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**UNTACDA II
BIENNIUM REPORT FOR 1991-1992
SECOND UNITED NATIONS TRANSPORT AND
COMMUNICATIONS DECADE IN AFRICA
1991-2000**

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ABBREVIATIONS

ADB	- African Development Bank
ADF	- African Development Fund
AFCAC	- African Civil Aviation Commission
AFRAA	- African Airlines Association
AFRALTI	- Advanced Level Communications Institute
ARTC	- Annual Telecommunications Conference for Eastern and Southern Africa
ASECNA	- Agence pour la securite de la navigation aerienne en afrique et a Madagascar
BADEA	- Arab Bank for Economic Development
BDEAC	- 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
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
FAC	- Fonds d'aide et de cooperation (France)
FINNIDA	- Finnish International Development Agency
IACC	- Inter-Agency Coordinating Committee
IBRD	- International Bank for Reconstruction and Development
ICAO	- International Civil Aviation Organization
IDA	- International Development Association
IDB	- Islamic Development Bank
IGADD	- Inter Governmental Authority on Drought and Development
ILO	- International Labour Organization
IMF	- International Monetary Fund
IMO	- International Maritime Organization
ITU	- International Telecommunications Union
KBO	- Kagera Basin Organization
KFD	- Kuwait Fund for Development
KFW	- Kreditanstalt fuer wiederauf baie (FRG)
MINCONMAR	- Ministerial Conference of west African States for Maritime Transport
NORAD	- Norwegian Agency for Development
OAU	- Organization of African Unity
ODA	- Official Development Assistance
OPEC	- Organization of Petroleum Exporting Countries

PANAFTEL	- Pan-African Telecommunications Network
PATU	- Pan-African Telecommunications Union
PMAESA	- Port Management Association of Eastern and Southern Africa
PTA	- Preferential Trade Area for Eastern and Southern Africa
RASCOM	- Regional Satellite Communications System
RMC	- Resource Mobilization Committee
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
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
UAR	- Union of African Railways
UDEAC	- Central African Customs and Economic Union
UNCTAD	- United Nations Conference on Trade and Development
UNESCO	- United Nations Educational, Scientific and Cultural Organization
UNIDO	- United Nations Industrial Development Organization
UPU	- Universal Postal Union
URTNA	- Union of National Radio and Television Organization of Africa

UNTACDA II BIENNIUM REPORT FOR 1991-1992**CHAPTER I****INTRODUCTION**

1. This issue is the first of what will be the biennium reports on the progress in the implementation of the programme of the Second United Nations Transport and Communications Decade in Africa, 1991-2000 (UNTACDA II). The programme of UNTACDA II was approved by the Conference of African Ministers of Transport, Communications and Planning at its eighth regular meeting which was held in Abuja, Nigeria by its resolution ECA/UNTACDA/Res.91/84 of 8 February 1991. It was subsequently adopted by the ECA Conference of Ministers by its Resolution 710(XXVI) of 8 May 1991; was later recommended by ECOSOC in its resolution 1991/83 of 26 July 1991; and finally it was launched for implementation by the General Assembly of the United Nations in its own resolution 46/456 of 20 December 1991.

2. In Africa, the implementation of the programme actually began earlier in the year when the Conference of African Ministers of Transport, Communications and Planning approved at its first extra-ordinary meeting in May 1991, the first list of projects to be implemented under the programme. Also, in November 1991, UNTACDA II was launched to the international financial community at the Symposium on African Transport and Communications and donors meeting which were held at the same time in November 1991 at the Secretariat of the African, Caribbean and Pacific Group of States in Brussels, Belgium.

3. It will be recalled that Africa implemented the first programme of the United Nations Transport and Communications Decade in Africa (UNTACDA I) in the years 1978-1988. An in-depth evaluation of that programme, which was carried out in 1988, confirmed that the goals which had been set for that programme were not fully realized. It therefore recommended a follow-up programme in the same regional framework.

4. Thus, in March 1988 at its sixth meeting in Kinshasa, Zaire, the Conference of African Ministers of Transport, Communications and Planning, having critically reviewed the evaluation reports on the results of the first Decade programme, decided on a second Decade programme for the development of transport and communications sectors in Africa over the period 1991-2000 in its resolution ECA/UNTACDA/Res.88/73. While retaining the global objectives of the first Decade, the Ministers recommended a change in strategy based on the experience gained during the first Decade. Furthermore, the Ministers made the approval of the second Decade contingent upon a properly prepared programme. In order to achieve this goal, the two-year period, 1989-1990 was devoted to the preparation of the programme.

5. The Kinshasa decision was subsequently supported by the ECA Conference of Ministers meeting in Niamey, Niger in April of the same year in its resolution 693(XXIII). It was also supported by the United Nations Economic and Social Council at its July 1988 session in resolution 1988/67 and eventually by the UN General Assembly when it proclaimed the period 1991-2000 the second United Nations Transport and Communications Decade in Africa by its resolution 43/179 of 20 December 1988.

6. During the two-year preparatory period, a number of activities were carried out. The objectives for the new programme were developed by the Inter-Agency Coordinating Committee (IACC), a technical committee composed of all relevant United Nations agencies and African inter-governmental organizations and institutions. These were adopted by the Conference of African Ministers of Transport, Communications and Planning at its seventh meeting held in Tangier, Morocco, in 1989. At that meeting, the Ministers also agreed on the institutional mechanism for the preparation and implementation of the programme.

7. The development objective of the first UNTACDA were adjudged to remain valid for UNTACDA II, namely, the development of efficient, integrated and sustainable transport and communications infrastructure and services as a basis for the physical integration of Africa. This goal is elaborated into ten global objectives as follows:

- (a) **OBJECTIVE 1:** Implementation of phased and balanced programme of development and management of transport and communications infrastructure, taking particularly into account the needs and requirements of island and land-locked countries;
- (b) **OBJECTIVE 2:** Rehabilitation, upgrading and maintenance of the most critical elements of the existing infrastructure and equipment so as to improve their efficiency, capacity and utilization, as well as prolong their economic life;
- (c) **OBJECTIVE 3:** Improvement of human resources planning development and utilization in order to enhance the quality and availability of personnel at all levels for efficient management and operations of transport and communications systems;
- (d) **OBJECTIVE 4:** Improvement of operational efficiency, service quality and availability in transport and communications by implementing appropriate policies and administrative measures that will increase their competitiveness, productivity and profitability, while at the same time ensuring social and economic development;
- (e) **OBJECTIVE 5:** Establishment of information systems on transport and communications as a basis for analysis and better planning and management of investments;
- (f) **OBJECTIVE 6:** Development of manufacturing capabilities in order to cope with the rapid changes in technology and conditions in the transport and communications market and to reduce cost and requirements for foreign exchange by local manufacture of some spare parts, components and equipment;
- (g) **OBJECTIVE 7:** Improvement of transport safety and security as well as strengthening transport-related environmental protection measures;

- (h) **OBJECTIVE 8:** Improvement of transport and communications in rural areas where the majority of the people live and the largest percentage of economic production takes place;
- (i) **OBJECTIVE 9:** Improvement of urban transport to meet the needs of the rapidly growing urban population;
- (j) **OBJECTIVE 10:** Establishment and strengthening of inter-regional liaisons in the field of transport and communications.

8. These global objectives are translated into sector-specific objectives which form the basis for developing the strategies and action programmes from which projects are eventually derived. The strategies are based on the key issues and constraints identified by the working groups, and are elaborated as action areas at the national, subregional and regional levels. In general, the sectoral strategies developed for the various subsectors share common approaches which can be summarized as follows:

- Improvement of existing infrastructure and equipment through rehabilitation, upgrading and maintenance programmes;

- Expansion of existing transport and communications systems through the execution of viable projects;

- Improvement of transport and communications through institutional and financial reforms, policy formulation, human resources development and improved management;

- Removal of non-physical barriers through harmonization and simplification of legislations and regulations;

- Development of manufacturing capabilities by promoting the establishment of multinational enterprises and industries.

- Improvement of transport and communication services through the promotion of enterprises, liberalization of services and enabling framework for strengthening private sector contributions.

9. The focal points for the development and implementation of strategies and programmes are the National Coordinating Committees (NCCs), the subsectoral working groups and the subregional working groups, where each of these groups plays specific roles as summarized hereunder:

- The NCCs assist their governments in preparing national programme based on the assessment of the current situation and consistent with the Decade objectives.

The Subregional working groups harmonize the programmes of member countries (i.e. the NCCs) and those of the various intergovernmental organizations in the subregion.

The subsectoral working groups develop on the basis of data and information collected at national and subregional levels, strategies for their respective subsectors which take into account national and subregional programmes and prepare and implement regional components of the programme.

The lead agency (ECA) consolidates and harmonizes all subregional and subsector components into the regional programme.

The Resource Mobilization Committee (RMC), which is a sub-committee of the IACC, reviews draft programme for soundness against requirements of financing institutions and advises on how best to formulate the programme in order to attract both internal and external resources, as well as assisting member States in mobilizing the technical and financial resources for implementing the programme.

All the programmes developed accordingly are reviewed by the Inter-Agency Coordinating Committee (IACC) which recommends the consolidated programmes to the Conference of Ministers.

10. Based on strategies developed by the sub-sectoral working groups and the priorities established at the national and subregional levels, projects addressing capital investment as well as policy reform measures, institutional strengthening and development capabilities, research, training and human resource development are prepared and submitted through the Economic Commission for Africa (ECA) to the Resource Mobilization Committee (RMC) for screening.

11. At the conclusion of the project screening exercise in 1991, a total of 669 projects out of 1127 submitted by the African countries and IGOs as well as by the UN agencies, were selected for the first list of projects to be implemented under the Decade programme. These projects were estimated to cost a total of US\$11,795 millions. By sector, these were distributed as follows: transport - 478 projects costing US\$9,798 millions; communication - 191 projects costing US\$1,997 millions.

12. Besides the 669 projects above, which may be considered as investment oriented, the implementation of the Decade programme also includes execution of certain thematic issues in the areas of human and institutional development, data systems, logistics planning and operations, development of manufacturing capability and policy reforms. These thematic components are being pursued at the regional level by the various sectoral working groups which were set up as part of the Decade implementation mechanism.

13. Thus, this report will not only cover the progress in the implementation of the 669 approved projects of 1991, but also other activities which were undertaken by the various working groups, African IGOs and UN agencies within the framework of UNTACDA-II Programme.

14. The rest of the report is organized as follows: Chapter II presents the status of implementation of the 669 approved projects including level of financing; in Chapter III, a brief assessment of the institutional mechanisms of the Decade is presented, while special developments and issues which took place during the biennium are presented in Chapter IV. Chapter V, then contains recommendations for follow-up action based on the conclusions drawn from the progress achieved and problems encountered.

CHAPTER II

PROGRESS IN THE IMPLEMENTATION OF APPROVED PROJECTS

15. At its extra-ordinary meeting of May 1991 in Addis Ababa, the Ministers approved the first list of projects to be implemented under UNTACDA II programme which consisted of a total of 669 projects costing US\$11,795.43 millions. At the time of their approval, some of these projects had already attracted financing to the tune of US\$2,096.45 millions, or 17.8 per cent of total requirement. The summary in Table 1 contains results of implementation of projects by subsector, which are briefly expounded below. The detailed status of project implementation by sector and by country is shown in Annex I.

2.1. Roads and Road Transport

16. Roads and road transport is the dominant mode of transport in Africa. In the first list of Decade projects, it accounted for 201 of the 478 projects in the transport subsector, or 42 per cent. In terms of cost, these projects required \$4,824.25 millions or 49 per cent of total cost of transport subsector projects. At the end of 1992, a total of 11 projects costing US\$85m. were reported as completed, with a further 43 projects costing US\$1,455m. still under implementation. In terms of financing requirements, US\$1,491m., or 31 per cent of total cost, was reported as having been acquired.

