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ECONOMIC COMMISSION FOR AFRICA

**“INFORMATION ON THE
TRANSPORT SYMPOSIUM”**

**“INFORMATION SUR LE SYMPOSIUM
DES TRANSPORTS”**

TRANSPORT SYMPOSIUM

I. INTRODUCTION

Without transport and communications there could be no exchange and movement of goods, of information or of people engaged in human activities. As a result, there would be no economic development at the national and regional levels. Transport is central to development and is a decisive factor in the efforts to alleviate poverty and facing the challenge of globalization and competition. Hence it was imperative that the development of the sector features high on the political and economic agenda of all African countries, when considering the poverty dimension and the globalization of economies and competition. To respond effectively to the above objectives and challenges, the transportation system in Africa should be sustainable, integrated and safe to meet the needs of the users.

The second United Nations Transport and Communication Decade for Africa (UNTACDA II) and Sub Saharan African Transport Policy Programme (SSATP) as well as the programmes developed by OAU, AfDB the RECs and specialized institutions have been at the forefront in developing, implementing policy reform and providing assistance to African countries to develop the sector through policy dialogue, mobilization of resources and dissemination of best practices. The programmes and actions initiated by all stakeholders have provided the appropriate fora for African Ministers, policy makers, researchers and the academics to meet and exchange views and experiences and to adopt common position for transport infrastructure and services. The SSATP and UNTACDA II programmes have helped to develop components such as RMI, RTTP, urban mobility, railways restructuring, trade and transport. Indeed, during the last Decade, concerted efforts have been made by OAU, AfDB, African countries as well as bilateral and multilateral donors to improve the safety, the quality of infrastructure and services and mitigating the negative impact of transport on the environment through assistance and fora organized by all stakeholders. In this regard, the First African Transport Symposium was organized by ECA in collaboration with partners including the AfDB, SSATP and held in Cairo, Egypt in (1997). This event was attended by more than 250 people including African Ministers and high-level policy makers of transport and communications of the 40 countries. The Symposium adopted a policy framework and area of concentration of future actions in infrastructure and services development. After more than ten years of implementation, the SSATP has developed various transport policies that need to be implemented by African countries and disseminated to users for appropriate use in preparing relevant transport policy. As a means to achieve the above this coming Transport Symposium will take stock of the lessons of yesterday for better transport development of tomorrow.

The theme of the Symposium is "Developing yesterday's African transportation into future's system for reducing poverty and meeting globalization challenges", which means to learn from the lessons of yesterday for the betterment of the transport infrastructure and services of tomorrow.

OBJECTIVE

The objective of the Symposium is to learn from the lessons of yesterday in order to assist the participants to translate into operations the various policies and best practices for making the African transport improve the lives of people through out the continent. The event is an opportunity for Ministers to meet fellow Ministers, exchange ideas and experiences, meet experts from around the world, and meet representatives of multilateral and bilateral aid agencies. The Symposium seeks to highlight the following achievable goals:

- Raise awareness of the problems faced;
- Learn from recent experiences gained; share lessons of yesterday and the main challenges of tomorrow transportation;
- Improve networking with others;
- Clarify specific issues;
- Identify strategies which can be used to face challenges;
- Identify potential donors for project;
- Recognize contribution made in the sector and quality of work by means of awards; and
- Adopt actions leading to sustainable transport development.

How can objective be achieved?

Momentum = take advantage of the momentum created by the UNTACDA II and SSATP to build capacity and develop a viable infrastructure system as well as improving the quality of transport services in Africa.

Learn = lessons of specific and emergency transport issues will be addressed by prominent authorities in selected fields to be followed by discussions and debate on issues presented.

Exchange and share = experience of selected countries will be presented, focussing on success stories. The work undertaken by the SSATP programme and any similar programmes will also be presented. This will be supplemented by the experiences of the countries that have implemented some of the policies developed by SSATP & UNTACDA II. It is also an opportunity to evaluate the consequences of any policies suggested by UNTACDA II, SSATP and similar programmes of RECS and financial institutions.

Network = participants will have an opportunity to network with countries having similar problems as well as those who have been able to have found solutions. The Symposium will also offer valuable networking opportunities for African policy makers, international community operators and practitioners.

Clarify issues = selected countries will have the opportunity to present specific problems facing their transport sector and to receive appropriate comments and suggestions.

Challenges = experts, academics and researchers will be able to dialogue with knowledgeable, prominent practitioners which can challenge the work done and the theories pursued.

Adopt action plan = In concluding the Symposium, the policy makers will define priority areas for developing transport sector.

Subjects to be addressed

- Transport infrastructure and policy issues
- Transportation issues along West Africa corridors: Practical case from an operator
- Transportation cost in Africa
- Private sector participation in infrastructure and Experiences of Asia (Best Practices)

Benefits to participants

- Create awareness of emerging issues and policy reform
- Benefit from best practices
- Share experiences
- Network within and across professional group
- Simulate discussion on issues of concern and receive feed back
- Exposure to challenges
- Provide an edge in developing meaningful relationships
- Learn to tap government and donors resources
- Learn and exchange experiences
- Meet with appropriate people and Ministers within and outside Africa

Sponsoring organization

United Nations Economic Commission for Africa.

Who Will Attend?

- African Ministers
- Policy makers
- Planners and engineers
- Researchers and lecturers from institutions and universities
- Environmentalists
- Regulatory organizations
- Bilateral donors
- Senior representatives of the Private Sector
- Representatives of multilateral Aid Agencies.

Organizer

United Nations Economic Commission for Africa.

Date & Venue

The Symposium will be organized in conjunction of the meeting of the conference of the African Ministers of transport and communications scheduled to take place on 6th March 2002 in Addis Ababa, Ethiopia.

