million; BADEA \$7.6 million; Norway \$6.9 million; BOAD \$4.2 million; Swiss Development Co-operation \$4.0 million; UNDP \$22 million; Denmark \$2.0 million; UNGO \$0.6 million; FAC \$0.4 million.

153. ADB provided \$307.81 million for transport sector from 1984 to 1986, out of which \$279.4 million was for roads, \$21.87 million for railway, \$6.26 million for ports and \$0.15 million for Air Transport. The Bank also has provided \$37.13 million for telecommunications. Compared to the allocation to this sector during the 1983-1984 fiscal year there has been a 15 per cent increase.

154. BADEA provided \$22.87 million for transport projects in Africa, of which \$22.42 million was for road construction and \$0.25 million for river ports study. The total financing provided by the bank reflects a decrease of 59.4 and 32.0 per cent from that of 1983 and 1984, respectively.



155. OPEC Fund provided \$15.1 million, out of which \$7.1 million was for road rehabilitation and construction and \$8.0 million for railway rehabilitation. For these projects, co-financing was provided by SDF \$3.0 million, Italy \$25.0 million and IDA \$4.6 million.

156. UNDP, in addition to the co-financing with the World Bank, has continued to finance the UNTACOA Co-ordination Unit in ECA and to provide financial support for the development of transport and communications in Africa within the framework of the third cycle programme (1982-1986).



## CHAPTER VI

### SPECIAL DEVELOPMENT ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR

157. The year 1986 witnessed several significant developments that affected or were related to the implementation of the second phase programme. The drought and the economic crisis which occupied the attention of African countries and the international community in previous years continued to be major pre-occupations during this year too.

158. In the African Priority Programme for Economic Recovery (1986-1990), transport and communications have been recognized as key sectors. The emphasis on maintenance and rehabilitation, training and technical assistance, inter-State links, regional and subregional projects given in the second phase programme are now becoming a reality.

159. The General Assembly's Ad Hoc Committee on the Critical Economic Situation in Africa reported in 1986 that the development of transport and communications focused on maintenance and development of feeder, access and service roads; rehabilitation and maintenance of existing transport and communications modes; utilisation of labour-intensive techniques in the construction and maintenance of transport infrastructure and production of spare parts, overhaul, repairs and maintenance of public vehicles and equipment.

160. The fifth meeting of the Conference of Ministers of Transport, Communications and Planning held in March 1986 in Harare, Zimbabwe, endorsed the new concept of co-financing meetings for raising funds for the Decade projects. The first co-financing meeting for projects in the Central African subregion to open up the land-locked countries of CAR and Chad and through the coastal countries of Cameroon and Congo was held in November 1986 in Pointe Noire (Congo).

161. The UNDP Fourth Programming Cycle (1987-1991) categorised transport and communications as one of the four priority areas for future development efforts in Africa. Financial resources are earmarked for projects under formulation in the area of human resource development, transport and communications industry development, and removal of non-physical barriers in movement of goods and persons within the region.

162. The Preferential Trade Area (PTA) of Eastern and Southern Africa in 1986 identified a number of projects in roads, railways and telecommunications which are of importance to trade. The PTA has submitted some of the identified projects to potential international financing institutions and donor countries. With regard to non-physical barriers to the movement of goods and persons, PTA member States have approved the Roads Customs Declaration Document (RCTD) and the PTA Third Party Motor Vehicle Insurance System covering the subregion.

163. In maritime transport important decisions were taken by the international shipping community which are of crucial importance for the orderly economic development of African maritime transport. The issues involved during 1986 were the ratification of international conventions that are crucial for the balancing of various interests, the review conference on the Code of Conduct for Liner Conferences (due to be held in 1987), the imbalance between supply and demand in shipping and measures to promote south-south co-operation in shipping.



ANNEX I  
Roads

Country	Number of Projects			Total Cost	Local Financing Available	External Financing Received
	a	b	c			
Benin	6	2	3	94.40	2.62	51.76
Burkina Faso	6	4	1	200.10	3.75	77.50
Burundi	6	2	2	126.04	-	55.34
Cameroon	4	1	0	166.60	-	7.00
CAR	6	2	3	41.62	-	19.60
Djibouti	4	1	0	41.65	0.09	0.65
Ethiopia	10	7	2	518.50	201.25	17.55
Gabon	4	0	1	224.30	3.70	-
The Gambia	1	1	0	24.40	-	5.80
Ghana	2	1	1	35.00	21.40	-
Guinea	8	5	3	356.25	20.25	162.10
Guinea-Bissau	3	1	1	17.75	0.20	14.00
Cote d'Ivoire	6	1	3	70.59	4.19	3.00
Kenya	0	7	2	210.81	82.27	95.99
Lesotho	2	2	0	88.70	14.40	0.30
Liberia	7	0	4	32.40	1.50	2.60
Madagascar	1	1	0	1.00	-	0.06
Malawi	2	0	0	3.45	-	-
Mali	11	1	5	36.15	2.00	26.90
Mauritania	2	0	1	4.00	-	1.00
Niger	5	2	3	155.90	7.77	72.46
Rwanda	6	2	3	50.87	8.16	44.41
Senegal	3	3	0	26.50	-	11.25
Sierra Leone	2	1	1	0.86	.05	0.60
Somalia	4	2	2	92.70	0.10	2.25
Sudan	11	2	1	260.50	4.30	5.00
Tanzania	5	2	2	48.50	10.90	24.70
Togo	3	2	0	20.75	-	20.50
Uganda	2	2	0	80.00	12.50	52.50
Zambia	8	4	4	173.90	-	3.20
Zimbabwe	5	2	3	22.02	21.50	0.40
Total National	154	63	50	3226.21	420.90	780.64
Regional/ Subregional	1	1	0	0.45	-	0.45
Total	155	64	50	3226.66	420.90	781.09