2.2 Railways

17. Eight projects with a cost of US\$137 millions were reported as completed at the end of 1992, representing respectively nine per cent of the 86 projects in the mode and four per cent of the total cost of US\$3,388.30 millions. Total financing obtained amounted to US\$371m. (11 per cent of total).

2.3 Air Transport

18. With 67 projects in the initial list, the air transport mode is the third largest within the transport subsector of the programme. Four projects, or six per cent were reported as completed at the end of 1992, and a further 18 projects were still under implementation. Financing obtained was US\$65m., or 24 per cent of total cost of US\$265.79 millions.

2.4 Maritime Transport

19. A total of 38 maritime transport projects costing US\$142.33 millions were included in the first list of projects in 1991. Out of these, two projects (5 per cent) were reported as fully implemented at the end of 1992, with a further four projects still under implementation. In terms of financing, US\$54 million, 38 per cent of total requirement, was secured. This compares favourably with only US\$0.46 million which was available at the start of the programme in 1991.

2.5 Ports

20. There are 36 projects for the ports costing a total of US\$422.52 millions, of which \$118.53 (28%) was available at the start of the programme in 1991. Based on reports obtained, no project had been completed by the end of 1992.

TABLE 1

PROGRESS IN IMPLEMENTATION OF UNTACDA II PROJECTS: 1991 - 1992

SECTOR/SUBSECTOR	PROJECTS APPROVED IN 1991		PROJECTS MONITORED		PROJECTS COMPLETED AT THE END OF 1992	PROJECTS UNDER IMPLEMENTATION AT THE END OF 1992	FINANCING OBTAINED TO DATE 1992
	TOTAL	COST (\$M)	TOTAL	COST (\$M)			
AIR	67	265.79	34	122.59	4	18	65.38
INLAND WATER	17	492.08	9	106.66	1	4	9.86
MULTIMODAL	26	95.02	6	12.41	0	0	1.78
PORTS	36	422.52	13	516.85	0	4	115.21
SHIPPING	38	142.33	13	65.02	2	4	54.22
ROADS	201	4824.25	112	2273.47	11	43	1491.27
RAILWAYS	86	3388.30	39	1577.73	8	10	371.48
URBAN	7	167.66	3	165.08	0	2	26.22
TOTAL TRANSPORT	478	9797.95	229	4840.59	26	87	2135.42
BROADCASTING	29	134.26	10	22.69	0	5	10.33
POSTAL SERVICE	26	55.95	5	11.38	0	2	1.65
TELECOMMUNICATIONS	136	1807.27	83	1402.75	6	21	1051.91
TOTAL COMMUNICATIONS	191	1997.48	98	1436.82	6	28	1063.89
TOTAL PROGRAMME	669	11795.43	327	6277.41	32	113	3199.31

2.6 Multimodal Transport

21. The multimodal transport component of the programme consisted of 26 projects costing US\$95.02 million, of which \$21.75 million (23%) had been secured at the start of the programme in 1991. It was reported that a total of US\$1.8 million had been mobilized by the end of 1992, but implementation had not begun on any project.

2.7 Inland Water Transport

22. Of the 17 projects in this mode of transport, only one is reported as completed with a further four still under implementation at the end of 1992. In terms of financing, the US\$12.31 million out of the total cost of US\$492.08, less than three per cent, was available at the start of the programme in 1991. For the 9 projects monitored in 1992, the financing obtained is \$9.9m, which is equivalent to 9 per cent of the \$106.7m cost of the monitored projects.

2.8 Urban Transport

23. This being a new component of the Decade programme, only 7 projects costing US\$167.66 million were included in the first list of projects in 1991. By the end of 1992, none of these had been completed and two more were still under implementation. As concerns financing, a total of \$26m (16%) has been secured.

2.9 Telecommunications

24. Telecommunications dominates the communications sector programme with 136 (71%) of the 191 projects, and \$1,837.27 millions (91%) of the total cost of \$2,027.48 millions. \$380.80 millions of the \$1,837.27 millions cost had already been secured in 1991 and financing at the end of 1992 is \$1,051 millions, or 58 per cent of total requirements. These resources were used to complete six projects and initiate implementation of an additional 22 projects by the end of 1992.

2.10 Broadcasting Services

25. A total of 29 projects costing US\$134.26 millions were included in the first list of approved projects for the broadcasting services programme. There was no financing indicated for any of these projects at the beginning of 1991. However, by the end of 1992, about \$10 millions had been mobilized while no project had been completed, and five projects still under implementation.

2.11 Postal Services

26. The programme for postal services consisted of 26 projects costing \$55.95 millions, of which \$3.80 millions (less than 7%) had been secured at the start of the programme. It is reported that at the end of 1992, no project had been completed, with two projects under implementation. In terms of financing, a total of \$1.6 millions had been secured for the ---- projects monitored, or 14% of the cost of \$11.38 for the projects monitored.

CHAPTER III

AN ASSESSMENT OF UNTACDA II MECHANISMS

27. In approving the Objectives, Strategies and Guidelines (DEC/TRANSCOM/67/Rev.4) for the programme at their seventh meeting in Tangier, Morocco, in 1989, the Ministers adopted an elaborate mechanism for the Decade programme from national through subregional and subsector up to the regional level. Each organ had well defined terms of reference. The following sections contain a brief assessment of the activities of and problems encountered by each of these organs in the first two years of programme implementation.

3.1 National Coordinating Committee (NCC)

28. In accordance with the Tangier decision, each African country was to set up a National Coordinating Committee, composed of senior government officials and representatives of the private sector, to assist in the articulation of country objectives, strategies and programme of UNTACDA II. At the time the programme was adopted in 1991, a total of 32 member States had reported that their NCCs had been established.

29. However, only 26 of them submitted their country inputs of the strategy and programme. Furthermore, the majority of the national reports received by ECA did not conform to the guidelines which were designed for its preparation and many of them did not appear to have been designed for the Decade programme. In contrast, up to 43 countries submitted projects which were to be considered for inclusion in the list of 669 projects approved in 1991. By the end of 1992, the number of countries with NCCs increased to 36.

30. Based on recent reports from the countries, it is evident that most of the NCCs were unable to fulfil their roles in the Decade for several reasons, key among which are:

- (a) The governments did not provide the support needed to make the NCCs operational, contrary to the Tangier decision;
- (b) The composition of NCCs did not often conform to the guidelines of Tangier; in many countries only a Chairman was appointed, while in most cases, there was no private sector participation;
- (c) The statutory status of the NCCs was rather vague in that it was not clear whether the NCC is an executing or advisory body, and this tended to cause problems in some countries;
- (d) NCCs were not able to obtain support from UNDP national programme since the national IPF is distributed according to priorities established by the governments and the latter did not include NCC support among their programming priorities;
- (e) Certain countries which already had other mechanisms in place (e.g. central planning units) did not want to create NCCs for fear of duplication of national activities.

31. During the implementation of the approved programme, the NCCs are also expected to revise their national programmes and assist in the preparation of new projects for inclusion in the programme as necessary, as well as to monitor the implementation of their projects and report on regular basis to the lead subregional organization and to the lead agency (ECA).

3.2 Subregional Working Groups

32. Four subregional working groups were formed, composed of African intergovernmental organizations (IGOs) involved in economic cooperation in the four subregions of Africa, namely, Central Africa under the leadership of ECCAS, West Africa which is led by ECOWAS, and Eastern and Southern Africa led by PTA. For North Africa, no working group has been set up to-date under UMA, the subregional economic grouping, partly because it covers only five of the seven countries in the subregion.

33. During the preparation of the programme, these subregional working groups were assisted by ECA, with UNDP financial support, to organize group meetings, discuss the strategies and prepare subregional programmes. In all cases, consultants were provided to finalize these programmes for them. However, such assistance was not provided during the implementation phase and it is clear that, partly due to the financial constraints of the IGOs, these working groups were unable to function effectively.

34. Reports of activities during the biennium were received only from ECOWAS for the West Africa region. In its report, ECOWAS highlighted the difficulties encountered in carrying out its functions as lead organization for the subregion, namely, coordinating NCCs and IGOs in the subregion, and monitoring the implementation of the projects in the programme. These difficulties were mainly due to lack of funds.

35. With regards to the results so far achieved in implementing and financing the subregional projects of ECOWAS, some pledges had been made by donors (ADB and IDB) to finance feasibility or engineering studies for some roads projects. A donors meeting was organized in Dakar, Senegal in 1992 and a follow-up meeting was planned for 1993.

3.3 Subsectoral Working Groups

36. It will be recalled that at their extraordinary meeting in Addis Ababa in May 1991, the Ministers decided that the subsectoral working groups, which had been set up to help in the preparation of the programme, should continue to function during the implementation phase. Although no specific terms of reference were given for these groups, the groups drafted their terms of reference and undertook various activities in support to the implementation of the programme as summarized below. The draft terms of reference were to be presented to the next meeting of Ministers for adoption.

3.3.1 Roads and Road Transport

37. This working group is led by the World Bank and its other members are ECA, OAU, ADB, ILO, UNCTAD and UNDP. It held several meetings at which the draft terms of reference

were adopted, a work programme prepared and the relationship between the working group and the coordinating committees of the Road Maintenance Initiative and Rural Travel and Transport components of the Sub-Saharan African Transport Policy Programme (SSATP), also led by the World Bank, was discussed. It was agreed that although the activities of SSATP formed part of the Decade programme, its management would remain with the coordinating committees of the various components of SSATP and not be subsumed under the UNTACDA II working group.

38. The major activities carried out under SSATP are:

- (i) Road Maintenance Initiative (RMI) - which was developed to address issues affecting road maintenance in Africa. Eight countries have been selected as pilot countries for implementing RMI; these are: Rwanda, Nigeria, Zambia, Uganda, Tanzania, Kenya, Madagascar and Zimbabwe. There were plans to add Cameroon to the programme;
- (ii) Rural Travel and Transport Project (RTTP)- which focuses on roads and means of transport in rural areas of Africa. The activities carried out under the project include: Surveys of village level travel and transport; studies on rural roads, intermediate means of transport and role of women in transport; strategies for development of country level rural transport and rural roads were prepared for six countries, namely, Ghana, Madagascar, Uganda, Tanzania, Nigeria and Ethiopia. These activities will be followed up with round table seminars on recommended approach to the implementation of the strategies in all African countries.

3.3.2 Railways

39. The working group on railways is led by the Union of African Railways (UAR) and its other members are ECA, World Bank, OAU, ADB, ILO, UNDP and UNCTAD. The working group held two meetings during this period. The first meeting examined all projects included in the Decade programme in order to rationalize those which overlapped and prepared a summary of the sector strategy which was later presented at the Symposium on African Transport and Communications held in Brussels, Belgium.

40. The group met again at the end of 1991 jointly with the Railways Steering Committee of SSATP to consider the following issues: Accomplishments and outlooks for UNTACDA II; Preparation of seminar on railways restructuring in Southern Africa; Preparation of seminars on locomotives management; Evaluation of a policy action planning (PAP) seminar project; Review of report on training; Private sector participation in railways activities.

3.3.3 Urban Transport

41. The group is coordinated by the World Bank, with ECA, OAU, UAR, UPAT and UNDP as members. This group has joined with the SSATP Urban Transport component to pursue

the development of this sector. In the first phase, a study was carried out in twelve major African cities: Dar-es-Salaam, Harare, Lagos, Abidjan, Yaounde, Dakar, Douala, Ouagadougou, Accra, Nairobi, Lusaka and Ibadan.