COLLOQUE SUR LE TRANSPORT

INTRODUCTION

Sans transports ni communications, les échanges, la circulation des biens, de l'information ou des personnes engagées dans diverses activités humaines ne seraient pas possibles. Il n'y aurait donc aucun développement économique aux niveaux national et régional. Le transport est vital pour le développement et il constitue un facteur décisif pour la lutte contre la pauvreté ainsi que pour la compétitivité dans une économie globale mondialisée. Il était donc impératif que ce secteur occupe une place de choix dans le programme politique et économique de tous les pays africains, pour lesquels les problèmes de pauvreté, de mondialisation des économies et de compétitivité revêtent une importance particulière. Pour atteindre les objectifs et relever les défis sus-mentionnés, le système de transport en Afrique devrait être durable, intégré et sûr en vue de satisfaire les besoins des usagers.

La deuxième Décennie des Nations Unies pour les transports et les communications en Afrique (UNTACDA II) et le Programme de transport pour l'Afrique subsaharienne (SSATP) ainsi que les programmes élaborés par l'OUA, la BAD, les communautés économiques régionales et les institutions spécialisées ont été le fer de lance de l'élaboration et de la mise en oeuvre de la réforme des politiques ainsi que de la fourniture d'assistance aux pays africains en vue du développement du secteur des transports, avec un dialogue sur les politiques, la mobilisation de ressources et la diffusion des pratiques les plus performantes. Les programmes et les mesures adoptés par toutes les parties prenantes ont fourni aux ministres africains, aux décideurs, aux chercheurs et aux universitaires un cadre approprié pour se rencontrer, échanger des vues et des expériences et adopter une position commune sur l'infrastructure et les services de transports. Le programme SSATP et UNTACDA II ont facilité l'élaboration de composantes telles que l'Initiative d'entretien des routes (IER), le RTTP, la mobilité urbaine, la restructuration des chemins de fer, le commerce et le transport. En fait, au cours de la décennie écoulée, l'OUA, la BAD, les pays africains et les bailleurs de fonds bilatéraux et multilatéraux ont conjugué leurs efforts pour améliorer la sécurité et la qualité des infrastructures et des services ainsi que pour atténuer les effets défavorables du transport sur l'environnement par le biais d'une assistance et de rencontres organisés par toutes les parties prenantes. A cet égard, la CEA a organisé en 1997 au Caire (Egypte), le premier colloque africain sur le transport, en collaboration avec des partenaires, dont la BAD et le SSATP. Plus de 250 personnes ont participé à ce Symposium, parmi lesquelles on comptait des ministres africains et des décideurs de haut niveau du secteur des transports et des communications de 40 pays. Le Symposium a adopté un plan directeur et décidé d'un domaine sur lequel cibler les mesures à prendre en vue du développement des infrastructures et des services. Depuis son lancement, il y a plus de 10 ans, le SSATP a élaboré diverses politiques en matière de transport qui devraient être appliquées par les pays africains et communiquées aux intéressés pour une utilisation judicieuse dans la formulation des politiques de transport. Pour ce faire, le prochain colloque sur le transport procédera à l'inventaire des leçons tirées de l'expérience en vue d'améliorer le transport de demain.

Le colloque a pour thème : « Transformer les transports africains d'hier en un système d'avenir permettant de réduire la pauvreté et de relever les défis de la mondialisation », ce qui impose de tirer les enseignements du passé pour améliorer l'infrastructure et les services de transport de demain.

OBJECTIF

Le colloque a pour objectif de tirer les enseignements du passé pour aider les participants à appliquer, en matière de transports, les politiques et les pratiques les plus performantes et qui sont de nature à améliorer les vies des populations à travers le continent. Il offrira aux ministres l'occasion de rencontrer d'autres ministres, d'échanger des idées et des expériences, de rencontrer des experts du monde entier ainsi que des représentants d'agences multilatérales et bilatérales d'aide. Il mettra l'accent sur des objectifs réalisables:

- Sensibiliser aux problèmes rencontrés ;
- Tirer les enseignements des expériences récentes ; échanger au sujet des enseignements du passé et des grands défis du transport de demain ;
- Améliorer le travail en réseau avec d'autres acteurs ;
- Clarifier des questions spécifiques ;
- Identifier les stratégies susceptibles d'être utilisés pour relever les défis ;
- Identifier des bailleurs de fonds potentiels pour des projets ;
- Récompenser la contribution apportée dans le secteur et la qualité du travail accompli en décernant des prix ;
- Prendre des mesures de nature à permettre un développement durable du secteur du transport.

Comment atteindre l'objectif ?

Elan = Exploiter l'élan donné par UNTACDA II et le SSATP pour renforcer les capacités, mettre en place un système d'infrastructures viable et améliorer la qualité des services de transport en Afrique.

Apprendre = Une autorité de renom dans des domaines sélectionnés, traitera les questions spécifiques et urgentes en matière de transport. Les présentations seront suivies d'un débat sur les questions exposées.

Echange et partage = Les expériences de certains pays, et tout particulièrement leurs réussites, seront présentées. Le travail effectué par le SSATP et tout programme similaire sera également présenté. Ces présentations seront complétées par des exposés sur les expériences des pays qui ont mis en oeuvre quelques unes des politiques élaborées par le SSATP et UNTACDA II. Les effets des diverses politiques proposées par UNTACDA II, le SSATP et des programmes similaires des communautés économiques régionales et des institutions financières seront également évalués.

Travail en réseau = Les participants pourront dialoguer avec des représentants de pays qui ont des problèmes similaires ou qui ont été en mesure de trouver des solutions. Le Colloque offrira également de précieuses opportunités de travail en réseau pour les décideurs africains, les opérateurs de la communauté internationale et les praticiens.

Clarification des problèmes = Certains pays auront la possibilité de présenter des problèmes spécifiques qui se posent à leur secteur des transports et de recevoir des commentaires et des suggestions appropriés.

Remise en question = Des experts, des universitaires et des chercheurs pourront dialoguer avec d'éminents praticiens qui seront en mesure de remettre en question le travail effectué et les théories envisagées.

Adopter d'un plan d'action = En conclusion du Colloque, les décideurs adopteront les domaines prioritaires pour le développement du secteur des transports.