- a) Projects with information  
b) Under implementation  
c) Completed



## ANNEX I

Railway Transport

Country	Number of Projects			Total Cost	Local Financing Available	External Financing Received
	a	b	c			
Algeria	1	1	0	800.00	18.00	0
Angola	1	1	0	58.00	4.00	0
Benin	1	1	0	12.00	-	12.00
Burkina Faso	1	1	0	31.11	19.25	4.10
Burundi	1	1	0	300.00	35.00	204.00
Congo	1	1	0	120.83	5.30	115.30
Gabon	2	2	0	1510.00	536.30	535.00
Ghana	3	2	0	41.87	21.00	1.83
Guinea	1	0	1	6.40	-	5.40
Madagascar	1	1	0	152.00	0	0.70
Malawi	1	1	0	20.00	-	3.00
Mali	15	3	1	70.80	0.00	35.53
Senegal	1	1	0	61.70	-	40.80
Sudan	8	4	0	578.00	1.80	134.60
Swaziland	3	0	1	29.40	-	0.60
Tanzania	1	1	0	13.00	1.00	1.00
Uganda	4	2	0	244.73	-	30.74
Zaire	4	3	1	318.00	35.24	80.30
Zambia	3	2	0	4.00	0.50	2.00
<b>Total National</b>	<b>43</b>	<b>28</b>	<b>4</b>	<b>4165.39</b>	<b>580.26</b>	<b>1207.80</b>
<b>Regional/</b>						
<b>Subregional</b>	<b>15</b>	<b>3</b>	<b>12</b>	<b>380.36</b>	<b>35.40</b>	<b>101.38</b>
<b>Total</b>	<b>58</b>	<b>31</b>	<b>16</b>	<b>4545.77</b>	<b>715.66</b>	<b>1309.98</b>

a) Projects with information

b) Under implementation

c) Completed



Ports

Country	Number of Projects			Total Cost	Local Financing Available	External Financing Received
	a	b	c			
Burundi	1	1	0	4.60	1.00	-
Congo	3	1	0	45.00	0.62	1.38
Djibouti	2	0	0	2.39	-	-
Ethiopia	2	2	0	28.40	0.60	5.50
Cabon	1	1	0	37.50	37.50	-
Chana	1	1	0	8.00	-	4.80
Guinea	4	1	0	14.95	-	-
Guinea-Bissau	1	1	0	47.50	-	46.00
Liberia	2	0	0	12.50	-	-
Libya	3	3	0	301.00	301.00	-
Madagascar	2	2	0	32.90	-	19.70
Mali	1	1	0	8.00	0.16	4.20
Mozambique	1	1	0	150.00	4.00	12.00
Niger	1	1	0	3.90	1.80	-
Rwanda	1	0	0	10.20	-	-
Senegal	1	1	0	27.60	5.00	10.00
Somalia	2	2	0	30.80	2.50	22.60
Sudan	2	2	0	72.00	15.50	25.00
Tanzania	1	1	0	207.00	29.90	126.00
Togo	1	1	0	106.60	-	104.80
Zaire	3	2	0	63.01	3.86	6.30
Total National	38	25	0	1213.95	403.44	376.28
Regional/ Subregional	2	1	1	3.86	-	1.66
Total	38	26	1	1217.71	403.44	377.94

- a) Projects with information  
b) Under implementation  
c) Completed



ANNEX I  
Air Transport

Country	a	b	c	Total Cost	Local Financing Available	External Financing Received
Burkina Faso	1	1	0	23.80	10.00	0
Burundi	4	0	1	11.20	-	1.80
CAR	1	1	0	11.20	-	10.51
Congo	1	1	0	58.42	1.02	-
Djibouti	5	1	0	33.20	-	2.90
Ethiopia	2	2	0	47.21	2.01	-
Gabon	1	0	0	4.00	-	-
Ghana	3	3	0	17.90	8.55	3.50
Malawi	3	2	1	28.80	-	4.71
Mali	2	2	0	48.76	1.00	5.40
Mauritania	3	0	1	2.86	-	0.07
Mauritius	2	0	1	12.35	-	12.00
Niger	3	0	1	29.38	-	0.08
Seychelles	1	1	0	5.80	1.20	-
Sierra Leone	2	0	0	9.61	-	-
Sudan	6	2	1	75.45	4.02	3.60
Swaziland	1	1	0	26.00	11.00	4.30
Togo	1	1	0	12.80	0.32	7.68
Uganda	2	1	0	38.00	-	4.68
Zaire	3	1	1	12.60	5.10	0.60
Zambia	5	0	0	30.75	-	-
Total National	52	20	7	542.08	44.22	62.63
Regional/ Subregional	5	3	2	68.46	36.76	15.60
Total	57	23	9	610.55	81.00	78.23

- a) Projects with information
- b) Under implementation
- c) Completed



**ANNEX I**  
**Inland Water Transport**

Country	Number of Projects			Total Cost	Local Financing Available	External Financing Received
	a	b	c			
Burundi	2	0	1	9.80	-	0.80
Congo	2	2	0	32.40	3.56	4.03
Gabon	1	1	0	14.50	14.50	-
Malawi	2	1	0	1.40	-	0.03
Niger	3	0	0	22.37	-	-
Sudan	3	0	0	115.50	-	-
Tanzania	1	1	0	9.00	2.50	-
Uganda	3	0	0	3.81	-	-
<b>Total National</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>208.78</b>	<b>20.56</b>	<b>5.76</b>
<b>Regional/ Subregional</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>196.41</b>	<b>20.56</b>	<b>5.76</b>