42. As a follow-up to the above studies, pilot cities were selected to develop and implement urban transport policy action programmes (PAPs). These are: Dakar, Accra, Harare, Dar-es-Salaam, Ouagadougou, Yaounde and Douala.

43. The working group also prepared a work programme for the implementation of the Decade strategy in 1993-1994 period. This includes activities in urban road safety, non-motorized transport, traffic monitoring as well as programmes for training personnel from the public bus companies (Project FRATER) and general training in the urban transport sector.

3.3.4 Water-Based and Multimodal Transport

44. This working group, led by UNCTAD, covers maritime transport, ports, inland waterways and multimodal transport. The other members of the group are ECA, IMO, OAU, MINCONMAR, ISCOS, UNDP, the three Port Management Associations in Africa, ILO, Alexandria Maritime Transport Academy, ADB and the World Bank. Because of the large number of members, the group held several meetings in 1991 and 1992 to, *inter alia*, harmonize and rationalize the projects included in the 669 list of 1991, prepare draft terms of reference and the work programme for 1993-1994.

45. The first batch of 117 projects was examined in detail for consistency with the objectives and strategies of the Decade. As a result of this analysis, recommendations are being formulated to help ensure that future project proposals relate more closely to the Decade objectives and strategies. In addition, an attempt is being made to develop model programmes in two important areas - maritime training and shipping - showing which of the existing proposals could, with certain modifications, form part of these priority programmes.

46. In order to create a greater awareness among member States of subsectoral strategies, the Working Group decided on two approaches: first, to produce and disseminate widely a brochure summarizing the problems in shipping, ports, inland waterways and multimodal transport together with the strategies proposed for their solution. Second, to present the subsectoral strategies at national and subregional meetings, workshops and conferences convened to discuss transport issues. A model presentation has been developed for this purpose for use by members of the Working Group.

47. A set of performance indicators was prepared on the basis of proposals received from African maritime organizations, as well as international organizations. ECA as a member of the group, is presently in the process of collecting the necessary base year data.

48. In light of feedback from the dissemination process it may be necessary to improve or refine the subsectoral strategies. Should this prove necessary the work will be carried out in 1994. Other activities of the group in the future would cover: mobilizing resources for the priority programmes in maritime training and shipping in close collaboration with the Resource

Mobilization committee; developing other priority programmes in areas the Working Group may decide upon; and co-ordinating and possibly acting as a steering committee for those activities which constitute the priority programme.

3.3.5 Air Transport

49. The working group on air transport is coordinated by ECA and its meetings are chaired by AFCAC with ASECNA acting as secretary. Other members of the group include AFRAA, ICAO, OAU, UNDP, ADB, and the National Civil Aviation Training Organization of Egypt (NCATO).

50. The group organized in 1992 a meeting of directors of African Civil Aviation training centres in order to associate them in the Decade activities in the area of human resource development. The meeting, hosted by NCATO in Cairo, Egypt, concluded, among other things, that training at all levels of civil aviation is very important and a special fund should be set up for this purpose. Similarly research and development must be pursued if Africa is to keep up with the rapid changes in aviation technology. The meeting also recommended that an association of African Civil Aviation training institutions should be established and a small committee was set up to initiate action to this end.

51. The working group also met in Cairo to adopt the draft terms of reference, draw up the work programme and allocate responsibilities among members. Future activities of the group will focus on dissemination of UNTACDA II strategies at national, subregional and regional levels as well as on promoting training programmes through HRID project.

3.3.6 Telecommunications and Broadcasting

52. This working group is coordinated by ITU and the members are ECA, PATU, OAU, ADB, UNDP, UNESCO, and URTNA. It held one meeting in 1992 at which it adopted the draft terms of reference and a work programme for 1993-1994. The group also adopted a list of regional projects to be included in the next phase of UNTACDA II programme.

53. With regard to harmonization of projects, the working group agreed to drop the proposed workshop on RASCOM feasibility study as this project is no longer valid in light of the progress made in the establishment of the RASCOM Organization. Other projects which were included by members of the group were also to be coordinated in order to avoid duplication of efforts, specifically:

- (i) Activities related to HRID project, such as support to AFRALTI (Nairobi) and ESMT (Dakar);**
- (ii) Inclusion of research and development components in the feasibility study on manufacturing of equipment;**
- (iii) Coordination with UAPT and PATU regarding projects for the establishment of regional maintenance centres;**

- (iv) Coordination with the RASCOM Organization of the feasibility study for the interconnection of satellite earth stations in the PTA region.

54. The working group also reviewed the key parameters for monitoring development in this subsector which included telephone density, quality of service, technology and management efficiency as well as increase in network.

3.3.7 Postal Services

55. UPU is the coordinator of this group which includes PAPU, OAU, ECA and UNDP. The group met in 1992 and agreed on the draft terms of reference and work programme for 1993-1994. The group also agreed on a set of indicators for the development of the sector and set appropriate targets to be achieved. Finally, it reviewed the sector programme and strategy as well as all postal sector projects included in the first list of UNTACDA II programme.

56. Regarding the regional action programme, the working group decided to undertake a study on mail routing and transit centres in Africa. The study is being funded from the UNTACDA Trust Fund and is expected to be completed in 1993. Other related issues included the linkage between the regional action programme and national policies, how to assist NCC's and the relationship between market-oriented approach and the Washington General Action Plan.

3.3.8 Manufacture of Transport and Communications Equipment

57. ECA is the leader of this group whose current membership includes UNIDO, OAU and UNDP. Since the group was only established at the extraordinary meeting of Ministers in May 1991, it is expected that its membership would expand. The group held its first meeting in 1992 in order to draft its terms of reference, prepare its work programme for 1992-1994 and initiate activities for the preparation of a strategy document for UNTACDA II.

3.4 Resource Mobilization Committee (RMC)

58. The Resource Mobilization Committee is a new organ of UNTACDA programme which was set up with the primary mandate to ensure effective marketing of the programme both within Africa and to the international financial community. Chaired by ADB, the committee is composed of the World Bank, BADEA, OAU, EEC, ACP, UNDP and ECA. It is a sub-committee of the IACC.

59. The RMC played a very important role in the preparation of the Decade programme as well as in the selection of the 669 projects which are included in the first list. It drew up the guidelines for the preparation of national programmes, subregional and subsector strategies, preparation of projects and, through its Technical Committee, analyzed all the projects submitted for inclusion in the programme and recommended those to be included. In fact, at its extraordinary meeting of May 1991, the Conference of Ministers mandated the RMC to finalize the list of projects to be included in the programme, which it did, ending up with the 669 projects.

60. For the implementation phase, the RMC organized a symposium and a meeting with donors on African transport and communications which were held between 27 and 29 November 1991 at the Secretariat of the African, Caribbean and Pacific Group of States (ACP) in Brussels. They were jointly organized with the Belgian Royal Academy of Overseas Sciences, the Information Centre and Liaison Office of the United Nations in Brussels, ECA and ACP Secretariat. The purpose of the symposium was to examine the current challenges facing transport and communications development in Africa and share experiences on the future development of the sector. Over 150 experts participated in the symposium, representing over 50 countries and organizations. The discussions were wide-ranging, covering all aspects of transport and communications development in Africa.

61. A meeting with development financing institutions and agencies was also organized by the RMC at the same venue following the above symposium. The main purpose of the meeting was to present UNTACDA II programme to the development financing institutions and agencies and discuss possible mechanisms for assisting African countries in its implementation.

62. Among the major outcomes of the symposium and donors meeting was confirmation of the importance of transport and communications in Africa's economic development. In this regard, it was recommended that all efforts of African States and their intergovernmental organizations should be coordinated with those of both bilateral donor agencies and multilateral lending institutions so as to focus only on the priority programme. UNTACDA II was accepted as the vehicle for this harmonization.

63. It was generally agreed that maintenance and rehabilitation of African transport and communications infrastructure and equipment as well as human resources development deserved to be accorded the highest priority in the UNTACDA II programme. However, it was also recognized that judicious expansion of infrastructure was necessary for achieving integration and enhancing efficiency of the sector.

64. Regarding human resources, it was agreed that there was need to train Africans who would be capable of developing and managing these sectors. In this regard, it was recommended that every effort should be made to utilize African experts in carrying out studies and other projects during the implementation of UNTACDA II.

65. New ideas were also introduced regarding the need to view transport and communications as an economic sector, so that it not only pays for itself, but could also contribute to the national treasury. To do this, it requires that users of transport and communications services should pay for the use of the associated infrastructure. This approach would reduce the financial constraints which result from the current dependence of these sectors on the national treasury for resources required for investment in new infrastructure and its maintenance.

66. The donors meeting endorsed the proposal that the Sub-Saharan African Transport Policy Programme (SSATP) be merged into the UNTACDA II programme in order to rationalize all efforts in African transport and communications development.

67. It was also recommended that a forum on African transport and communications should be organized every two years, at which progress of development in African transport and communications would be reviewed. Senior policy advisers of African countries would have the opportunity to discuss with the financial community policy issues affecting African transport and communications.

68. Subsequent to the Brussels meetings, the RMC met in January 1992 and drew up a programme of action for the implementation of UNTACDA II at national, subregional and regional level which was aimed at facilitating the mobilization by African countries of resources needed to implement the programme. The programme of action was distributed to all participants in the programme as a guideline for their activities.

69. The African Development Bank prepared, on behalf of the RMC, two documents on the impact of the macro-economic environment on the implementation of the Decade and methods of financing the programme. These reports provide useful inputs to the mobilization of resources required for the programme.

70. It should be pointed out that the activities of the RMC were significantly constrained by lack of resources. During the preparation phase, RMC activities were largely supported through the UNDP-funded project for preparation of the Decade. With the effective termination of the project in early 1992, activities of RMC declined accordingly.

3.5 Lead Agency - ECA

71. As lead agency for UNTACDA II, ECA is, *inter alia*, responsible, in cooperation with other agencies, for the preparation as well as coordination of the implementation of the programme. Since the launching of the programme by the UN General Assembly in 1991, ECA, with support of UNDP, carried out the following key activities in support of the implementation of the Decade.

3.5.1 Mobilization of resources

72. Most of the activities of ECA during this period were directed towards mobilizing financial and technical resources required for implementation of the Decade programme. Working with RMC, ECA developed an action programme for implementation of the programme at all levels, based on extensive consultations with several key partners in the programme (countries, IGO's, UN agencies and financial institutions). This programme of action, which was widely distributed, outlines what each partner is expected to do in the years 1992 to 1994. It also provides a framework for coordination and cooperation among all the partners.

3.5.2 Publication of Programme Documents

73. Following the adoption of the programme by the Ministers at their extraordinary meeting in May 1991, ECA finalized the programme, prepared profiles of the 669 approved projects, then published and widely distributed the relevant documents on the programme.

A newsletter on UNTACDA II was also initiated and two issues were produced.

3.5.3 Monitoring programme implementation

74. As part of its responsibility, ECA monitored the implementation of the programme at national, subregional and regional level by undertaking missions to or communicating with the countries and IGO's concerned.

3.5.4 Implementation of UNTACDA II strategies

75. Besides its participation in the activities of all the working groups as reported above, ECA also undertook other activities to implement the Decade strategies. In collaboration with the World Bank, ILO, IMO, ITU, ICAO, UNCTAD, OAU, and UNDP, ECA participated in the programme of human resource and institutional development in transport and communications sector in Africa. This cooperative programme is supported by UNDP through the HRID project.