Sujets à traiter

- Les politiques de développement des infrastructures et services de transport en Afrique
- Les questions de transport dans les couloirs de l'Afrique de l'Ouest : exposé d'un cas pratique par un opérateur
- Les coûts de transport en Afrique
- Participation du secteur privé dans les infrastructures et services de transport et Expériences de l'Asie (meilleures pratiques)

Avantages pour les participants

- Occasion de diffuser des informations sur les nouveaux problèmes et les réformes politiques
- Possibilité de s'inspirer des meilleures pratiques
- Partage des expériences
- Constitution de réseaux au sein d'un groupe professionnel et avec divers groupes professionnels
- Possibilité de susciter un débat sur des questions présentant un intérêt particulier et de recevoir une réponse
- Remise en question
- Occasion de se faire des relations significatives
- Occasion de mobiliser les ressources des gouvernements et des donateurs
- Occasion d'apprendre et d'échanger des expériences
- Rencontres avec des personnalités et des ministres d'Afrique et du reste du monde

Organisation parrainante

La Commission économiques des Nations Unies pour l'Afrique.

Qui participera ?

- Des ministres africains
- Des décideurs
- Des planificateurs et des ingénieurs
- Des chercheurs et des enseignants venant de diverses institutions et universités
- Des spécialistes de l'environnement
- Des organismes de régulation
- Des donateurs bilatéraux
- Des représentants du secteur privé haut placés
- Des représentants d'organismes multilatéraux d'aide

Organisateur

La Commission économique des Nations Unies pour l'Afrique.

Les avantages que le colloque présente pour notre groupe

- Occasion de susciter une concurrence pour la mise en œuvre concrète des politiques adoptées à travers le SSATP, les communautés économiques régionales et la BAD ;
- Occasion de s'approprier le programme SSATP et des institutions ;
- Occasion de diffuser les conclusions des études et les meilleures pratiques ;
- Occasion d'acquérir une meilleure connaissance des problèmes relatifs au développement du secteur des transports ;
- Occasion d'identifier pour l'avenir des domaines et thèmes de programmes conjoints ;
- Occasion de renforcer les capacités au niveau national ;
- Occasion d'améliorer les compétences d'analyse des décideurs et des chercheurs.

Date & lieu

Le colloque sera organisé en marge de la Conférence des Ministres africains des transports et des communications qui aura lieu le 6 mars 2002 à Addis-Abeba (Ethiopie).

THEMES AND CVs

THEMES ET CVs

I. THE SUB-SAHARAN AFRICA TRANSPORT POLICY PROGRAM TRANSPORT POLICY DEVELOPMENT – RESPONSIVE TO STRATEGIC NEEDS

The presentation will briefly outline the key role played by the SSATP and its components in helping partner governments shape sound approaches to transport sector policy formulation and implementation. It will discuss the benefits of the outcomes in terms of actual implementation activities and the part they have played in providing enabling environments for sector investment programs. Although a long term process, it will show how African governments have been able to start building on sound foundations as they develop policies and strategies to address the transport needs of the poor, and to start looking at the policy implications of regional demands.

The challenge of regional integration objectives clearly indicates the leading role to be played by transport and trade in providing rapid results. The role of the SSATP in promoting and facilitating policy implementation concerning international transport and transit routes will be highlighted – benefiting both intra-state trade and facilitating cost effective links with the global market place – addressing some of the root causes of Africa's increasing isolation.

The changing character of the SSATP will be noted, moving to establish clear partnerships with African institutions and sub-regional organizations, and multilateral donors with unambiguous development agendas. The SSATP is ready and able to promote and facilitate NEPAD transport policy initiatives wherever the program is judged to have a comparative advantage, and its efforts clearly add value to those initiatives.

NIGEL INGS's CV

Nigel Ings was appointed manager of the Sub-Saharan Africa Transport Policy Program in May 2001 following an international competitive recruitment exercise. From 1997 to 2001, he was a freelance transport specialist consultant with a number of assignments in Africa and South Asia, providing services to development agencies and international consultants focusing on sectoral policy development, investment program preparation, and institutional reform initiatives.

Between 1993 and 1997 Nigel Ings was DFID (UK) transport sector coordinator for East Africa, participating in the development and management of UK support to the transport sector in Kenya, Uganda, and Tanzania. From 1988 to 1993 he was a road sector policy adviser assigned by ODA (UK) to the Kenya Government. Between 1971 and 1988 He worked as part of UK's development assistance program in a number of posts in the Kenyan Ministries of Transport, Works, and Public Works, including provincial engineer in a number of provinces in Kenya.

During this time he was centrally involved in the establishment of the Northern Transit Traffic Corridor and its Authority and Secretariat. Likewise he was assigned to the working party of experts serving the PTA (now COMESA) which formulated proposals (since adopted) for the harmonization of the technical specifications of heavy goods vehicles throughout PTA member states, the adoption of unified axle load limits, and the identification of transit toll regimes based on damage recovery cost.

II. TRANSPORT COSTS IN AFRICA: WHY ARE THEY SO HIGH AND HOW CAN WE REDUCE THEM?

Results are presented from four comparative studies to show that long distance freight transport costs Africa are many times higher than that found for comparable operations in Asia. Africa is placed at a huge competitive and developmental disadvantage as a result. The key factors leading to high transport costs are outlined and possible measures to improve the situation are suggested

In the desire to meet the new Millennium Objectives there is a danger that transport will not be given the prominence it deserves. The presentation calls for a serious look at how a range interventions in the transport sector may be incorporated into each country's Poverty Reduction Strategy.

JOHN HINE's CV

John has just started a new assignment as a transport economist with the Ethiopian Roads Authority. Until last week, he was a Senior Research Fellow with the International Division of the Transport Research Laboratory, UK. He has over 30 years experience of working on the transport problems of transport planning in developing countries specializing in the areas of rural transport, road investment planning and freight transport. He has undertaken a wide variety of technical assistance and research assignments in 25 African and Asian and Latin American countries and is the author of over 30 research papers and research reports. He has been an external examiner of Ph.D.'s and MPhil's in six universities.