- a) Projects with information  
b) Under implementation  
c) Completed

**ANNEX I**  
**Multimodal Transport**

Country	Number of Projects			Total Cost	Local Financing Available	External Financing Received
	a	b	c			
Burkina Faso	1	0	1	0.40	0.40	-
Guinea-Bissau	1	1	0	0.12	-	0.12
Malawi	1	0	1	3.40	-	3.40
Rwanda	1	1	0	7.10	-	5.57
Uganda	1	0	1	0.25	-	0.25
<b>Total National</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>11.27</b>	<b>0.40</b>	<b>9.34</b>
<b>Regional/ Subregional</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>11.27</b>	<b>0.40</b>	<b>9.34</b>

a) Projects with information

b) Under Implementation

c) Completed



ANNEX I  
Telecommunications

Country	Number of Projects			Total Cost	Local Financing available	External Financing received
	a	b	c			
Burkina Faso	6	5	0	13.54	0.52	3.53
Burundi	8	5	1	25.50	1.40	13.50
Cameroon	3	0	0	25.53	-	-
CAR	5	2	0	16.70	0.38	4.68
Chad	1	1	0	0.33	-	-
Congo	6	3	2	45.82	2.40	36.12
Djibouti	3	1	1	12.89	0.14	11.00
Egypt	1	0	1	20.00	20.00	-
Eq. Guinea	2	0	0	8.18	-	-
Ethiopia	7	5	1	7.26	1.02	4.14
Gabon	2	0	1	31.00	16.00	-
The Gambia	2	0	2	16.28	-	16.28
Ghana	5	2	0	37.06	3.90	24.54
Guinea	5	3	0	88.87	-	4.55
Kenya	1	1	0	6.30	1.00	5.30
Liberia	1	1	0	17.00	17.00	-
Malawi	6	2	0	59.31	-	17.50
Mauritania	1	0	1	12.00	-	12.00
Mauritius	1	0	0	0.80	-	-
Niger	2	0	0	1.66	-	-
Nigeria	8	0	1	277.92	24.32	-
Rwanda	5	4	1	13.90	-	13.60
Senegal	5	3	0	52.75	2.52	14.58
Sierra Leone	8	0	1	33.23	-	6.00
Sudan	7	1	1	38.50	-	8.50
Swaziland	5	2	2	19.12	7.00	11.40
Tanzania	4	4	0	4.40	-	4.40
Togo	10	2	1	37.30	5.20	15.80
Uganda	3	1	1	36.60	1.50	4.84
Zambia	2	1	1	15.80	0.70	13.80
Zimbabwe	1	0	1	14.40	1.50	12.90
Total National	125	49	20	978.61	106.50	281.10
Regional/ Subregional <sup>1/</sup>	10	5	2	234.23	-	59.34
Total	135	54	22	1,212.84	106.50	317.44

a) Projects with information

b) Under implementation

c) Completed

<sup>1/</sup> Including Regional Satellite Communication System project.

# ANNEX I

## Broadcasting

Country	Number of projects			Total Cost	Local Financing Available	External Financing received
	a	b	c			
Benin	3	2	0	21.50	1.80	3.80
Botswana	3	1	1	5.34	4.10	1.00
Burkina Faso	4	2	1	20.52	0.10	1.59
Burundi	2	1	0	9.40	0.20	2.00
Congo	1	1	0	16.20	2.00	-
Djibouti	1	0	0	2.54	-	-
Egypt	1	1	0	2.30	2.60	-
The Gambia	3	1	1	0.94	0.21	0.54
Ghana	3	2	0	20.60	3.79	0.19
Guinea	2	0	0	1.84	-	-
Kenya	4	0	0	30.49	-	-
Liberia	1	0	1	17.90	5.20	12.70
Madagascar	2	0	1	0.30	0	0.25
Malawi	1	0	0	0.45	-	-
Mali	2	0	0	4.36	-	-
Mauritania	6	0	3	14.21	-	8.51
Niger	1	1	0	0.23	-	0.23
Rwanda	8	3	0	12.69	0.93	5.20
Sierra Leone	2	1	0	13.27	1.00	-
Somalia	1	1	0	2.40	0.82	-
Uganda	5	2	0	20.21	1.79	4.05
Zambia	6	3	1	22.71	-	10.80
Zimbabwe	2	0	2	1.10	-	1.10
Total National	64	22	11	253.20	24.93	51.96
Regional/ Subregional	0	0	0	-	-	-
Total	64	22	11	253.20	24.93	51.96

a) Projects with information

b) Under implementation

c) Completed



ANNEX I  
Postal Services

Country	Number of Projects			Total	Local Financing Available	External Financing Received
	a	b	c			
Benin	2	2	0	4.30	0.05	2.34
Botswana	2	1	0	0.50	0.29	-
Burkina Faso	1	0	0	0.65	-	-
Burundi	3	1	0	1.70	0.10	-
Cameroon	5	3	1	47.02	10.25	4.00
Chad	1	0	0	0.20	-	-
Congo	7	1	1	17.70	0.39	-
Cote d'Ivoire	3	0	0	12.50	-	-
Djibouti	1	0	1	0.71	0.57	0.15
Egypt	1	0	0	4.50	-	-
Ethiopia	1	1	0	8.32	3.03	-
Gabon	2	0	0	30.00	-	-
The Gambia	1	0	0	1.50	-	-
Ghana	1	1	0	22.00	1.30	-
Guinea Bissau	4	1	0	2.08	-	0.03
Liberia	1	1	0	0.47	0.07	0.40
Madagascar	2	0	1	1.57	0.02	-
Malawi	2	2	0	3.00	0.50	-
Mali	3	0	0	7.85	-	-
Mauritius	1	0	0	0.05	-	-
Mozambique	4	1	0	25.18	-	4.10
Niger	3	2	0	5.30	-	0.16
Rwanda	4	0	0	5.22	-	-
Senegal	1	0	0	10.00	-	-
Sierra Leone	1	0	0	3.88	-	-
Sudan	1	1	0	4.50	1.00	-
Swaziland	3	0	1	2.38	-	0.30
Tanzania	1	1	0	13.00	0.15	-
Togo	3	1	0	9.00	0.30	-
Zambia	2	1	0	2.60	0.00	-
Zimbabwe	2	0	0	12.20	2.40	-
Total National	86	21	5	258.16	22.11	11.50
Regional/ Subregional	5	4	1	7.51	0.95	0.87
Total	74	25	6	266.67	23.06	12.55