76. In the area of manufacture of transport and communications equipment, ECA in collaboration with UNIDO undertook a study, sponsored by UNDP, on the manufacture of transport equipment in the fields of road, rail, maritime and inland water transport. In the first phase of the study, a diagnostic survey of 93 plants in existing enterprises in 12 African countries were undertaken. The plants were then ranked in order of potential for expansion to serve subregional markets. The results of the diagnostic survey have already been circulated to the member States. Based on the above results, one plant in each subregion was selected for a feasibility study which is part of the second phase of the project which is currently in progress.

77. In the roads sector ECA also carried out the following major activities besides those of the UNTACDA II working group during the biennium:

- (a) Organization of a meeting of African Inter-governmental Experts on the Trans-African Highway Bureau which endorsed the draft statutes for the single bureau at ECA. These recommendations will be considered by the Ministers for adoption.
- (b) Organization of the Joint ECA/ESAMI Training Workshop on the Design and Management of Road Safety Programmes, the first of a series of workshops to be organized under UNTACDA II programme. This workshop was held in Namibia and there are requests to organize similar ones in other subregions.
- (c) As preliminary study on possible creation of an African Highway Association based on the experiences of similar international associations such as IRF, IRTU and IHT. Such a study had been requested by the Ministers at the Tangier meeting in 1989 in resolution ECA/UNTACDA/Res.89/79.

78. In the field of railways, ECA collaborated with UAR in carrying out studies and technical assistance activities aimed at improving railways services in Africa. These included, promotion of management systems for track maintenance; elaboration of programmes for acquisition and modernization of rolling stock; a study on railways telecommunications and signalling systems. In addition to the above, ECA also assisted in the evaluation of the activities of the UAR Secretariat between 1976-1989 and the subsequent proposal for restructuring UAR

79. In maritime transport, apart from its activities in the working group, the other activities of ECA focused on overcoming bottlenecks hampering the development and operation of these modes in Africa. Specifically, in shipping, ECA drafted a document on proposals for the development of African Cooperation in Maritime Transport (TRANSCOM/576); an ad hoc meeting of experts is scheduled for 1993 to discuss this document.

80. As concerns facilitation of international trade, ECA prepared a report containing proposals for improvement of clearing and forwarding operations for seaborne trade in Africa (TRANSCOM/547). Other activities in multimodal transport included:

- (a) Technical consultative meeting on transit traffic for East and central African countries which use the Indian Ocean ports of Mombasa and Dar-es-Salaam.
- (b) Preparation of guidelines on containerization in Africa.
- (c) Participation in the global meeting of experts on multimodal transport, organized by UNCTAD.
- (d) Participation in the ECE Global Seminar on the Impact of Increasing Dimensions of Loading Units on Combined Transport.

81. Regarding activities in ports, ECA provided technical assistance to the various port management associations and prepared several technical documents on port operations including promotion of cooperation among African ports, impact of port dues and charges for cargo handling on port efficiency and training in ports.

82. As team leader of the air transport working group, ECA coordinated the activities of the group as reported in Chapter III. In addition, it carried out activities for the implementation of the Yamoussoukro Declaration and the HRID project (Chapter V).

83. ECA also prepared reports on the development of air services in Africa and on the implementation of the Yamoussoukro Declaration in the Central and North Africa subregions. It also provided technical backstopping to ECOWAS and ECCAS in carrying out studies on coordination and harmonization of flight schedules and on cooperation in aircraft maintenance.

84. As a member of the IACC of the RASCOM feasibility study, ECA organized and participated in several meetings which were instrumental in the establishment of the first

regional commercial satellite system for Africa - The Regional African Satellite Communication System as reported under RASCOM in Chapter V.

85. In addition, ECA carried out a survey on the introduction of digitalization of networks in selected African countries and made some recommendations on approaches to digitalization, prepared a policy paper on institutional changes and restructuring of telecommunications operations in Africa and participated in the Annual Regional Telecommunications Conference of Eastern and Southern Africa Subregion, where it presented technical papers on the development of rural telecommunication.

86. In the area of postal services, ECA carried out an extensive study on postal savings banks in Africa which analyzes the experience and development of this service and proposes ways of improving this service, especially in rural areas of Africa. The report will be completed in early 1993.

3.6 Inter-Agency Coordinating Committee - IACC

87. This committee is the technical advisory body on the Decade to the Conference of Ministers. It consists of all relevant African intergovernmental organizations and UN agencies involved in one aspect or other of transport and communications sector in Africa. The IACC met two times in 1991-1992 period, each time to prepare the meeting of Ministers.

88. As a technical committee, the IACC has performed well during the preparation and launching of the Decade programme in fine-tuning the programme. It is also a forum for reviewing the activities of African IGOs and UN agencies in supporting the African countries develop their transport and communication systems.

3.7 Conference of African Ministers of Transport, Communications and Planning

89. The Conference of Ministers is the legislative authority of the Decade programme. It approves all the aspects of the programme, including the inputs and responsibilities of the African member States to the Decade. With regard to this last aspect, as has been referred to earlier, the governments in general failed to support the NCCs. This undermined the very base on which the programme is built.

90. The Ministers met two times during this period: in Abuja (Nigeria) in February 1991 when they approved the programme of the Decade; then in Addis Ababa (Ethiopia) in May 1991 to approve the first list of projects to be included in the programme.

CHAPTER IV SPECIAL DEVELOPMENT AND ISSUES IN 1991-1992

4.1 Yamoussoukro Declaration on a New African Air Transport Policy

4.1.1 Introduction

91. In 1988, the African Ministers responsible for civil aviation adopted the Yamoussoukro Declaration on a New African Air Transport Policy and entrusted the United Nations Economic Commission for Africa (ECA) with the task of coordinating the implementation of the objectives set out in that Declaration. They also requested ECA to liaise with OAU, AFCAC, AFRAA and the other organizations concerned in the performance of that task.

92. The main objective of the Yamoussoukro Declaration is to create an atmosphere of cooperation and solidarity necessary for safeguarding and expanding international aeronautical activities in Africa on the basis of cooperation in air transport, improvement of management, financing, product distribution system and aircraft noise:

4.1.2 Airline cooperation

93. At the request of the Inter-agency Coordinating Committee and with funding from UNDP, ECA conducted studies on the implementation of the Yamoussoukro Declaration in the five subregions of Africa, organized four subregional meetings to date aimed at implementing the conclusions of the studies undertaken, the fifth meeting will be held as soon as the coordinating minister for the North African subregion identifies a country to host the meeting.

94. Under the auspices of AFRAA, some airlines increased their technical cooperation (joint purchase of tyre) and negotiated joint purchase of fuel at a stop-over point in Europe. Also many cooperation agreements were signed among African airlines and some airlines were reinforced by being enlarged. Many attempts to create regional airlines are being initiated.

4.1.3 Improvement of management

95. As part of the programme of the United Nations Transport and Communications Decade in Africa, a Human Resources and Institutional Development programme was designed jointly by ECA, ICAO, UNDP, the World Bank, ILO, UNCTAD, IMO and ITU. The first phase of the programme was financed by UNDP and for three years now, these agencies have undertaken case studies and organized seminars and workshops with a view to identifying the factors that have contributed to the success or failure of transport and communications bodies in Africa on the one hand, and to impress upon African authorities the need to restructure such bodies.

96. The human resources development programme mentioned above has made it possible to identify real training needs so as to consolidate the achievements in the air transport sector and to identify impediments to the full development of airlines and air transport authorities. The necessary restructuring and training will take place under phase II of the programme.

4.1.4 Product distribution

97. AFCAC prepared and submitted to the ICAO General Assembly the African position on the use of computerized reservation system (CRS). The Commission continues to closely monitor ICAO's activities and is working towards the adoption at the global level of a code of conduct for the use of computerized reservation systems which would take account of African concerns. The AFRAA effort has enabled more African airlines to use the GET systems.

4.1.5 Aircraft noise

98. On this issue, AFCAC in collaboration with AFRAA and ECA formulated the African position on the application of noise standards. This position was defended at the ICAO General Assembly and adopted at the international level. Besides, no African country has imposed restrictions on the use of aircraft registered in Africa that do not meet the noise standards.

4.1.6 Financing of air transport activities

99. OAU continued its sensitization efforts regarding the establishment of an aircraft leasing and hiring company. It contacted ADB and intends to organize a meeting of all the interested partners soon to discuss the strategy to be adopted and to ensure the effective establishment of the said company.

100. In connection with the study conducted by SADCC, the World Bank had expressed its support for the establishment of a leasing company for the SADCC countries.

4.1.7 Conclusion

101. Several activities have been undertaken by African, specialized and international organizations to implement the Yamoussoukro Declaration. Although ICAO and IATA are not members of the Inter-agency Coordinating Committee of the Declaration, they have always provided support and assistance to all the activities undertaken whenever requested to do so.

102. The results achieved so far in terms of cooperation are not satisfactory because phases II and III have not yet been implemented for several reasons which deserve special attention on the part of governments which own the airlines as well as airlines managers themselves.

103. In order to expedite the implementation of Yamoussoukro Declaration, the governments should prepare with their airlines a programme of integration and cooperation with African airlines and urge airlines to implement it.

4.2 Regional African Satellite Communication Organization (RASCOM)

104. The Conference of African Ministers of Transport, Communications and Planning, meeting in Abuja, Nigeria from 7-8 February 1991, endorsed the report submitted by the special Conference of African Ministers Responsible for Telecommunications, which, among other things, recommended that RASCOM Project should proceed to its implementation phase in two stages, namely the transitional and operational stages.

105. The transitional stage has been carried out under the supervision of the Committee of Country Experts (CCE) created by the Conference to supervise the activities of the RASCOM Interim Office (RIO), with ITU acting as the Executing Agency and the Inter-Agency Coordinating Committee (IACC) acting in an advisory capacity. The National Coordinating Committees which were established during the feasibility study phase were maintained through the period of the transitional stage to coordinate the various activities at the national level in close collaboration with RIO.

106. The transitional stage which was funded jointly by the ITU, UNDP, contributions from 35 African countries and savings made during the feasibility study, has carried out all necessary activities required for the establishment of the RASCOM organization, the main ones of which included:

- (a) Pooling of transponders from those African countries who are currently operating domestic satellite systems, on leased and purchased basis, for their national network.
- (b) Preparation of the legal documents, i.e. the Convention and Operating Agreement, for the RASCOM organization.
- (c) The setting up of management structure and manpower requirements and the financial plans of the RASCOM organization.

107. The Economic Commission for Africa, in collaboration with the ITU, organized the second meeting of the Conference in Abidjan, Côte d'Ivoire, from 25-27 May 1992 to consider the various reports submitted by the Interim Executive Committee. The meeting examined all the relevant issues, in particular matters concerning the pooling of transponders, the management structure, the legal instruments, and the seat of the RASCOM organization. Having discussed the above issues and other items presented to it, the Ministers decided to create the RASCOM organization and selected Abidjan, Cote d'Ivoire from six candidate countries which offered to host the organization as the Headquarters of the RASCOM organization.

108. The Abidjan Ministerial Conference decided to fix the minimum amount required by RASCOM to commence operations at US\$ 2 million. According to the timetable adopted, this minimum amount should have been paid by end October 1992 in order to enable the RASCOM interim Board of Directors to meet by end November 1992. However by year end, the total

amount of investment shares paid was about US\$ 1.2 million. In view of this situation, the first meeting of the Board was therefore rescheduled since, according to the RASCOM Convention, the Board of Directors can only be convened if the minimum amount of US\$ 2 million is paid.