The major research projects he has undertaken include:

- An investigation of the relationship between accessibility and rural development in Ghana
- An comprehensive study of the freight transport industry of Pakistan
- An investigation of the causes in the difference in freight transport costs between Africa and Asia
- An analysis of vehicle operating costs and the value of time in Indonesia
- A study of vehicle productivity in China
- A study of optimal road maintenance policies in Zimbabwe

John's heart is in Africa - he is lucky enough to be married to a Ghanaian. He has one 13-year-old daughter.

III. PUBLIC-PRIVATE PARTNERSHIP IN DEVELOPING AND MANAGING ROAD INFRASTRUCTURE

The presentation will highlight the social and economic importance of roads and road transport; examine the case for private sector participation in the provision and management of road assets; develop an understanding of the different types of public-private partnerships and the key elements in packaging private sector participation; and discuss key success factors and lessons from past experience, including implications for Africa.

ANIL BHANDARI's CV

Anil Bhandari is the Roads Adviser in the Transport and Urban Development Department of the World Bank. He has worked with the Bank since 1983, as a transport specialist in the West Africa, East Asia and South Asia Regions. In his last assignment, he served as the Operations Adviser in New Delhi, India. Prior to joining the Bank, he has served as the Associate Dean of the School of Engineering at the University of Dar-es-Salaam, Tanzania, and as an Adviser to the Ghana Highway Authority in Accra, Ghana.

He holds a Bachelors Degree in Civil Engineering from the University of Nairobi, Masters Degree in Civil Engineering from MIT, and a Ph.D. in Transportation Engineering from Purdue University. He has published several papers in the field of Transportation Engineering and Planning, and has co-authored World Bank's publications on the Highway Design and Maintenance Model (HDM-III) and Road Deterioration in Developing Countries.

IV. INVESTMENT IN INFRASTRUCTURE: HOW TO INCREASE PRIVATE SECTOR PARTICIPATION

In the early 1980s, governments of ESCAP member and associate members were increasingly recognizing the difficulties they were facing in raising sufficient funds for infrastructure development and improving the efficiency of delivery of transport services. As a result, they started turning to the private sector for assistance. In some cases, members embarked upon privatization programmes, while in others the principal modality was through Build-Operate-Transfer (BOT) type mechanisms. Measured by the fact that some transport infrastructure was constructed by the private sector limited successes were achieved. In general however, the private sector was not as enthusiastic as had been initially anticipated by the public sector. The Asian Crisis of 1997, which led to a virtual collapse in investor confidence in new transport infrastructure projects and the shelving of proposed projects, further compounded this low level of interest. It also necessitated governmental intervention in some of the completed projects.

While many countries in the region are in the process of introducing policies and taking actions to create an environment that is more conducive to private sector participation, there is a need to increase institutional capacities and bridge the gap between policy statements and their practical implementation. Up until date, private sector participation has also been largely synonymous with BOT. Experience has shown that this understanding needs to be expanded to include more innovative means of financing and developing transport infrastructure through Public-Private Partnerships (PPPs).

The paper will consider some of the actions that are being taken by ESCAP members at the national and sectoral levels designed to create an environment that is conducive to PPPs. At the project level, it will also consider the institutional strengthening measures necessary in the areas of project preparation, marketing, negotiation, construction and maintenance.

In the light of the recently concluded ESCAP Ministerial Conference on Infrastructure, held at Seoul, Republic of Korea it will also outline areas where regional commissions can assist members in their endeavours to increase private sector participation in infrastructure financing and development.

JOHN MOON'S CV

Name: John Robert Moon

Position: Chief, General Transport, Coordination and Communications Section
Transport, Communications, Tourism and Infrastructure Development Division
United Nations ESCAP
Bangkok, Thailand

Responsibilities:

Chief of section that has the following functions:

1. Reviewing and analysing global and regional trends and developments that have an impact on transport and communications in the ESCAP region;
2. Undertaking policy-oriented research and analytical studies on emerging transport issues of importance to the region to assist countries in addressing issues relevant to private sector participation, regulatory environments, intermodal competition and pricing;
3. Promoting a comprehensive, integrated and participatory approach to transport development with a view to achieving the objectives of sustainable development, environment, mobility and access;

4. Promoting the upgrading of safety in the transport of dangerous goods and taking a lead in assisting countries in harmonizing rules and regulations in line with United Nations recommendations;
5. Promoting the orderly development of urban transport, including the development of training programmes for the planning, management and operation of urban transport systems;
6. Promoting the utilization of transport related interventions as entry points to the poverty alleviation process; and
7. Increasing awareness of policy planners and decision makers in the transport sector of the need for creating a policy environment conducive to minimizing the spread of HIV/AIDS.

Work history:

1999-to date	Chief, General Transport, Coordination and Communications Section
1993-1999	Economic Affairs Officer Transport, Communications and Tourism Division, United Nations ESCAP
1991-1993	Independent Economics Consultant
1988-1990	Non-reimbursable Loan Expert (NRL) Shipping, Ports and Inland Waterways Division, United Nations ESCAP
1985-1988	Director RPT Economic Studies Group, London
1983-1985	Senior Project Manager Maritime Economic Research Centre (MARIN), Rotterdam
1977-1983	Lecturer on BSc and MSc programmes Department of Maritime Studies, John Moores University, Liverpool
1976-1977	Research Assistant Department of Maritime Studies, John Moores University, Liverpool
1967-1973	Trainee and Merchant Navy Executive Officer

Qualifications:

1. PhD, John Moores University, Liverpool, 1983
2. BA (Mathematics), Open University, 1982
3. Postgraduate Diploma (Economics), University of Cambridge, 1976
4. BSc Tech (Maritime Studies), UWIST, 1974

V. THEME : TRANSPORT OPERATION IN THE WEST AFRICAN CORRIDORS

With globalization and the liberalization of the transport sector as proposed by the World Trade Organization (WTO), all transport operations related with international trade should fulfill the requirements of the golden rule of the International Physical Distribution (IDP) namely: “transport the appropriate product, in the required quantity, to the agreed venue, at least costs to satisfy the requirements of the consumer on the international market as well as attaining the objective on time and in absolute quality”.