- a) Projects with information  
b) Under implementation  
c) Completed

ANNEX II  
LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING

Country	Project No.	Total Cost	Financing secured up to 1985		Source	Financing secured 1986		
			External	Local		External	Source	Local
Algeria	RAP-01-001	600.00				-	-	16.00
Angola	RAP-02-002	58.00				-	-	4.00
Benin	RCP-03-002	9.70	9.70		BOAD/KFI/ECOMAS	-		
Benin	RCP-03-003	0.60	0.60		ADB	-		
Benin	RCP-03-004	42.90				40.28	BADEA/BOAD/ECOMAS FED/FAD	2.62
Benin	RCP-03-005	0.50	0.50		ADB	-		
Benin	RCP-03-006	0.70	0.70		IDB	-		
Benin	RAP-03-001	12.00	12.00		CCCE/BOAD	-		
Benin	SRP-03-001	2.82	2.82		KFI/KF/UA/IDA	-		
Benin	BRP-03-001	2.20				0.40	FAC	1.80
Benin	BRP-03-002	3.50	3.40	0.10	UNESCO			
Benin	POP-03-001	2.80	2.20	0.60	BOAD			
Benin	POP-03-002	1.50	0.14	0.25	UNDP			
Botswana	BRP-04-001	3.10	1.00	2.10	OPEC FUND			
Botswana	BRP-04-002	2.00						2.00
Botswana	POP-04-001	0.28						0.28
Burundi	RCP-05-001	0.64				0.64	ADB	-
Burundi	RCP-05-002	50.00	50.00		ADB/SFD/OPEC FUND/ BADEA	-	-	-
Burundi	RCP-05-003	2.00				2.00	Libya	-
Burundi	RCP-05-006	40.90				2.70	EDF/SFD/KAFED/OPEC FUND	-
Burundi	RAP-05-001	4.60				-	-	1.00
Burundi	AIP-05-002	1.80				1.80	UNDP	-
Burundi	INP-05-001	0.80				0.80	CCCE/EDF	-
Burundi	TEP-05-001	0.20						0.20
Burundi	TEP-05-002					3.00	IBRD/Italy	-
Burundi	TEP-05-003	5.70						
Burundi	TEP-05-005	2.50				0.50	IDA	1.00
Burundi	TEP-05-006	6.50				6.50	IDA/Netherlands	-
Burundi	TEP-05-007	3.70				3.50	IDA	0.20
Burundi	BRP-05-003	5.20				2.00	France	0.20
Burundi	POP-05-001	0.40						0.10
Cameroon	RCP-06-002	7.00				7.00	ADB	-
Cameroon	RAP-06-001	300.00	204.00	36.00	France & Consortium of 10 countries			



Country	Project no.	Total Cost	Financing secured up to 1985			Financing secured 1986		
			External	Source	Local	External	Source	Local
Cameroun	PDP-06-001	25.00	-	-	-	4.00	CANADA	5.00
Cameroun	PDP-06-002	6.50	-	-	1.75	-	-	2.50
Cameroun	PDP-06-003	3.50	-	-	1.00	-	-	-
Cameroun	PDP-06-006	10.00	-	-	-	4.00	EEC/EDF/AOB	-
C.A.R.	RDP-08-001	4.00	3.00	IDA/FRDEA	-	8.60	AOD	-
C.A.R.	RDP-08-002	3.00	-	-	-	-	-	-
C.A.R.	RDP-08-003	8.60	2.00	IBRD	-	-	-	-
C.A.R.	RDP-08-004	22.52	2.00	-	-	-	-	-
C.A.R.	RDP-08-005	2.00	10.51	CCCE/FAC/OPEC FUND/ SFD/BADEA	-	-	-	-
C.A.R.	AIP-08-001	11.20	1.12	BADEA	0.38	3.53	AOD/BDEAC/OCPT AOD/FAC/CCCE/FED/ SDF/BADEA/KFO/IBRD	5.30
C.A.R.	TEP-08-002	1.50	-	-	-	-	-	-
C.A.R.	TEP-08-005	13.30	-	-	-	-	-	-
Congo	BAP-11-001	120.60	-	-	-	115.30	-	-
Congo	HAP-11-001	2.00	1.38	FAC/CCCE	0.62	-	-	0.06
Congo	AIP-11-001	59.42	-	-	1.02	-	N/A	-
Congo	ISP-11-001	32.20	4.93	FAC/ADB/BADEA	3.50	-	-	-
Congo	IRP-11-002	0.40	-	-	-	-	-	-
Congo	TEP-11-001	12.00	-	-	-	-	-	-
Congo	TEP-11-006	21.00	21.00	CCCE	1.00	12.00	-	-
Congo	TEP-11-007	1.00	-	-	-	-	-	-
Congo	TEP-11-009	3.18	3.18	N/A	-	-	-	-
Congo	BAP-11-002	18.20	-	-	-	-	-	-
Congo	PDP-11-007	0.59	-	-	-	-	-	-
Congo	PDP-11-008	0.10	-	-	-	-	-	-
Djibouti	RDP-12-002	18.74	0.65	ADF	0.09	-	-	2.00
Djibouti	AIP-12-001	3.20	2.90	CCCE	-	-	-	0.59
Djibouti	TEP-12-003	4.24	3.00	EDF	0.14	-	-	0.10
Djibouti	TEP-12-005	8.00	8.00	AFESD	-	-	-	-
Djibouti	PDP-12-001	0.72	0.15	France	0.57	-	-	-
Egypt	TEP-13-001	20.00	-	-	20.00	-	-	2.80
Egypt	BAP-13-002	2.80	-	-	-	-	-	-
Ethiopia	RAP-15-001	110.00	-	-	2.00	-	-	-
Ethiopia	RDP-15-002	4.20	0.40	World Bank	0.10	-	-	-
Ethiopia	RDP-15-003	1.50	1.35	World Bank	0.15	-	-	-