109. The pooling of transponders is expected to constitute the main business of RASCOM Organization in the initial years. In order to prepare an implementation plan, countries were requested to submit by end October 1992 their updated requirements which would be used to develop the plan for implementing the pooling of transponders. However, only 12 country responses had been received. More importantly, the countries with domestic satellite systems are expected to play a key role in this activity. Four of the 6 countries operating with domestic satellite systems have not provided sufficient information to proceed with the preparation of the implementation plan.

110. Apart from submitting requirements for the pooling exercise, all countries were requested to express their commitments to participate in the pooling exercise. In order to achieve this, countries (Signatories) were to write a letter to INTELSAT, by end October 1992, indicating that RASCOM would be acting on their behalf on a specified number of issues. The draft of the letter which was approved by the Abidjan Ministerial Conference was again sent to all countries, but so far only 7 countries, have sent such letters to INTELSAT.

111. Considerable progress has been made on the signature of the RASCOM legal instruments. However some problems still remain. For example, some countries are yet to clarify the situation of their signatures, whilst some are yet to sign the Operating Agreement. Efforts should therefore be made to improve this situation.

112. As concerns headquarters arrangements, the host country has commenced activities relating to the establishment of the RASCOM Headquarters. Whilst much progress has been achieved, a lot remains to be done in providing the facilities that should be in place.

4.3 Human Resources and Institutional Development Project (HRID)

113. The human resources and institutional development project in transport and communications sector was launched with the aim to learn why progress in the sector has been so difficult and to identify new approaches. The goal of the HRID initiative was to identify the determinants of successful institutional development efforts in the transport and communications organizations and institutions.

114. In implementing the first phase of the project, modal case studies were conducted in selected African countries by various UN specialised agencies dealing with the development of transport and communications in the region, namely: UNCTAD (ports and multimodal transport), ILO (road transport organizations), IMO (shipping), ITU (telecommunications), ICAO (civil aviation) and the World Bank (roads transport and railways).

115. As part of the strategy to disseminate the findings of the research conducted by the specialised agencies and effect change, ECA, in collaboration with the six agencies

participating in the projects and financial support from UNDP, organised six subregional and one regional workshops in 1991 which were attended by senior officials from the transport and communications sector. Two senior policy seminars were also organized by ECA in 1992 for further dissemination of findings and recommendations of the studies conducted, and discussions on the reports of the workshops.

116. In all, the subregional workshops and regional seminars participants reviewed the findings of the studies in light of their own experience, and advanced suggestions for future actions. The audience included policy makers and agency managers as well as specialists in development and training institutions in the sector. The programme was financed by UNDP and was coordinated by a UNDP-led steering committee composed of the seven UN agencies involved in the project plus the Organization of African Unity (OAU).

117. Phase II of the programme is being formulated and would be initiated in the course of 1993. Its objective is to move from better understanding to more effective interventions. It will also develop country-level and regional capabilities for the design and management of the HRID programmes in Africa. Phase II could include actions in three areas: (i) pilot programmes concerning sector institutions in selected countries; (ii) strengthening of subregional training capabilities in HRID; and (iii) further conceptual work on critical aspects e.g., management, incentive schemes, redundancies, etc. It will also develop country-level as well as subregional and regional capabilities for the design and management of HRID in the sector.

4.4 Transport Data Project

118. The transport data project for Sub-Saharan Africa was conceived as one of the components of the joint ECA/World Bank project on Sub-Saharan Africa Transport Programme (SSATP). The objective of the project is to improve the quality and availability of data in the transport sector.

119. The project is being implemented in two phases. The first phase of the project deals with identification of a set of core data necessary for monitoring and operating the transport sector and determination of why transport data are not properly collected at the national and subregional levels. Recommendations on the set of data to be collected, the best way to collect them, and the necessary policy reforms for improving national data bases will also be covered under the first phase of the project.

120. The second phase of the project will focus on the implementation of the data base system at national, subregional and regional levels based on the findings and recommendations of the on-going first phase.

121. Implementation of the first phase is being carried out by a team based in the Transport, Communications and Tourism Division of ECA. Work on activities of the project is progressing on schedule under financial support from UNDP and it is expected that the first phase will be completed by mid-1994.

4.5

Trans-African Highways Bureau

122. The idea of establishing a single bureau for the Trans-African Highways system was first broached in 1983 during the second meeting of the Cairo-Gaborone Trans-East African Highway Authority. It was definitively confirmed by the Conference of African Ministers of Transport, Communications and Planning at its seventh meeting in Tangier in 1989 following the dissolution of the Lagos-Mombasa Trans-African Highway Bureau.

123. Since the Tangier decision, the African Experts met several times to prepare the draft statutes of the single bureau to be set up at ECA and to design a two year programme with its budgetary implications on member States. The Conference is expected to adopt the statute during its ninth meeting in early 1993, following which the bureau would be reactivated.

4.6

UNDP Support to UNTACDA II Programme

124. In proclaiming the Second Decade programme, the African governments, through the General Assembly of the United Nations, appealed to the Administrator of UNDP to provide financial assistance for the preparation of the programme. Indeed UNDP responded very positively and established a project, executed by ECA, specially to support the African countries in the preparation and launching of the programme. Besides financing the above project, UNDP has actively participated in the activities of the Decade as a member of virtually all the bodies set up as part of the mechanism of UNTACDA II, most notably, RMC.

125. UNDP also organized an ad hoc meeting of key African intergovernmental organizations and selected UN agencies to discuss cooperation in implementing transport and communications projects in Africa within the context of UNDP fifth inter-country programme and UNTACDA II. The meeting agreed that, in view of the limited resources for regional projects likely to be available from UNDP to support their activities in this sector, especially in the immediate future, it was essential that a unified regional action programme in which all concerned African IGO's and UN agencies would participate, would be the best approach to adopt.

126. Consequently, four areas of support from UNDP regional programme were agreed upon, namely: human resource and institutional development; logistics planning and operations; introduction of market-oriented approach; and coordination of implementation of UNTACDA II programme. It is thus expected that projects in these areas would be supported by UNDP. In addition, two projects which are on-going, namely Transport Data Base Project and Manufacture of Transport Equipment would continue to receive support from UNDP.

CHAPTER V

CONCLUSIONS AND RECOMMENDATIONS

127. Although the strategy which was adopted for implementing the Decade programme calls for its first mid-term evaluation to be carried out in 1994, some pertinent conclusions and recommendations can still be drawn from the presentation on the progress achieved so far in the implementation of the programme. No doubt, the evaluation envisaged for 1994 will be more definitive.

5.1 Conclusions

128. The following conclusions are based on the reports received from the various partners in the programme as well as on the activities so far carried out as reported in the previous chapters.

5.1.1 Implementation of the Programme

129. The implementation rate for the projects approved in 1991 is very encouraging, especially in view of the difficult macro-economic environment in Africa. Based on the 327 projects monitored so far, 145 projects are reported either completed or under implementation, which amounts to an implementation rate of 45 per cent of the sample. In terms of financing, a total of US\$3,199 million has been mobilized, 27 per cent of the total cost of US\$11,795 for the 669 projects.

5.1.2 Acceptance of the Decade Programme at National Level

130. In adopting the Decade programme, the African States demonstrated their political will to pursue the development of the vital sector of transport and communications within the regional framework of UNTACDA II. However, it still appears that these governments are not fully committed to the programme to assure the full operation of the national mechanism put in place for its success, namely, the creation of an effective NCC. Furthermore, most countries continue to regard UNTACDA II programme, in the same way they viewed UNTACDA I, as a programme of the UN which is in addition to, but separate from, their own national priority programme. As a result, they continue to promote other national projects outside UNTACDA II programme as their priority projects. As a consequence, the donor community continues to receive conflicting signals.

5.1.3 National Coordinating Committees

131. The establishment of NCCs was one of the innovations of UNTACDA II to ascertain wide and active participation of the relevant national bodies in the preparation and implementation of the Decade programme. So far, however, this base to the programme has been weak. Seven countries have not set up their NCC; those established are weak and not properly constituted and have no private sector participation; and few prepared good national

programmes. The result was that some of the projects in the programme were not derived from the national strategy document.

5.1.4 Subregional Working Groups and African IGOs

132. The subregional IGO's which constitute the subregional working groups for UNTACDA II programme in their respective subregions generally lack the capacity to implement the subregional component of the programme and to assist their member countries in preparing the national components. Yet the focus of the Decade strategy is on the integration of subregional systems.

5.1.5 Subsector Working Groups and UN agencies

133. UN agencies which formed the core of the eight subsector working groups, individually and collectively continued to cooperate in carrying out their tasks. However, their level of participation in Decade activities declined somewhat as a result of reduction in UNDP resources to support these activities.

5.1.6 Resource Mobilization Committee

134. Having finalized the first list of projects to be implemented under the Decade programme, RMC organized a donors meeting in Brussels in 1991 to launch UNTACDA II to the international financial community. However, the RMC did not achieve its full potential in supporting the programme for several reasons, the key ones being the misperception of its role by the African countries and IGOs, and the lack of adequate resources for its own activities.

135. Regarding the role of RMC, it should be clarified, as stated in its terms of reference, that its role is to assist African countries and the various working groups mobilize resources for implementing the projects in the programme. The RMC is not a financing institution; rather it is an advisory organ of UNTACDA II which is expected to promote the programme and assist member States and African IGOs at each important step of the resource mobilization process. This process must be initiated by the member State and organization which is the legal entity entrusted with debt management, the definition of priorities and policies, and the allocation of resources.

136. The activities which the RMC can carry out in support of UNTACDA II can only be effective if the process of project preparation is complete; these are:

- (i) Sensitization activities with States and donors on the UNTACDA II programme;
- (ii) Definition and dissemination of appropriate methods of mobilizing internal and external funds;
- (iii) Assistance, on request, to States, subregional organizations, institutions

and working groups to seek funds for their projects, programmes and activities;

- (iv) Including the submission of financing requests to donor agencies by the Ministries of Finance;
- (v) Preparation of economic and technical feasibility studies and detailed engineering design studies together with Environmental Impact Assessment (ECA);
- (vi) Appraisal of projects by donor agencies;
- (vii) Loan negotiations.

5.1.7 Financial Community

137. The financial community generally embraced the Decade programme, but did not express views on the projects included in the programme. While accepting the Decade as the framework for their intervention in Africa, they stressed that the financing must be reviewed on a case-by-case basis when the appropriate authorities present the projects for consideration. Thus, the mobilization of resources for implementing the Decade projects depended more on the capacity and capability of the project initiators than on new methods of financing. Furthermore, the financing community are acting more and more as a cartel of cofinanciers of sector programmes than as individual financiers of projects.

5.1.8 Coordination of UN agencies and African IGO's

138. The ad hoc meeting on UNDP support to the implementation of the Decade in the framework of its 5th Cycle Programme (1992-1996) recognized the importance of inter-agency cooperation in implementing regional projects in Africa. The on-going UNDP-financed project in the area of human resource and institutional development is an example of successful inter-agency cooperation.

5.2 Recommendations

5.2.1 Definition of a Priority Programme

139. In view of the difficult macroeconomic environment so far experienced, it is imperative that the spirit of Tangier should be revived and followed, namely, that the priority of the Decade should be to implement those projects which contribute directly to establishment of regional integration. With scarce resources, all effort of external partners should be channelled towards those priority projects which are included in the programme. In this regard, it is recommended that only a few new projects be added to the programme at this time so as to concentrate on implementing the projects in the current programme. All new

as well as unimplemented projects should be thoroughly reviewed and prioritized on the basis of the Decade objectives, Government priorities, their level of preparations, donors' priorities and their potential environmental impact. Priority programmes and projects should be clearly defined to avoid duplication and all national projects for UNTACDA II should be contained in the national Public Priority Investment Programme (PPIP).