This golden rule is a harmonious and synergic combination of the implementation of the four agreements that constitute the International Trade Agreement namely:

- The international purchase/sale contract;
- The international transport contract;
- The international insurance contract;
- The settlement contract or the credit document.

The strict implementation of the provisions of these four contracts will promote the integrated logistic management of the transport system which will contribute simultaneously to the flow of traffic, the acceleration of administrative procedures and formalities as well as the simplification of documents, cost reduction and reducing delays to a minimum on condition that the road and rail networks and the means of transportation are efficient and available.

In West Africa and within ECOWAS and UEMOA, transport operations are governed by four principal conventions namely the following regional or subregional conventions:

- Inter-State Road Transport TIR/ECOWAS
- Inter-State Transit Transport ITIR/ECOWAS
- Brown Card ECOWAS (third party insurance) and the CIMA Code
- International Rail Transport (TIF)

The interpretation and implementation of the provisions of the various conventions have been included in agreements, bilateral and multilateral road agreements as well as in customs, ports and rail agreements which have led to a patchy, defensive, lucrative and wheeler-dealer type of management by the States followed by the administrative services and the operators of the transport system.

A recent study by UMOA (carried out in 1998) entitled “Survey on Road Transport and Transit Facilitation” showed that 74 per cent of the rules and mechanisms governing Inter-Country Transport and Transit are national regulations and/or bilateral agreements which are to the detriment of the relevant provisions of the TIR, ITIR conventions and ECOWAS Brown Card.

In the face of increasing economic integration and liberalization in all sectors of economic activity, the aforementioned agreements should be updated. The malfunctioning of the transport system and particularly its various factors have been analyzed in the tables below.

Recap. Table of costs (%) timeframe (number of days) means of operation and transit procedures in accordance with the regulations/usage in force in UEMOA/ECOWAS (2002)

STAGES	OPERATORS	MAJOR	PERFORMANCE	
			Costs	Time (days)
1. Preliminary Measures	Economic operator (Buyer/supplier) - Administrative setup - Banking system	- Solvency of the operator - Shortcomings in the banking system - Transmission of documents - International communications		
2. Despatch	- Suppliers - Transit agents - Road Transporters - Banking system	- Transmission of documents International communication Non mat		
3. Maritime Transport	- Maritime agents - Maritime companies - Transit agents - Maritime insurance - Shippers' council	- Transmission of documents - Role of intermediaries - Customs formalities - Poor implementation of the rules governing competition and competitiveness	33-37%	12-18J
4. Ports Formalities	- Accessories - Ports authorities - Representative of shippers Council (freight bureau) - Transit agents - Handlers - Administration	- Subregional communication - Transmission of documents - Poor implementation of intermodal transport - Complex customs documents - Cumbersome procedures - Security of goods	6-12%	7-10J
5. Transit Preparation Road Transport	Economic operators - Transit agents - Representative of the shippers' Council (freight bureau) - Transporters trade unions - Customs administration - Transporters - Chamber of Commerce	Poor knowledge of the importance of commercial documents - Credit worthiness of the operator - Cumbersome regulations (inter-Country Transit (TRIE)) - Taking turns - Customs escort - Role of the Freight bureau - Role of the Transporters Trade Unions - Role of intermediaries	6-9%	2-4J
6. Road Transport	- Transporters - Various administrative offices - Transit agents - Customs - Shippers' Council - Drivers	- Quality and reliability of services - Excessive checks - Faulty infrastructures - Old vehicles (road, rail) - Cumbersome regulations - Lack of equipment - Security - Loss of time - Customs escort	30-33%	3-6J
7. Final Measures	- Transit agents - Customs - Economic operators - Banking system	- Quality and reliability of services - Cumbersome procedures - Creditworthiness of the operator - Lack of packing equipment		
TOTAL			81-97%	

Source: ECWA – 1990/Consultant: TDEM updating ECA – 2002/Consultant: Mr. N'guessan 30/01/02

COMMENTS

The aforementioned performances can be reduced by a third thereby optimizing the performance on condition that an integrated logistic management is put in place together by the policy-makers, the service providers and the transport users.

Judging from what has been mentioned earlier, it could be stated that the transport malfunctioning is one of the main factors responsible for the poor development of intra-community trade in West Africa. In order to resolve the problem, all the partners in the integrated management of corridor transport operation in West Africa should review the situation and adopt a logistic approach in performing their role in accordance with the following recommendations:

RECOMMENDATIONS

Policy Level

In the face of globalization, the community management of transport activities should take precedence over individual state interests.

Institutional Level

The free movement of peoples, goods and services as proposed by ECOWAS and UEMOA should be effective as well as the need to promote positive and synergic interaction at the technical, administrative and operational level in Inter-Country and regional transport.

In fact, there should be joint bodies between ECOWAS and UEMOA to prevent possible partisan divisions and extra costs, which penalize operators and the economies of the countries concerned.

Legal Level

1. A significant review should be carried out on the TIR Convention with emphasis on the following:
 - the abolition of cumbersome administrative escorts as well as the rules governing the distribution of freight and loading in turns which hinder competition and competitiveness;
 - The establishment of specific transport contract for the various categories of goods and particularly the re-establishment of the legal nature of the waybill in the same manner as the bill of lading or the airway bill.

2. ITIR/ECOWAS Convention

- The implementation of the provisions of this convention varies from country to country when compared with its fundamental principles.
 - 70 per cent of the vehicles transporting goods are old as the transporters do not possess the necessary loans for vehicle renewal. Permission should be given for the institution of secure palliative measures such as the System of Lead Sealing (SLS) which is on trial on Cote d'Ivoire involving State guarantee, the Chamber of Commerce and Industry, the Custom Authority, the Transporters and the Transit Agents.
 - Establishment of a guarantee Fund on a regional basis in which a single payment is valid for all the borders
 - Establishment of a single customs documents in the ECOWAS space, which is valid for all declarations at rail and road borders as well as for customs duties on goods.
3. Respecting the substance and the form in the synergic and integrated in the implementation of the provision of the four agreements namely the agreements on trade transport, insurance and finance that constituted the International Trade Agreement and the provisions on Multi-modal transport which should be ratified.
 4. Harmonization of the ECOWAS Brown card and the CIMA Code to facilitate the strict application of vehicle and goods insurance in order to safeguard inter-modal transport all along the transport chain.