Country	Project No.	Financing secured up to 1985		Financing secured 1986		
		Total Cost	External	Local	External	Local
Ethiopia	ROP-15-004	283.00	15.80	171.00		
Ethiopia	ROP-15-005	20.00	-	5.00		
Ethiopia	ROP-15-006	20.00	-	5.00		
Ethiopia	ROP-15-007	30.00	-	8.00		
Ethiopia	ROP-15-008	19.00	-	5.00		
Ethiopia	ROP-15-010	22.00	-	5.00		
Ethiopia	NAP-15-001	14.40	-		5.50	IDA
Ethiopia	NAP-15-002	14.00	-		-	-
Ethiopia	AIP-15-002	43.00	-		-	-
Ethiopia	AIP-15-003	4.21	-		-	-
Ethiopia	TEP-15-001	0.90	0.65	0.25		0.40
Ethiopia	TEP-15-002	0.70	0.54	0.16		0.20
Ethiopia	TEP-15-003	1.50	1.25	0.25		2.00
Ethiopia	TEP-15-004	0.50	0.40	0.10		0.01
Ethiopia	TEP-15-005	0.70	0.54	0.16		
Ethiopia	TEP-15-006	0.96	0.76	0.10		
Ethiopia	POP-15-001	8.32	-	3.70		3.03
Ethiopia	ROP-16-002	3.70	-			
Gabon	ROP-16-001	1,070.00	535.00	535.00		
Gabon	ROP-16-002	440.00	-			
Gabon	HAP-16-001	37.50	-	37.50		1.3
Gabon	INP-16-001	14.50	-	14.50		
Gabon	TEP-16-003	16.00	-			16.00
Gambia	RCP-17-001	24.40	5.80	-		
Gambia	TEP-17-001	0.78	0.78	-		
Gambia	BRP-17-001	0.39	0.34	0.50		
Gambia	BRP-17-003	0.35	0.19	0.16		
Ghana	RCP-18-003	2.00	-			2.00
Ghana	RCP-18-010	33.00	-	19.40		
Ghana	RAP-18-001	23.06	-			
Ghana	RAP-18-002	16.81	-			
Ghana	HAP-18-002	8.00	-			
Ghana	AIP-18-001	1.11	0.15		0.50	IDA
Ghana	AIP-18-002	1.79	0.35	0.55	1.13	IDA
Ghana	AIP-18-003	15.00	3.00	8.00	4.80	IDA/Japan



Country	Project No.	Financing secured up to 1985			Financing secured 1986			
		Total Cost	External	Source	Local	External	Source	Local
Ghana	TEP-16-001	0.80				0.54	Netherlands	-
Ghana	TEP-16-007	27.90	24.00	Japan	3.90			
Ghana	BRP-18-002	0.90	-	-	0.11			
Ghana	BRP-18-003	19.32	-	-	3.52			
Ghana	PCP-18-001	22.00	-	-	1.30			
Guinea	ROP-19-001	220.00	95.00	SFD	20.00			
Guinea	ROP-19-002	111.00	60.00	SFD	-			
Guinea	ROP-19-003	15.00			0.25			
Guinea	ROP-19-004	4.00	1.60	EDF	-			
Guinea	ROP-19-005	2.00	2.00	EDF	-			
Guinea	ROP-19-006	2.00	2.00	CCCE	-			
Guinea	ROP-19-007	1.50	1.50	CCCE	-			
Guinea	RAP-19-001	6.40	6.40	CCCE	-			
Guinea	TEP-19-001	2.78				2.55	CCCE	0.22
Guinea	TEP-19-009	2.00				2.00	ECOMAS	-
Guinea Bissau	ROP-20-001	12.00	12.00	EDF	-			
Guinea Bissau	ROP-20-002	5.60	2.00	EDF	0.20			
Guinea Bissau	RAP-20-001	47.50	46.00	IDF/BADEA/KF/SFD/ OPEC FUND	-			
Guinea Bissau	IBP-20-001	0.12				0.12	ADB	-
Guinea Bissau	POP-20-003	0.16	0.04	N/A	-			
Cote d'Ivoire	ROP-21-001	1.00				1.00	ADB/IBRD	
Cote d'Ivoire	ROP-21-004	2.50	1.00	FAC/IBRD/CSTT	-			
Cote d'Ivoire	ROP-21-005	4.19				-	-	4.19
Cote d'Ivoire	ROP-21-006	1.00				1.00	ADB/IBRD	-
Kenya	ROP-22-001	44.16	22.16	SDF/BADEA	-			
Kenya	ROP-22-003	35.00	14.20	EDF	20.80			
Kenya	ROP-22-004	40.50	32.98	BADEA/SFD	4.87			
Kenya	ROP-22-005	38.95				-	-	38.95
Kenya	ROP-22-007	5.33	3.46	World Bank	1.87			
Kenya	ROP-22-008	35.67	23.19	World Bank	12.48			
Kenya	ROP-22-009	0.50				0.50	N/A	
Kenya	TEP-22-001	6.30	5.30	France/Netherlands/ IBRD/OECF	1.00			
Lesotho	ROP-23-001	35.70						7.20
Lesotho	ROP-23-002	53.00				0.30	CIDA	7.20
Liberia	ROP-24-001	1.50	-	-	-	-	-	1.50
Liberia	ROP-24-002	0.40				0.40	ECOMAS	-

Country	Project No.	Financing secured up to 1985			Financing secured 1986			
		Total Cost	External	Source	Local	External	Source	Local
Liberia	ROP-24-003	1.00				1.00	ADB	-
Liberia	ROP-24-006	1.40				1.40	Japan/Local	-
Liberia	AIP-24-001	0.17				0.17	UNDP	-
Liberia	TEP-24-001	17.00				17.00	Consortium of foreign Banks	-
Liberia	BRP-24-001	17.90				12.70	USAID	5.20
Liberia	POP-24-002	0.47				0.40	UNDP/UPU	0.07
Libya	HAP-25-001	83.00	-	-	83.00			
Libya	HAP-25-002	118.00	-	-	118.00			
Libya	HAP-25-003	100.00	-	-	100.00			
Madagascar	ROP-26-001	1.00	0.16	UNDP				
Madagascar	RAP-26-001	152.00				0.70	Fonds progres du reseau	-