5.2.2 National level activity

140. The establishment and proper functioning of NCCs should still receive high priority. Where member States indicate that there exist appropriate mechanisms for the coordination of transport and communications activities and that the creation of NCCs would tend to duplicate those functions, such a mechanism should be fully recognized and encouraged and means should be found to support and strengthen them. Countries which have not yet established the proper national mechanism of the Decade should do so, and those which are improperly constituted and non-functional should be strengthened accordingly. In addition, national sector development programme should be prepared as the basis for proposing projects for UNTACDA II programme and ensuring consistency of priority for development of the sector.

5.2.3 Internalization of the Decade Programme by the Subregional IGO's

141. In order for the Decade programme to achieve its objective of facilitating regional integration, the subregional IGOs which are the focus of this integration, should use the Decade as their vehicle for developing transport and communications in their subregion. They should use the Decade mechanism to define and implement their priority programme. To enable them do this, their authorities should provide them with the required resources and the partners in development, UN agencies and financing institutions, should provide the necessary technical and financial assistance.

5.2.4 Regional Action Programme

142. A regional action programme of the Decade for 1993-1994 should be adopted. In this regard, UNDP has already identified four areas of activities which it is considering for support within its 5th Cycle regional programme for Africa. These are: human resource and institutional development; logistics planning and operations; market orientation and coordination of the implementation of UNTACDA II. Other donors are called upon to follow UNDP lead and the UN agencies are requested to continue coordinating their Decade activities as has been exemplified in the HRID project. Other thematic issues which could be included in the regional action programme are sector policy and institutional reforms (including commercialization), facilitation of interstate traffic, safety, TCDC, etc.

5.2.5 Private Sector

143. The participation of the private sector in Decade activities has been minimal to non-existent. With increased emphasis being placed on market oriented approach to the development of transport and communications in Africa, it is essential that private sector input

in the Decade be increased.

5.2.6 Resource Mobilization Committee

144. To ensure that the RMC carries out its functions continuously and effectively, funding for all its activities should be secured. In this regard it is recommended that UNDP, ADB, World Bank, EEC and other financial institutions members of RMC should provide support to the activities of RMC in addition to their own participation in its work. Furthermore, in order to ensure better co-ordination of activities, the Chairmen of the various Working Groups should be invited to participate in the meetings of the RMC whenever appropriate. In addition, to enable RMC to better market the projects, all national projects submitted for inclusion in the programme should be endorsed by the Ministry of Finance or other appropriate government authority. Finally, all donor agencies and financial institutions should scrutinize UNTACDA-II projects with a view to including them in their project pipelines.

ECONOMIC COMMISSION FOR AFRICA

**Ninth Meeting of Intergovernmental Experts
on Transport, Communications and Planning**

8-10 March 1993
Addis Ababa, Ethiopia

**STATUS OF UNTACDA II PROJECTS
MONITORED AT THE DATE OF
5 MARCH 1993**

As of end March 1993, a total number of 327 projects, almost 49% of the programme were monitored. The main findings of this monitoring report are:

- (a) 32 projects are completed for a total cost of US\$364.15 million**
- (b) 113 projects are under implementation for a total cost of US\$2611.91 million. Some of these projects are partially or fully funded for a total amount of US\$1609.99 million.**
- (c) 31 projects are partially funded or fully financed for a total amount of 968.49 million but have not yet started**
- (d) 19 projects are partially financed for an amount of US\$213.08**
- (e) 100 projects have not attracted any financing**
- (f) 20 projects are abandoned or are being reviewed**
- (g) The total number of projects completed or under implementation is 145 (about 23% of the total of 669 projects) and the total financing secured is US\$3,199.31 million (about 27% of the total cost of the programme).**

The details are shown in the following tables.

I. PROJECTS COMPLETED

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD Million	REMARKS
ETHIOPIA	1	RRT1-17-04	Training abroad for Ethiopian technical and professional personnel	0.36	Funds secured from IDA. Amount of fund disbursed not fully collected
KENYA	2	RRT1-23-08	Rehabilitation of Webuye-Malaba road	13.89	Funded by EEC
LESOTHO	3	AIT1-24-01	Engineering study and preparation of tender documents for rural air fields	0.50	
	4	TEL1-24-01	Preparation of a master plan and the setting up of a planning unit	0.40	Funded by UNDP
MALAWI	5	RRT1-28-02	Study on upgrading Blantyre-Mulanje Macuba (Mozambique)	0.55	EEC contacted for the construction
NIGERIA	6	RRT1-36-01	Study of vehicle traffic volume on Federal Highway traffic count	0.70	Funded by Nigeria
	7	RWT1-36-02	Feasibility and engineering studies for the construction of the Oturkfo-Ajaokula rail line	2.53	Funded by Nigeria
SENEGAL	8	RWT1-39-01	Rehabilitation of 90 km track between PK 271 and Tambacounda	37.50	Funded by Government, Italy, World Bank and CIDA (Canada)
ZIMBABWE	9	AIT1-51-01	Modernization of messages switching centres by provision of AFTN systems	2.10	Funded by KFW
	10	RWT1-51-03	Acquisition of 13 locomotives and rehabilitation of 43 locomotives of NRz (plus 3 spares)	30.50	Funded by USAID
	11	RWT1-51-04	Equipment for Central mechanical workshop a heavy duty coil winder, an armature rotating machine and vacuum impregnation equipment	0.40	Funds secured to be reconfirmed AUSTRALIAN \$240,805
	12	TEL1-51-13	Digitalization of Harare trunk network	106.74	Origin of funds not given, completed under current Mashonaland-Manicaland digitalization programme
	13	TEL1-51-17	Installation of data packet switching and modems to provide data service to computer users	4.66	Origin of funds not given
	14	TEL1-51-18	Purchase of switching equipment for the expansion of Gweru international transit switching centre	9.60	Origin of funds not given

I. PROJECTS COMPLETED (Cont'd)

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD MILLION	REMARKS
BOTSWANA	15	RWT1-04-02	Procurement of shunting locomotives and rolling stock	38.10	Funded by Botswana
	16	RWT1-04-03	Construction of an exchange yard for Botswana railway at Pakahum	1.60	Funded by Botswana
ITU	17	TEL1-67-01	Implementation of transition phase of RASCOM projects	2.00	Origin of funds not given
MINCOMAR	18	MST1-68-05	Technical assistance in drafting/updating harmonized maritime legislation	0.72	Funded by UNDP, IMO and UNCTAD
NIGER	19	MST1-35-01	Study on the establishment of a maritime navigation company	0.11	. Source financement non précisé . Compagnie créée
UGANDA	20	RRT1-48-01	Reconstruction of segment E of Kampala-Masaka road	4.00	. Financed by EEC, construction completed in December 1992
	21	RRT1-48-03	Asphalt overlay of Mbarara-Ishaka road	18.76	. Completed in 1991 . Source of funding not given
	22	RRT1-48-04	Reconstruction of Mbarara-Mtungamo-Kabale road	28.22	. Completed in 1991/1992 . Source of funding not given
	23	RRT1-48-05	Asphalt overlay of Katungura Ishaka	9.20	. Completed in 1991/1992 . Source of funding not given
	24	RWT1-48-02	Improvement of the telecommunications and signalling system in 45 stations along the main line Kasese-Tororo and the northern line of Tororo-Pakwach	14.50	. Financed by France . Commissioned at the beginning of 1993
	25	RWT1-48-03	Construction of the Port Bell wagon Ferry Terminals and the 9 km siding from Kampala to Port-Bell	12.00	. Financed by DANIDA and Uganda . Completed in January 1992
	26	TEL1-48-02	Construction of Masaka-Bukoba and Mbarara-Kabale-Kigali MW-link and installation of 5 automatic telephone exchanges	14.13	Funded by ADB. The Uganda portion of the project was completed in 1992
CAR	27	AIT1-09-02	Equipping 12 Meteorological stations with solar panels	0.17	Financed by GTZ (Germany)

I. PROJECTS COMPLETED (cont'd)

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD MILLION	REMARKS
CAR	28	AIT-09-03	Study for Appraisal of Aeronautic activities and the improvement of their management	0.11	Funded by France
	29	IWT1-09-02	Study of river transport rates: cost analysis of existing rates and proposal of new rates	0.07	Funded by FED (EEC)
	30	RRT1-09-03	Study on the improvement of the two open up routes of the country	1.08	Funded by IDA
	31	RRT1-09-07	Strengthening of Public Works Head Office technical assistance, training etc.	5.39	Funded by IDA
	32	RRT1-09-13	Construction of bridge over Mbere (Arop)	2.78	Funded by GTZ (Germany)

II. ONGOING PROJECTS

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD Million	Funding secured US\$ million		REMARKS
ETHIOPIA	1 RRT1-17-03	Study for strengthening of highway training centre	0.24		-	IDA has partially financed the equipment for an amount to be precised
	2 TEL1-17-05	Purchase of 53 half circuits in the SEA-ME-WE fibre optic submarine cable	1.20	-	-	Funding secured not given
	3 TEL1-17-07	Restoration provision via satellite for existing international and important domestic routes	3.90	0.90	-	
KENYA	4 AIT1-23-04	Replacement of the single engine link trainer with a new version single or twin engine equipment	0.33	-	0.33	Funded by UNDP Local funds \$4,600
	5 AIT1-23-05	Development of computer data base	5.70	-	2.00	Funding from France
	6 RRT1-23-01	Upgrading to bitumen standard Isiolo-Moyale Road	104.17	-	21.25	Partially financed by EEC study ongoing not construction
	7 RRT1-23-07	Rehabilitation of Kabete-Lumuru road	16.67	-	16.67	Funded by EEC
LESOTHO	8 AIT1-24-03	Installation of obstruction lights on the Oeme plateau and other high posts surrounding Moshoeshe I airport	0.40	0.40	-	Expected completion date April 1993
	9 AIT1-24-04	Moshoeshe airport additional facilities and technical assistance	0.07	-	0.07	Funded by ADB
	10 RRT1-24-016	Upgrading of Mohales-Hoek-Quting-Qaches Nek road	89.00	-	-	54 km completed under EEC funding Feasibility study on 92 km funded locally
	11 RRT1-24-02	Upgrading of Motholong-Oxbow road	50.00	-	50.00	3 years project Funding from BADEA, ADB, OPEC, Kuwait Fund Amount not given

II. ONGOING PROJECTS (cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	Funding Secured US\$ million		REMARKS	
MALAWI	12	AIT1-28-02	Purchase of fire fighting vehicles, breathing apparatus and hipagun saw set and fire escape chutes	1.48	0.63		
	13	RRT1-28-07	Construction of Dwangwa-Nkhata Bay Road	20.30	-	20.30	Funded by KFW (39%) EEC (61%)
	14	RRT1-28-08	Reconstruction of Lilongwe-Salima Road	17.16	-	14.95	Funded by ODA
	15	RRT1-28-09	Establishment of road safety and development of local construction programme and consulting industry	1.26	0.06	1.20	Funded by ADB and government
	16	RRT1-28-10	Phase IV rehabilitation of rural roads	3.41	0.28	3.13	Funded by IDA and government
	17	RRT1-28-14	Construction of village access roads and bridges (VARBAU)	1.38	0.57	0.81	Funded by ONCDF/UNDP and government
	18	RRT1-28-16	Feasibility study for upgrading Karonga-Chitipa-Nakonde-Mpulungu road	1.51	-	0.36	Funded by ADB/TAF
	19	RRT1-28-17	Upgrading to bitumen standard of bangula-Nsanje-Marka road	1.13	-	0.69	Funded by ADB/TAF for a study
	20	RWT1-28-04	Replacement of 10 shunting locomotives	11.36	-	4.55	5 locomotives funded by belgium
	21	RWT1-28-05	Rehabilitation of the domestic network laying of 80 Lib rails, replacement of wooden sleepers with concrete ones	7.93	-	7.93	Funded by ODA
	22	RWT1-28-06	Rehabilitation of locomotives, a breakdown crane and trolleys for track inspection	5.00	-	5.00	Funded by USAID
	23	URT1-28-01	Urban road transport study	0.50	-	0.50	Funded by IDA
	24	TEL1-28-03	expansion of digital exchange at Blantyre, Lilongwe, Zambia	29.55	4.32	25.23	Funded by ADB and Italy-Buyers Credit