Technical Level

1. Community participation within ECOWAS/UEMOA in the construction, maintenance, operations of road along the corridor and consequently the community levy and management of a Road Fund. This approach will contribute to an increase in the flow of traffic.
2. Provide security for old vehicles (70 per cent of the fleet) through the system of lead sealing which gives trucks a container advantage (see sheet attached in an Annex).
3. Establishing weighbridges at departure points, at the border and on arrival and limiting checkpoints to 3 (three) on all the corridors for transit vehicles with a view to removing customs apprehensions and other administrative bottlenecks.

Organizational Level

1. Establish within countries and ECOWAS/UEMOA national committee for the facilitation of transport and trade.
2. Strengthening the capacity of the operators in the transport function with particular reference to transporters.
3. Codify and disseminate the skills of road traffic supervisors to prevent mixtures, confusions which are often sources of illegal dues.
4. Facilitate the implementation of an Observatory of International Transport by sea in order to control information on goods moving from one end of the transport chain to the other (SSATP Project/CMEAOL/World Bank).
5. Promote the establishment of a community plan ECOWAS/UEMOA/CILSS/REAO for an observatory on Abnormal practices at border crossings in order to track down, denounce and punish those guilty/norms, rules, mechanisms, uses, of the malfunctioning of the transport system.

Administration

1. Prepare reliable transport statistics and strengthen customs cooperation through the harmonization of computerized systems.
2. Establish an ECOWAS/UEMOA community plan on a system of taxes, dues, contributions and other levies as well their harmonization in order to control transport costs on the corridors.

Operational Level

1. Adopt an integrated logistic transport management system on the corridors in order to reduce the costs, to accelerate the procedures, to harmonic and simplify the documents and to reduce the time within UEMOA/ECOWAS.
2. Publish a Practical Guide on Transport and Logistics in West Africa to facilitate the strict operation of mechanisms, rules and usage in force for the benefit of operators.
3. Promote the establishment of supranational transport enterprises such as the Transway Africa with capital (from Burkina Faso, Ghana, Cote d'Ivoire and Mali) through the initiative of members of the professional sub-network Net Translog of the Enterprise network in West Africa (REAO) to better respond to the objectives of subregional economic integration.

N'GUESSAN N'GUESSAN's CV

EDUCATION

- 1976 Bachelor's degree in Applied Economy – Option Management
University of Abidjan - Cote d'Ivoire
- 1977 Master's degree in international business
University of Abidjan
- 1981 Postgraduate diploma in Management and Projects analysis
University of Abidjan
- 1988 Diploma in seaborne trade
Regional Academy of Science and Technology of the Sea
Abidjan, Cote d'Ivoire

PROFESSIONAL EXPERIENCE

- December 2000 to this day Consultant, Director of INCOTRANS (International Trade and Transport), consultancy firm for assistance, audit, salvage and training
- 1996 to 2001 Technical Secretary of the Ivorian Committee for the coordination and the follow-up of the SSATP/CMEAOC/WORLD BANK Project (Observatory of International Sea Transport in West and Central Africa)
- 1994 to March 2000 Assistant Director of the Merchant Fleet and competitiveness. In charge of the follow-up of policies, administration, regulation and coordination of sea transports
- 1991 to 1993 National Expert and Secretary of UNDP/UNCTAD/RAF 88/014 Project
Study and implementation of a data bank for transport and transit on corridors: Cote d'Ivoire, Burkina Faso, Mali, Niger...
- 1987 to 1991 Director of General Services for the Ivorian Bureau of Shippers (OIC)
In charge of negotiating shipping freight, assisting shippers, studies, information and training, statistics and computerization of the shipping department in Cote d'Ivoire
- 1977 to 1987 Expert, Head of Operation for the Regional Committee of Shipping Freight Negotiation

PROFESSIONAL TRAINING

I participated to more than 300 conferences, seminars, workshops and meetings from 1977 to 2001 as Expert, Senior Consultant in transport and international business; among which:

1. Expert, Counselor of transport for the account of CMEAOC/WORLD BANK/TRACTEBEL CONSULT from 1995 to 1996 in Brussels (Belgium)
2. Consultant/USAID: Assessment of the fluctuation of the cattle price between the Sahel and West Africans countries – Burkina Faso, Mali, Niger, Cote d'Ivoire, Ghana, Togo (March 2000) Office of the MITCHELL GROUP INC. Washington, D.C./USAID
3. Presenter of a Seminar on Multilateral Commercial System /WTO/ICC/UNCTAD/JITAP
Theme: Agreement on services trade (18-22 December 2000/Cote d'Ivoire)
4. Consultant/Guest Speaker for the Symposium on transport in transit in West and Central African countries (25 countries) OMAOC/European Countries (Abidjan 28 February – 1 March 2001)
5. Expert/West African Entrepreneurs Network (REAO) for the account of the Office of US BOOZ-ALLEN and HAMILTON/USAID/ECOWAS
Theme: Global and Regional transport in trade (Lomé, Togo 20-21 March 2001)

OTHERS

- Member of the Network for the Multilateral Commercial System Trainers – WTO/ICC/UNCTAD since November 2000
- Internal Consultant for the Export Promotion Association of Côte d'Ivoire (APEX-CI) since 1999
- Consultant for the West African Forum (ECOWAS, UEMOA, CILSS, REAO) since 1997
- Professor at the Regional Academy for Science and Technology of the Sea (ARSTM/ESTM Abidjan – Côte d'Ivoire) since 1989
- Professor at the Atlantic University of Abidjan since February 2001

COMPUTER SKILLS

- WINDOWS 95-98, WORD, EXCELL 2000

LANGUAGE: French official language; English and Spanish read and understand perfectly.