## Financing secured 1986

## Financing secured up to 1985 in \$ million

Country	Project No.	Total Cost	External	Source	Local	External	Source	Local
Madagascar	HIP-26-001	20.00	6.80	IDA/FAC	-	-	-	-
Madagascar	HAP-26-002	12.90	12.90	KFM/IDA	-	-	-	-
Madagascar	AIP-26-001	55.79	-	-	-	-	-	-
Madagascar	AIP-26-003	1.85	-	-	-	1.85	EDF	3.72
Madagascar	BRP-26-001	1.25	-	-	-	0.25	N/A	-
Madagascar	POP-26-003	1.02	-	-	-	-	-	0.02
Madagascar	RIP-27-001	28.00	3.00	UK	-	-	-	-
Madagascar	AIP-27-001	1.61	-	-	-	1.61	EEC/UK	-
Madagascar	AIP-27-002	10.92	-	-	-	0.50	France	-
Madagascar	AIP-27-003	17.27	-	-	-	2.60	France	4.30
Madagascar	IAP-27-001	0.70	-	-	-	0.03	FRG	-
Madagascar	HIP-27-001	3.40	-	-	-	3.40	UNCTAD	-
Madagascar	TEP-27-004	12.00	12.00	ADB	-	-	-	-
Madagascar	TEP-27-005	14.00	5.50	N/A	-	-	-	-
Madagascar	POP-27-001	1.50	-	-	0.30	-	-	-
Madagascar	POP-27-002	1.50	-	-	0.20	-	-	-
Madagascar	ROP-28-001	6.00	5.80	UNCDF/UNDP/UNSO	-	-	-	-
Madagascar	ROP-28-004	20.00	18.00	IDA/IDF/Swiss	2.00	-	-	-
Madagascar	ROP-28-006	1.00	1.00	EDG	-	-	-	-
Madagascar	ROP-28-008	2.60	2.60	EC/MIS	-	-	-	-
Madagascar	ROP-28-009	0.90	0.90	USATD	-	-	-	-
Madagascar	ROP-28-011	0.60	-	-	-	0.60	N/A	-
Madagascar	HIP-28-001	0.63	0.63	CCCE	-	-	-	-
Madagascar	ROP-28-003	5.00	1.00	CCCE/FAC	-	-	-	-
Madagascar	ROP-28-004	1.17	-	-	-	-	-	-
Madagascar	ROP-28-005	54.00	34.00	KFM/FAC/IBRD/CINA/ADB/CCCE	-	-	-	0.09
Madagascar	ROP-28-001	8.00	-	-	-	-	-	-
Madagascar	AIP-28-001	4.24	0.40	Belgium	-	-	-	-
Madagascar	AIP-28-002	44.52	5.00	IBD	1.00	-	-	-
Madagascar	ROP-29-001	1.00	1.00	EDF	-	-	-	-
Madagascar	AIP-29-003	0.70	0.07	ASECNA	-	-	-	-
Madagascar	TEP-29-001	12.00	12.00	-	N/A	-	-	-
Madagascar	BRP-29-002	1.80	1.80	KFM	-	-	-	-
Madagascar	BRP-29-003	4.47	-	-	-	-	-	-
Madagascar	BRP-29-004	2.24	2.24	N/A	-	-	-	-
Madagascar	AIP-30-003	12.00	12.00	China	-	-	-	-

0.16

Country	Project No.	Total Cost	Financing secured up to 1985 in \$ million			Financing secured 1986 in \$ million		
			External	Source	Local	External	Source	Local
Mozambique	HAP-32-002	150.00				12.00	Finland	4.00
Mozambique	POP-32-003	4.18				0.03	UNDP	-
Niger	ROP-33-001	16.00				15.20	ADB	0.80
Niger	ROP-33-002	40.00				3.35	EDF/BOAD	-
Niger	ROP-33-003	5.00				5.00	CIDA	-
Niger	ROP-33-004	39.65				35.68	BADEA/IBD	3.97
Niger	POP-33-001	0.18				0.18	Belgium	-
Niger	ROP-33-005	55.25	13.23	EDF/ADF/IDB/BADEA/ SFD/OPEC FUND	3.00			
Niger	HAP-33-001	3.90						1.86
Niger	AIP-33-001	0.88				0.88	UNDP	-
Niger	BRP-33-001	0.23				0.23	FRG	-
Nigeria	TEP-34-002	24.32						24.32
Rwanda	ROP-35-001	44.50	39.50	ADF/ADB/SFD/OPEC	5.00			
Rwanda	ROP-35-002	0.40			0.40			
Rwanda	ROP-35-003	0.57	0.41	ADB	0.16			
Rwanda	ROP-35-004	0.40			0.40			
Rwanda	ROP-35-006	4.70	4.50	ADB	0.20			
Rwanda	HAP-35-001	7.10	5.57	EDF				
Rwanda	TEP-35-001	0.20				0.20	ADB	
Rwanda	TEP-35-002	0.16				0.16	ADB	
Rwanda	TEP-35-003	2.35				2.35	CIDA	
Rwanda	TEP-35-004	2.53				2.53	IBRD	
Rwanda	TEP-35-006	8.36				8.36	N/A	
Rwanda	BRP-35-001	4.80	3.84	Denmark/CIS	0.96			
Rwanda	BRP-35-005	0.34				0.11	N/A	
Rwanda	BRP-35-007	6.50				1.25	N/A	
Senegal	ROP-37-001	1.00	0.03	EDF				
Senegal	ROP-37-002	22.50	11.00	SFD				
Senegal	ROP-37-003	3.00	0.22	EDF				
Senegal	ROP-37-001	61.70	40.80	FRG/CCCE/Italy				
Senegal	ROP-37-001	27.60	10.00	CCCE/KFW/IBRD	5.00			
Senegal	TEP-37-004	1.00				1.00	N/A	
Senegal	TEP-37-009	29.60				1.00	IBRD/BOAD	
Senegal	TEP-37-021	15.10	12.58	BOAD/SIFIDA	2.52			
Seychelles	AIP-38-001	5.80						1.20