II. ONGOING PROJECTS (cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD Million	Funding Secured US\$ Million		REMARKS	
	25	TEL1-28-07	Extension of local underground telephone cable network and ducts	4.5	1.97	-	DANIDA has withdrawn cable and ducts bought
	26	TEL1-28-08	Purchase PABXS for 5331 lines and 12,000 push button telephone instruments	9.09	2.18	-	DANIDA has withdrawn
	27	TEL1-28-10	Purchase and install 300 telephone coin boxes	1.02	0.17		
	28	TEL1-28-11	Improvement of Chitipa and Nkhata Bay district rural telecommunication by installing new equipments	1.04	-	1.04	Funded by United Kingdom
MOROCCO	29	RRT1-32-01	Complementary studies on Europe-Africa fixed link through the Strait of Gibraltar	53.33	26.67	26.66	Funded by Morocco and Spain
	30	RRT1-32-02	Construction de l'autoroute Rabat/Tanger 1ere tranche Rabat-Larache	237.44	59.67	177.77	Funded by Kuwait Fund, Italy, AFESD and Morocco
NIGERIA	31	MPT1-36-01	Completion of 4 berths of the Federal Ocean Terminal Rivers States at Port of Port Harcourt	74.00	3.30	-	
	32	IWT1-36-01	Dredging of River Niger/Benue	33.65	2.56	-	
	33	IWT-36-02	Development of eleven river ports on river Niger and river Benue, Construction of quays, installation of handling equipment, transit shed	11.22	0.96		
	34	RRT1-36-02	Establishment of transport data bank and national transport information system	3.77	0.17	External funding from ADB	
	35	RWT1-36-01	Feasibility and engineering studies for the construcion of Kaura-Namoda Sokoto Birni Koni rail line	4.00	0.17	-	

II. ONGOING PROJECTS (cont'd)

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD MILLION	FUNDING SECURED USD MILLION		REMARKS
					LOCAL	EXTERNAL	
NIGERIA	36	RWT1-36-03	Feasibility and engineering studies for the construction of Kano-Katsino line	2.34	0.18	-	
	37	RWT1-36-04	Feasibility and engineering studies for the construction of East-West rail line	8.21	0.15	-	
SENEGAL	38	MPT1-39-01	Feasibility study on the improvement of port access roads to the northern zone of the port of Dakar	23.57	10.36	-	1st phase under implementation Funded by Senegal IDB, CFD, BADEA contacted
	39	MST1-39-01	Establishment of a continuing and professional training centre in the field of maritime transport code named TRAINMAR	0.17	0.17	-	Funded by Senegal
	40	RRT1-39-03	Construction and rehabilitation of Feeder roads in Senegal (2721 km)	82.14	-	5.01	Funded by FENU BOAD contacted
	41	RRT1-39-04	Regravelling of roads (1650 km)	52.54	19.32	9.55	Funding from IDA EEC contacted
	42	RRT1-39-05	Resurfacing of tarred roads (250 km)	31.84	8.93	4.64	Funding from IDA EEC and Japan contacted
	43	RRT1-39-07	Resurfacing with double coating (1,550 km) bicouche	19.29	-	16.37	Funding from ADB and IDA

II. ONGOING PROJECTS (cont'd)

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD MILLION	FUNDING SECURED USD MILLION		REMARKS
					LOCAL	EXTERNAL	
SUDAN	44	IWT1-43-01	Construction of Wadi-Halfa Port	41.42	0.89	-	-
	45	RRT1-43-02	Construction of Geilli-Shendi-Arbara Haiya road	28.00	11.20	-	-
	46	TEL1-43-01	Rehabilitation of telecom services in Khartoum covering outside plant exchange	157.00	42.82	-	Germany and the Netherlands contacted
	47	TEL1-43-02	Rehabilitation of Sudosat domestic satellite systems	10.00	5.69	-	AFESD contacted
	48	TEL1-43-04	Rehabilitation of Telecom training Institute	5.00	1.38	-	Local funds secured to be reconfirmed Japan contacted
	49	TEL1-43-05	Installation of new Umbaras standard A earth station	7.00	1.63	-	AFESD contacted
	50	POS1-43-01	Rehabilitation of telegraph services	1.00	1.38	-	Local funds secured to be reconfirmed
SWAZILAND	51	RRT1-44-02	Big-Beng-Lukhula road bituminisation	3.96	4.03	-	Funded by Swaziland
	52	RRT1-44-06	Implementation of the road maintenance study	4.33	4.33	-	Funded by Swaziland
	53	RWT1-44-07	Construction of a dry port at Matsapha, Phase 1	0.25	0.25	-	Funded by Swaziland
	54	TEL1-44-02	Extension of national trunk network	11.06	5.73	5.33	Funded by Swaziland and Local Banking Group
ZIMBABWE	55	AIT1-51-02	Upgrading of Harare International Airport enabling works and short term improvements only	20.00	12.00	-	

II. ONGOING PROJECTS (Cont,d)

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD MILLION	FUNDING SECURED USD MILLION		REMARKS
ZIMBABWE	56	RWT1-51-01	Procurement of rail trolleys for the National Railways of Zimbabwe (NRZ)	1.70	-	1.70	Funded by ODA
	57	RWT1-51-05	Replacement of Telecommunications signal and wagon central equipment	12.00	-	7.59	Funds secured from Germany KFW contacted
	58	URT1-51-03	Acquisition of urban buses for ZUPCO	78.94	-	-	ZUPCO use own funds to purchase 193 buses amount to be given World Bank, Swiss and the Netherlands contacted
	59	TEL1-51-02	Purchase of subscriber equipment	13.18	-	13.18	Funded by BADEA
	60	TEL1-51-06	Provision of training equipment for Blevedere College	8.15	0.32	7.83	Funded by World Bank and Zimbabwe
	61	TEL1-51-07	Msasa factory and electronic repair centre	17.86	8.91	8.95	Funded by World Bank and Zimbabwe
	62	TEL1-51-09	Extension of ITSC at Gweru	5.42	-	5.42	Funded by SIDA
	63	TEL1-51-12	Provision of packet switching for data network to cater for national and international data communications service	7.00	-	-	Funds from Belgium amount to be given
	64	TEL1-51-15	Improvement and development of Telecom exchanges at various cities	70.82	37.31	33.51	Funded by CIDA, KFW, EIB and Zimbabwe
BOTSWANA	65	RRT1-04-01	Partial reconstruction of Nata Kazungula road	20.00	17.00	3.00	Funded by IDA and Botswana
	66	RRT1-44-02	Construction of Jwaneng-muno road	109.10	16.00	93.10	Funded by Botswana, ADB, ADF, OPEC, Kuwait, OECF, NDF and BADEA

II. ONGOING PROJECTS (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	Funding Secured US\$ million		REMARKS	
BOTSWANA	67	RWT1-04-01	Renewal of 347 kms of tracks of the main railway line	95.00	-	33.84	88 km have been completed, financing for another 100 km is being finalized from loan to be secured from China · local USD 12 million · China USD 6 million
	68	TEL1-04-01	Expansion of the microwave trunk networks	30.50			· Phase II from Mata-Kasere and Mata-Maun-Ghanzi completed · Phase III (a) is financed and work is in progress Jwareng-Ghazi · Phase III (b) is awaiting financing. Ghazi-Marwizo
PATU	69	TEL-69-01	Prefeasibility study to establish centre for the development of telecommunications	0.07	-	-	Although no external funds have been obtained the following activities have been undertaken through PATU's own resources · Preparation of questionnaire · Translation, reproduction and distribution of questionnaires
BENIN	70	RRT1-03-03	Study on the strengthening of Cotonou Porto Novo-Igolo road	0.48		0.41	· Funding secured from KFW for section Cotonou-Porto Novo
	71	RRT1-03-04	Study on the construction of 400 km rural roads	8.93		1.77	· Funding secured from IDA · PNUD contacté pour complément financement
GHANA	72	MPT-20-02	Takoradi Port Rehabilitation phase II	5.6	-	5.6	In progress under EEC grant
	73	MST-20-01	Institutional strengthening of shippers council	20.0	20.0	-	Financed by UNCTAD and GHANA
	74	MST1-20-02	Management information system and training of BSL staff	0.44	0.44	-	· Funded by GHANA for an amount not given · Further external financing needed
	75	MST1-20-03	Containerization of BSL operation	32.00	32.00	-	Funded from GHANA Shippers Council

II. ONGOING PROJECTS (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	Funding Secured US\$ million		REMARKS
GHANA 76	RRT-20-01	Trunk Road periodic maintenance	115.2		115.20	. In progress since 1988 . Financed fully by IDA and GHANA
BOTSWANA 77	RRT1-20-03	Rehabilitation of Kintampo-Tamale road	68.50	-	68.50	. Financed by GHANA with British assistance . To be completed in 1996
78	RRT1-20-04	Rehabilitation of Kumasi-Mampong-Ejuna Yeji road	82.30	-	82.30	. Financed by Dutch Credit and Ghana . Phase I Kumasi-Mampong to be completed in 1993
79	RRT1-20-05	Rehabilitation of Tepa Junction-Berekum-Dormaa Ahenkro	34.90	34.90	-	. Fully financed by Ghana construction in progress
80	RRT1-20-06	Improvement of Road Safety	5.00		2.00	. \$2 million secured from IDA and Ghana . Black spots identified safety measures being adopted
NIGER 81	RRT1-35-04	Rehabilitation and asphalt overlay of Niamey-Say road (56 km)	11.79	-	11.79	. Funding from EEC
82	BRS1-35-02	Installation of 100 WTV Transmitter at N'Guign	0.20	0.20	-	Origin of funds not given
83	BRS1-35-06	Rehabilitation of transmission system between studio and PK5 (TV broadcasting centre)	0.29	0.29	-	. Funding from CFD
84	POS1-35-01	Rehabilitation of the national sorting centre	0.27	-	0.27	. Funding from France
UGANDA 85	RRT1-48-02	Rural roads rehabilitation maintenance programme (11,000 km) : establishment of 14 local operational units, procurement of equipment to these units and training of personnel	108.00	-	33.07	. US\$33.07 million secured from Uganda, UNCDF, UNDP, ILO, IDA, ADB, GTZ, BADEA, IFAD and JICA. Feasibility study done in South Western and Eastern Uganda. Rehabilitation work in progress
86	TEL1-48-01	Rehabilitation of local cable networks installation of telex exchange of 100 line and retro-fitting existing earth station	102.05		102.05	. Financing by World Bank, UNDP, Germany and France. Construction work and laying of cables in Kampala Jinja and Entebbe expected to be completed in 1993