SYMPOSIUM SUR LE TRANSPORT

THEME : LES OPERATIONS DE TRANSPORT DANS LES COULOIRS DE L'AFRIQUE DE L'OUEST...(M. N'Guessan)

Avec les phénomènes de la mondialisation du commerce et de la libéralisation des secteurs du transport prônées par l'OMC, l'objet de toute opération de transport lié au commerce international doit de permettre de satisfaire à la règle d'or de la Distribution Physique International (DPI) à savoir : « **Acheminer le produit adéquat, en quantité requise, au lieu convenu, au moindre coût, pour satisfaire les besoins du consommateur sur le marché international et pour atteindre l'objectif de juste à temps, et en qualité totale** ».

Cette règle d'or de la DPI combine harmonieusement et de façon synergique l'application des quatre conventions qui formalisent l'Acte commercial international, à savoir :

- Le contrat achat/ vente internationale ;
- Le contrat de transport international;
- Le contrat d'assurance international ;
- Le contrat de paiement ou Crédit documentaire.

L'application idoine de ces 4 contrats, favorisent, la gestion logistique intégrée du système de transport qui permet à la fois, la fluidité des trafics, l'accélération des procédures et formalités administratives, la simplification des documents, la réduction des coûts et l'optimisation des délais ; si toutefois les réseaux routiers et ferroviaires et les moyens de transport sont performants et disponibles.

En Afrique de l'Ouest et dans les espaces CEDEAO, UEMOA, quatre principales conventions régissent les opérations de transports, il s'agit des conventions régionales ou sous-régionales suivantes :

- Transport Routier Inter-Etats, TIE / CEDEAO
- Transit Routier Inter-Etats, TRIE / CEDEAO
- Carte Brune CEDEAO (assurance au tiers) et le Code CIMA
- Transport international par Fer (TIF).

Les interprétations et applications de ces différentes conventions ont fait l'objet d'accords, d'arrangements bilatéraux et multilatéraux routiers, douaniers, portuaires, ferroviaires, qui ont abouti à une gestion parcellaire, défensive, lucrative et affairiste ; par les Etats, puis les administrations et les opérateurs du système de transport.

Une étude récente de l'UMOA (1998), intitulée **Etude de Facilitation des Transport et Transit routiers/UEMOA** a révélé qu' « **environ 74%** des règles et mécanismes qui régissent le Transport et le Transit, Inter-Etats, dans l'espace CEDEAO / UEMOA, sont le fait de réglementations nationales et / ou d'accords bilatéraux ; au détriment des dispositions pertinentes des Conventions TIE, TRIE, Carte Brune CEDEAO ».

Face aux phénomènes d'intégration économique renforcé et à la libéralisation de tous les secteurs de l'activité économique ; il devient impérieux de procéder à une actualisation desdites conventions. Le dysfonctionnement du système de transport et notamment sur les corridors, sont analysés dans les tableaux ci-après.

TABLEAU : Récapitulatif des coûts (%) des délais (nombre de jours) moyens des opérations et Procédures de transit, selon la réglementation /usages en vigueur dans l'espace UEMOA/CEDEAO (2002)

	Etapas	Intervenants	Principaux problèmes	Performance	
				COUTS	DELAIS (jours)
1	Démarches Préalables	- Opérateurs économiques (acheteur/Fournisseur) - Appareil administratif - Circuit bancaire	- Solvabilité de l'opérateur - Carence système bancaire - Transmission documents - Communications internationales	-	-
2	Expédition	- Fournisseurs - Transitaires - Transporteurs terrestres - Circuit bancaire	- Transmission documents - Communications internationales - Non maîtrise des Incoterms Carences système bancaire	-	-
3	Transport Maritime	- Commissionnaires maritimes. - Compagnies maritimes - Transitaires - Assurances maritimes - Conseils des chargeurs	- Transmission des documents - Rôle des intermédiaires - Formalités douanières - Mauvaise application des règles de concurrence et de compétitivité	33- 37 %	12 – 18 J
4	Formalités Portuaires	- Acconiers - Autorités portuaires - Représentant Conseils des chargeurs (bureaux fret) - Transitaires - Manutentionnaires - Administrations	- Communications sous-régionales - Transmission de documents - mauvaise application du transport intermodal - Complexité documents douaniers - Lourdeurs des procédures - Sécurité des marchandises	6 – 12 %	7 – 10 J
5	Transit Préparation Transport Terrestre	- Opérateurs économiques - Transitaires - Représentants des conseils des chargeurs (bureaux fret) - Syndicats transporteurs - Administrations des douanes. - Transporteurs - Chambre Consulaire	- Méconnaissance de l'importance des documents commerciaux - Solvabilité de l'opérateur - Lourdeurs de la réglementation : ▪ Transit inter-états (TRIE) ▪ Répartition du fret ▪ Tour de rôle ▪ Escorte douanière - Rôle des bureaux de fret - Rôle syndicats de transporteurs - Rôle des intermédiaires	6 – 9 %	2 - 4 J
6	Transport Terrestre	- Transporteurs - Diverses Administrations - Transitaires - Douanes - Conseil des Chargeurs - Chauffeurs routiers	- Qualité et fiabilité services - Excès de contrôles - infrastructures défectueuses - vétusté des véhicules (route/rail) - Lourdeurs de la réglementation - Manque d'équipements, - Sécurité - Perte de temps - Escorte douanière	30 – 33 %	3 - 6 J
7	Démarches Finales	- Transitaires - Douanes - Opérateurs économiques - Circuit bancaire	- Qualité et fiabilité services - Lourdeurs procédures - Solvabilité de l'opérateur - Manque d'équipement des gares	4 – 6 %	2 – 7 J
TOTAL				81 –97%	26 – 45 j

Source : CEAO – 1990 / Consultant : T. DEM
Actualisation CEA- 2002 / Consultant : N. N'GUESSAN

COMMENTAIRES

Les performances ci-dessus peuvent être réduites **du 1/3**, donc optimisées ; si une gestion logistique intégrée du système de transport était appliquée, à la fois par les décideurs publics, les prestataires et les usagers des services de transport.