## Financing secured up to 1985 in \$ million

## Financing secured 1986 in \$ million

Country	Project No.	Total Cost	External	Source	Local	External	Source	Local
Sierra Leone	ROP-39-001	0.51	0.30	IDB	-			
Sierra Leone	ROP-39-002	0.35	0.30	IDB	0.05			
Sierra Leone	TEP-39-002	6.00				6.00	N/A	-
Sierra Leone	ROP-39-002	12.17	-		1.00			
Somalia	ROP-40-001	0.50	0.50	France/Denmark	-			
Somalia	ROP-40-002	0.20	0.10	EEC	0.10			
Somalia	ROP-40-003	24.00				0.20	KFW	-
Somalia	ROP-40-004	68.00				22.60	IDB	2.50
Somalia	ROP-40-001	30.00						0.82
Somalia	ROP-40-001	2.40						4.30
Sudan	ROP-41-001	10.00		EEC/World Bank	-			
Sudan	ROP-41-003	5.00				5.00	KORAD	-
Sudan	ROP-41-001	45.00				4.50	KFD/IFESD/Abu Dhabi Fund	-
Sudan	ROP-41-005	45.50				25.50	EEC/Japan/UK/IDA	-
Sudan	ROP-41-007	96.40				94.60	USAID/ODA/EEC/Japan/Romania/Egypt/France/World Bank	1.80
Sudan	ROP-41-008	65.00				10.00	SFD	-
Sudan	ROP-41-001	40.00			15.50			-
Sudan	ROP-41-002	32.00				25.00	World Bank	-
Sudan	ROP-41-001	6.00				3.60	FRG/SFD	2.40
Sudan	ROP-41-002	16.50				-		1.30
Sudan	ROP-41-003	13.20				-		0.32
Sudan	TEP-41-005	1.00				1.00	USAID	-
Sudan	TEP-41-007	7.50				7.50	France/Dutch	-
Sudan	ROP-41-001	4.60				-		1.00
Swaziland	ROP-42-003	0.60		France	-			
Swaziland	ROP-42-001	26.00	0.30	France/EEC	11.00			
Swaziland	TEP-42-001	5.90				4.40	Italy	1.50
Swaziland	TEP-42-002	6.20	2.40	ADB	3.80			
Swaziland	TEP-42-003	1.10				0.80	Italy	0.30
Swaziland	TEP-42-004	5.20				3.80	Italy	1.40
Swaziland	ROP-42-002	0.20	0.20	EDF	-			
Swaziland	ROP-42-004	0.70						0.10
Tanzania	ROP-43-001	2.00	1.00	CIDA	1.00			
Tanzania	ROP-43-002	8.00	1.50	EDF	1.50			
Tanzania	ROP-43-004	0.50						0.50

## Financing secured up to 1985 in \$ million

## Financing secured 1986 in \$ million

Country	Project No.	Total Cost	External	Source	Local	External	Source	Local
Tanzania	RUP-43-005	30.00	22.20	EDF	7.80			
Tanzania	RUP-43-001	13.00	1.00	Kuwait Fund	1.00			
Tanzania	RUP-43-001	207.00	126.00	IDA/DSMTDA/FININTDA/ ITALY/NETHERLANDS/ MORAD/UK/FRG/SFD	29.90			
Tanzania	IMP-43-001	9.00	-		2.50			
Tanzania	TEP-43-001	2.00				2.00	ADB	
Tanzania	TEP-43-003	2.40				2.40	MORAD/SIDA	
Tanzania	POP-43-001	13.00						
Togo	HSP-44-001	106.80				106.80	FRG/SFD	0.15
Togo	ROP-44-002	20.00				20.00	EDF	
Togo	ROP-44-003	0.50				0.50	Japan/EEC	
Togo	AIP-44-001	12.80				7.66	CCCE	0.32
Togo	TEP-44-003	18.60			18.60		ADB/ROAD/CCCE/EIB	
Togo	TEP-44-011	2.00				2.00	N/A	
Togo	POP-44-006	0.40						0.30
Uganda	ROP-46-001	20.00	16.50	EEC	3.50			
Uganda	ROP-46-002	60.00				36.00	EEC	9.00
Uganda	RUP-46-002	140.00				25.61	India/FRG/France/EEC	
Uganda	RUP-46-003	87.13		UNDP/ICAO		5.13	IDA/ODA	
Uganda	AIP-46-003	23.00	0.73	IDA/ICAO/UNDP				
Uganda	AIP-46-004	15.00	3.95	ODA				
Uganda	POP-46-001	0.25	0.25	IDA/UNDP				
Uganda	TEP-46-001	3.00	0.64		0.90			
Uganda	TEP-46-003	4.80				4.20	IDA/UNDP	0.60
Uganda	BRP-46-001	6.73	1.33	IDA/UNESCO	0.05			
Uganda	BRP-46-002	8.27	2.72	IDA/Japan/FRG	1.74			
Burkina Faso	ROP-47-002	59.50	20.00	IDA				
Burkina Faso	ROP-47-003	15.50	13.00	ADB/Norway				
Burkina Faso	ROP-47-005	48.25	44.50	IDA/ADB	3.75			
Burkina Faso	RUP-47-001	31.11						
Burkina Faso	AIP-47-001	23.60				4.10	FOPEL/UNDP	19.25
Burkina Faso	POP-47-002	0.40						10.00
Burkina Faso	TEP-47-001	2.10				2.10	ECONAS	0.40
Burkina Faso	TEP-47-002	0.66				0.66	ECONAS	
Burkina Faso	TEP-47-003	8.20				0.05	UNESCO	0.01
Burkina Faso	TEP-47-004	0.91				0.72	ECONAS	