De tout ce qui précède, on peut affirmer que le dysfonctionnement du Transport est l'une des causes fondamentales du mal développement du commerce Intra - communautaire en Afrique de l'ouest.

Pour y remédier, tous les partenaires à la gestion intégrée des opérations de Transport dans les couloirs de l'Afrique de l'ouest doivent se remettre en cause, et adopter une approche logisticienne de leur rôle en suivant les recommandations ci-après:

RECOMMANDATIONS

Au niveau politique

Face à la mondialisation, la gestion communautaire des activités de transport doit primer sur les intérêts étatiques.

Au niveau institutionnel

La libre circulation des personnes, des biens, des services et des capitaux prônés par la CEDEAO et l'UEMOA doit être effective, d'où la nécessité de privilégier une interaction positive et synergique, au plan technique, administratif et opérationnel ; en matière de transport Inter-Etats et de transport régional.

Au demeurant des structures conjointes de gestion devraient exister entre la CEDEAO et l'UEMOA pour éviter d'éventuels clivages partisans et de surcoûts pénalisants pour les opérateurs et les économies concernées.

Au niveau juridique

1) La convention TIE devrait subir un toilettage significatif, en mettant l'accent sur :

- La suppression des escortes administratives onéreuses ; et des règles de répartition du fret, des chargements à tour de rôle qui annihilent la concurrence et la compétitivité ;
- L'instauration de contrats type de transport pour les différentes catégories de marchandises et surtout la restauration du caractère juridique de la Lettre de Voiture au même titre que le connaissement (B/L) ou la Lettre de Voiture Aérienne (LTA)

2) Convention TRIE/CEDEAO

- Cette convention connaît une application disparate d'un pays à un autre, par rapport à ses principes fondamentaux :
- (70% du parc de véhicules de marchandises est vétuste ; à défaut de pouvoir le renouveler par des crédits appropriés aux transporteurs ; il faut autoriser des solutions palliatives sécurisantes telles que le Système de Grille Plombé (SGP) en expérimentation en Côte d'Ivoire; par la Caution Nationale, La Chambre de Commerce et d'Industrie, l'Autorité douanière, les transporteurs et les transitaires.
- Régionalisation du Fonds de Garantie par un seul prélèvement valable pour toutes les frontières.
- L'instauration d'un Document Douanier Unique dans l'espace CEDEAO valable pour toutes les déclarations aux frontières ferroviaires et routières ; et au dédouanement des marchandises

3) Respect dans le fond et la forme de l'application synergique et intégrée des quatre contrats (commerce, transport, assurance, finance) qui formalisent l'Acte commercial international et des dispositions du Transport Multimodal, qu'il conviendrait de ratifier.

4) Harmonisation de la Carte Brune CEDEAO et du Code CIMA en vue de faciliter une application idoine de l'assurance des véhicules et des marchandises ; afin de sécuriser le transport intermodal et de bout en bout.

Au plan technique

1) Communautariser au niveau CEDEAO/UEMOA, la construction, l'entretien et l'exploitation des routes, le long des corridors ; avec comme corollaire, le prélèvement et la gestion communautaire d'un Fond Routier. Cette approche aura l'avantage d'accroître la fluidité des trafics.

2) Sécuriser les véhicules vétustes (70% du parc) par le Système de Grille Plombée qui confère à la carrosserie des camions, les avantages du conteneur (voir fiche en Annexe);

3) Instaurer les ponts bascules au départ, à la frontière et à l'arrivée ; et limiter les contrôles à trois (3), sur tous les corridors pour les véhicules de transport en transit, en vue de contribuer à lever le doute douanier et autres tracasseries administratives.

4) Instituer aux frontières terrestres, des postes et des bureaux à contrôle juxtaposé, pour simplifier le passage des véhicules et des passagers

Au plan de l'organisation

1) Instaurer au plan national et communautaire CEDEAO / UEMOA, des comités nationaux de facilitation du transport et du commerce.

2) Renforcer les capacités des intervenants de la fonction transport notamment les transporteurs.

- 3) Codifier et diffuser des compétences des agents de contrôle routier afin d'éviter les amalgames, les confusions qui sont souvent sources de prélèvements illicites.
- 4) Faciliter la mise en œuvre de l'Observatoire des Transports Internationaux par Mer, en vue de maîtriser l'information sur la marchandise circulante de bout en bout (Projet SSATP/ CMEAOC/ Banque Mondiale).
- 5) Favoriser la création au plan communautaire CEDEAO / UEMOA / CILSS / REAO, de l'Observatoire des Pratiques Anormales aux Franchissements des Frontières ; afin de traquer , de dénoncer, et de sanctionner tous les facteurs (normes, règles, mécanismes, usages) de dysfonctionnement du système de transport.

Au plan administratif

- 1) Elaborer des statistiques fiables sur le transport et renforcer la coopération douanière par l'harmonisation des systèmes informatiques.
- 2) Instituer au plan communautaire CEDEAO/UEMOA, un système d'agrément des taxes, des redevances, des cotisations et autres prélèvements d'une part, et une harmonisation de ceux-ci d'autre part; dans le but de maîtriser les coûts de transport sur les corridors.

Au plan opérationnel

- 1) Adopter une gestion logistique intégrée du transport sur les corridors afin de réduire les coûts, accélérer les procédures, harmoniser et simplifier les documents et optimaliser le délais dans l'espace UEMOA / CEDEAO.
- 2) Créer un Guide Pratique du transport et de la Logistique en Afrique de l'ouest, pour faciliter l'exploitation idoine des mécanismes, des règles et usages en vigueur au bénéfice des intervenants.
- 3) Favoriser la création d'entreprises supranationales de transport, telle que Transway Africa à capitaux (Burkinabé, ghanéen, ivoirien, et malien) sur initiative des membres du Sous-réseau professionnel Net Translog du Réseau de l'Entreprise en Afrique de l'Ouest (REAO), pour mieux répondre aux objectifs de l'intégration économique sous-régionale.