Country	Project No.	Total Cost	Financing secured up to 1985 in \$ million			Financing secured 1986 in \$ million		
			External	Source	Local	External	Source	Local
Burkina Faso	TEP-47-005	0.80						0.51
Burkina Faso	BRP-47-001	7.50	1.55	Netherlands	0.15	-	-	
Burkina Faso	BRP-47-003	8.20	0.05	UNESCO	0.01			
Burkina Faso	POP-47-001	1.00						0.15
Burkina Faso	RAP-48-001	200.00				54.60	ADB/IBRD/FRG	28.00
Zaire	RAP-48-002	0.24						
Zaire	RAP-48-003	109.84						
Zaire	RAP-48-004	8.00	23.00	SFD/Belgium/CCCE	0.24			
Zaire	RAP-48-002	9.50	2.70	IDA	10.00			
Zaire	RAP-48-003	3.51	6.30	ADB/IDA	2.10			
Zaire	RAP-48-002	0.60	-		1.76			
Zaire	RAP-48-003	11.80				0.60	FAC	5.10
Zambia	ROP-49-005	1.10	1.30	EDF	-			
Zambia	ROP-49-006	1.10	1.10	BOEA	-			
Zambia	ROP-49-007	1.50	0.10	KPM	-			
Zambia	ROP-49-008	0.70	0.70	World Bank/Italy	-			
Zambia	RAP-49-001	2.00	2.00	ADB	-			
Zambia	RAP-49-002	2.00	-		0.50			
Zambia	TEP-49-001	21.00	15.80	CIDA	5.00			
Zambia	TEP-49-002	1.90						0.20
Zambia	ROP-49-001	4.41	4.41	France	-			
Zambia	ROP-49-003	10.10						9.80
Zambia	ROP-49-007	1.00						1.00
Zambia	POP-49-001	0.60						0.60
Zimbabwe	ROP-50-001	21.30			21.30			
Zimbabwe	ROP-50-002	0.12			0.12			
Zimbabwe	ROP-50-003	0.10	0.10	USAID	-			
Zimbabwe	ROP-50-004	0.30	0.30	Italy	-			
Zimbabwe	ROP-50-005	0.20			0.20			
Zimbabwe	TEP-50-001	14.40	12.90	Japan	1.50			
Zimbabwe	BRP-50-002	0.60	0.60	Ireland	-			
Zimbabwe	BRP-50-003	0.50	0.50	Netherlands	-			
Zimbabwe	POP-50-002	4.20						2.60
Zimbabwe	ROP-60-003	0.45	0.45	EDF/IDB	-			
Ghana								
Burundi/Rwanda/								
Zaire	ROP-60-004	1.00	1.00	KBO	-			
Cote d'Ivoire/								
Mali	RAP-60-005	3.33	3.33	ECONGIS	-			
Djibouti/								
Ethiopia	ROP-60-006	184.00	21.90	France/EDF	-			

## Financing secured 1986 in \$ million

## Financing secured up to 1985 in \$ million

Country	Project No.	Total Cost	External	Source	Local	External	Source	Local
K80	RAP-60-009	4.00	4.00	K80	-	-	-	-
Niger	RAP-60-010	0.15	0.15	ECOMAS	-	-	-	-
Tanzania	RAP-60-013	55.00	23.00	FRG	-	-	-	-
Tanzania	RAP-60-017	70.00	-	-	21.00	-	-	-
Tanzania	RAP-60-018	22.00	16.00	Scandinavian Countries/Italy	5.20	-	-	-
Tanzania	RAP-60-019	14.50	14.50	Scandinavian countries/Italy	-	-	-	-
Tanzania	RAP-60-020	2.00	-	-	2.00	-	-	-
Tanzania	RAP-60-021	1.50	-	-	1.50	-	-	-
Tanzania	RAP-60-023	0.40	-	-	0.40	-	-	-
Tanzania	RAP-60-024	7.00	7.00	SIDA/SATCC	-	-	-	-
Tanzania	RAP-60-025	11.00	8.80	SIDA/SATCC	2.20	-	-	-
Tanzania	RAP-60-026	4.50	1.40	SIDA/SATCC	3.10	-	-	-
MINICOM	SAP-60-019	0.13	-	-	-	0.13	UNDP/ECOMAS	-
Eastern/ Southern Africa	RAP-60-005	0.16	0.16	Netherlands/PWVESA	-	-	-	-
Djibouti	RAP-60-006	3.70	-	-	-	-	-	-
Ethiopia	AIP-60-003	20.00	7.37	UNDP/ICAG	5.00	1.50	KF/SFD	-
Gabon	AIP-60-004	30.00	7.29	UNDP	27.00	-	-	-
Regional	AIP-60-006	0.50	-	-	-	0.50	Norway/ADB	-
Regional	AIP-60-008	0.50	0.50	France	-	-	-	-
Senegal	AIP-60-010	9.46	-	-	4.78	-	-	-
Regional	TEP-60-001	207.77	-	-	-	-	-	-
East Africa	TEP-60-016	0.30	-	-	-	-	-	-
Togo	TEP-60-018	1.50	-	-	-	43.84	N/A	-
Togo	TEP-60-020	9.00	-	-	-	0.30	UNDP	-
UPU	POP-60-002	1.58	-	-	-	0.02	ECOMAS	-
UPU	POP-60-003	0.90	-	-	-	5.00	ADB/KBO	-
UPU	POP-60-004	3.70	-	-	-	0.79	UNDP	-
UPU	POP-60-016	0.86	-	-	-	0.90	UNDP	-
UPU	POP-60-020	0.47	-	-	-	0.08	BOND	-
Regional	SAP-60-001	6.00	-	-	-	0.10	PIDC	-
						0.47	UNDP	-
						6.00	ETHIOP/IDA/21UNRABHE/UNDP/ UNESCO/ITU/FRG/ITALY	-



Country	Project No.	Total Cost	Financing secured up to 1985 in \$ million			Financing secured 1986 in \$ million		
			External	Source	Local	External	Source	Local
Tanzania	HAP-60-026	4.50	1.50	SIDA/SATCC	3.10	0.13	UNDP/ECONAS	
MINCONUR	SIP-60-010	0.13						
Eastern/Southern Africa	HAP-60-006	0.16	0.16	Netherlands/PW-ESA members	-			
Djibouti	HAP-60-000	3.70				1.50	CF/SFD	
Ethiopia	AIP-60-003	20.00	7.37	UNDP/ICHO	5.00			
Gabon	AIP-60-004	38.00	7.29	UNDP	27.00			
Regional	AIP-60-006	0.50				0.50	Norway/ADB	
Regional	AIP-60-008	0.50	0.50	France	-			
Senegal	AIP-60-010	9.46			4.76			
East Africa	TEP-60-016	1.00				1.00	UNDP	
Togo	TEP-60-018	1.50				.02	ECONAS	0.95
UPU	POP-60-002	1.58				0.79	UNDP	
UPU	POP-60-003	0.90				0.90	UNDP	
UPU	POP-60-004	3.70				0.08	BOAD	
UPU	POP-60-005	0.44				1.40	UNDP/FRG/UPU	
UPU	POP-60-016	0.86				0.10	P IDC	
UPU	POP-60-020	0.97				0.47	UNDP	
Regional	SAP-60-001	6.00				6.00	ETHIOP IA/ZITBAME/UNDP UNESCO/ITU/FRG/ITALY	