II. ONGOING PROJECTS (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	Funding Secured US\$ million		REMARKS	
ASECNA	87	AIT1-63-01	Rehabilitation and standardization of major International airports in Central and West Africa and in Madagascar, Cotonou, Ouagadougou, Bangui, Malabo	3.57	0.89	0.46	Funding from EIB
	88	AIT1-63-02	Installation of reserve energy supply on international airports, Nouakchott, Libreville, Dakar, Lome, Cotonou, Niamey	8.93	0.09	8.84	Funding by EIB, CFD and ASECNA
	89	AIT1-63-06	Introduction of RSFTA and ATS vocal circuits: Abidjan, Libreville, Malabo, Malabo, Niamey, Douala, Djamena	3.39	0.44	1.82	Funding from CFD and ASECNA
	90	AIT-63-07	Establishment of Aerodrome automatic observation equipment: Cotonou, Ouagadoutou, Bangui, Brazzaville, Libreville, Bamako, Nouakchott, Lome, Antananarivo Antananarivo	3.14	0.25	1.57	Funding from CFD and ASECNA
	91	AIT1-63-08	Rehabilitation and standardization of installation and infrastructures of main international airports in Central and West Africa and in Madagascar: Lome, Niamey, Bangui, Douala, etc.	4.28		4.28	Funded by EIB
	92	AIT1-63-09	Improvement of EAMAC Training Centre: African Meteorological Civil Aviation School (Niamey)	6.79	2.14	2.14	Funding from EEC, CFD, ASECNA
	93	AIT1-63-10	Installation of Radio electrical and radio radar navigation aids in North Africa and establishment of a logging and testing unit location: Nouakchott	0.71		0.71	Funded by EIB, CFD

II. ONGOING PROJECTS (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	Funding Secured US\$ million		REMARKS	
	94	AIT1-63-11	Establishment of a regional forecast centre (aeronautical meteorology): Location Dakar-Yoff Airport	1.25	-	0.18	Funding from EIB
	95	AIT1-63-12	Training of instructors of the Regional fire Brigade school	0.08	-	0.08	Funded by EEC
	96	AIT1-63-13	Establishment of multinational airport fire-escape platforms	14.05	-	14.05	Funded by EIB and CFD
ALGERIA	97	MPT1-01-02	Construction and equipping container handling terminals on port of Algiers, Port of Oran and Port of Annaba	96.00	-	63.00	Funding from IBRD
CAR	98	AIT1-09-02	Equipping 12 Meteorological stations with solar panels	0.77	-	0.77	Funded by IDA
	99	AIT1-09-05	Installation of security facilities at bangui-N'Poko airport	0.59	-	0.59	Funded by France, ASECNA and CAR
	100	IWT1-09-03	Study for appraisal of aeronautic activities and the improvement of their management	4.54	-	4.54	Funded by France
	101	RRT1-09-01	Technical Assistance and training for small and medium scale enterprises	1.49	-	1.49	Funded by IDA
	102	RRT1-09-02	Establishment of a road safety programme	2.04	0.1 4	1.90	Funded by France and IDA
	103	RRT1-09-05	International assistance to road maintenance fund	23.78	-	23.78	Funded by Japan and Germany
	104	RRT1-09-06	Privatization of Bangui M'Poko public works workshop management	4.26	-	4.26	Funded by IBRD
	105	RRT1-09-06	Establishment of rural road task force	0.93	-	0.93	Funded by IDA

II. ONGOING PROJECTS (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	Funding Secured US\$ million		REMARKS	
CAR	106	RRT1-09-10	Strengthening of building and public works laboratory (LBTP)	0.56	-	0.56	Funded by EEC
	107	RRT1-09-16	Entretien du réseau routier Sud-Ouest	7.20	-	7.20	Funded by IDA
	108	RRT1-09-17	North-West Road network maintenance (856 km)	9.33	-	9.33	Funded by IDA
	109	RRT1-09-20	Construction of Bossembele-Bossemtele road (136 km)	18.21	-	18.21	Funded by Japan
	110	RRT1-09-21	Professional Transport Training Programme	0.15	-	0.15	Funded by France and IDA
	111	BRS1-09-01	Establishment of a rural press and radio programme production radiophonique	8.02	0.69	7.33	Funded by GTZ and FAO
	112	BRS1-09-02	Rehabilitation of radio transmission equipment	1.03	0.18	0.87	Funded by France and China
	113	BRS1-09-03	Rehabilitation of TV Network and Development of Television Reception	3.39	0.23	0.56	Funded by France

III. PROJECTS PARTIALLY OR FULLY FINANCED AND THAT HAVE NOT STARTED

COUNTRY	PROJECT CODE	PROJECT TITLE	COST US\$ million	Funding Secured USD million		Remarks	
				L	EXT		
BENIN	1	RRT1-03-01	Studies on asphaltting overlay of Djougou--N'dali-Nikki-Chicandou road	1.71	-	1.7	Fully financed by ADB
	2	RRT1-03-02	Study on asphaltting overlay road of Parakou-Perere-Nikki-Kalale-Segbana				Fully financed by ADB
EGYPT	3	IWT1-15-01	Training and development of human resources in Africa and strengthening of the existing Regional Institute for River Transport (RIRT)	0.99	0.30	-	No External Financing UNDP contacted
ETHIOPIA	4	TEL1-17-01	Replacement of Addis Ababa-Asmara micro wave link	4.80	1.10	-	No External Financing
	5	Tel1-17-02	Establishment of network management system to increase operational efficiency	5.20	1.20	-	"
	6	TEL1-17-03	Completion of missing segments of PANAFTEL works to Sudan and Somalia	5.35	1.25	4.30	Fully funded External Funds from EEC
	7	TEL1-17-04	Expansion of Training and manpower development	3.50	0.50	-	No External Financing
	8	TEL1-17-06	Expansion of junction network for Addis Ababa	3.50	0.80	-	No External Financing
	9	TEL1-17-08	Expansion of Addis Ababa International Exchange	3.20	0.80	-	"
	10	TEL1-17-09	Establishment of maintenance centre for switching and other electronic equipment	2.10	0.50	-	"
	11	TEL-17-10	Replacement of Addis Ababa/Shashamene microwave link	2.10	0.50	-	
KENYA	12	RRT-23-04	Rehabilitation of Kisii-Isebarra road (85 km)	39.89	-	13.61	Funding from EEC

III. PROJECTS PARTIALLY OR FULLY FINANCED AND THAT HAVE NOT STARTED (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD MILLION	FUNDING SECURED USD MILLION		REMARKS	
				L	EXT		
MALAWI	13	MMT1-28-01	Establishment of dry ports/ICDS in Malawi at Blantyre and Wlongue	3.07	1.14	-	FINNIDA, UNDP and KFW
	14	MMT1-28-03	Extension of floating dock at Monkey Bay	0.67	0.64	-	Will start April 1993
	15	RRT1-28-03	Rehabilitation Chikwawa-Bangula Road	11.40	0.30	3.41	Partially funded by ADF ADB contacted
	16	RRT1-28-04	Rehabilitation of banga-Nkotakota-Dwangwa and NKhata-Bay-Mzuzu-John Mzumara Road	6.40	0.41	3.23	Nkhata-Bay-Mzuzu Road defined implementation of Banga-Dwangwa to start 1993/1994
	17	RRT1-28-11	Construction of Masasa-Golomati Road	0.77	-	0.77	Fully financed by ADB
	18	RRT1-28-13	Rural motorized pilot transport scheme	1.48	0.09	1.39	Fully financed by UNCDF/UNDP and government
	19	RRT1-28-15	Construction of Mchinji-Kasungu-Nkhotakor Road	42.70	5.02	37.68	Tender opening for march 1993 Funded by ADB and Government
	20	RRT1-25-05	Rehabilitation of Limbe-Thyole-Mulanje Road	20.34	-	20.34	Funded by EEC/EDF
MALI	21	RWT1-29-03	Rehabilitation of 157 km track with used stock, section Kayes-Kassars	2.07	0.27	-	CFD, CIDA and KFW contacted
	22	TEL1-29-01	Establishment on the modernization of Mali Telecommunications network	0.27	-	0.27	Funed by Trade Development Programme (USA)
	23	RRT1-29-03	Feasibility study of Bamako-Kouromalie-Guinea border road (113 km)	1.17	0.06	1.11	Funded by AFD
	24	RRT1-29-05	Feasibility study on Gao-Kidal Bouressa road (90 km)	0.06	-	0.06	Funded by IDB
MOROCCO	25	RWT-32-01	Construction of the national section of the Trans-Maghreb railway	566.71	-	146.62	Funding expected from EEC
SENEGAL	26	RRT1-39-01	Engineering study on the construction of Dakar-Bamako road	1.43	-	1.43	Funded by IDB
	27	RRT1-39-02	Feasibility study on Tambacounda-Labe road	0.85		0.85	Fully financed by IDB for an amount of Dinar 510,000

III. PROJECTS PARTIALLY OR FULLY FINANCED AND THAT HAVE NOT STARTED (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST US\$ million	FUNDING SECURED		REMARKS
				Local	External	
SUDAN	28 TEL-43-03	Construction of Sudan-Ethiopia microwave link	6.00	3.25	-	EEC contacted
	29 TEL-43-06	Establishment of frequency monitoring station	3.00	0.61		
SWAZILAND	30 RRT1-44-04	Mbabane Upgrading of Manzini Road	58.55	4.67	82.67	Cost to be reviewed Financed by EEC and ADB
	31 TEL1-44-01	Installation of rural automatic multiaccess radio system	6.67	0.67	6.00	Fully financed by Japan and Swaziland
ZIMBABWE	32 TEL1-51-01	Establishment of frequency monitoring management	11.84	0.21	11.63	Fully funded by ADB and Zimbabwe
	33 TEL1-51-01	Procurement of installation and maintenance tools	4.70	0.33	4.37	Fully funded by Zimbabwe and World Bank
	34 TEL1-51-04	Procurement of test equipment	4.70	0.33	4.37	Fully funded by Zimbabwe and World Bank
	35 TEL1-51-08	Gweru-Massvingo-Bent Bridge route-Maputo	30.08	2.71	27.37	Fully funded by NORAD and Zimbabwe
	36 TEL1-51-10	Expansion of earth satellite station at Mazowe	18.14	1.08	17.06	Fully funded by OECF/Japan and Zimbabwe
	37 TEL1-51-11	Supply and installation of digital telephone exchange of five national telephone zone centres	257.29	71.15	186.14	Fully funded by OECF Swiss and Zimbabwe
	38 TEL1-51-14	Cellular Mobile radio services	5.67	0.7	4.97	Fully funded title has changed ADB and Zimbabwe

III. PROJECTS PARTIALLY OR FULLY FINANCED AND THAT HAVE NOT STARTED (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	Funding Secured USD million		Remarks	
				L	EXT		
ZIMBABWE	39	TEL1-51-16	Expansion of subscriber distribution network to utilize existing exchange capacities	166.40	91.27	75.13	
ZAMBIA	40	TEL-50-02	Extension of international switching centre	5.00	5.00		Financing secured from local funds to be precised
BENIN	41	URT1-03-01	Rehabilitation and tarring or strengtheing of access roads and Cotonou link	85.64	2.14	23.57	. Funding secured from ADB and BOAD for lots A and B . Donors round table to be organised in April 1993
GHANA	42	RRT1-20-02	Rehabiklitation of Accra-Anyinam road	61.90	-	61.90	. Being financed by ADB . Feasibility study to start in 1993
	43	TEL1-20-01	Rehabilitation, modernisation and expansion of telecommunication network	76.20	-	76.20	. Fully financed but source of funds not given . Contract negotiations in progress Estimated completion by end of 1994
	44	AIT1-20-01	Institutional strengthening of technical and managerial staff and computerization	2.25	2.25		. Fully financed but source of funds not given . Consultancy services yet to be commissioned . Feasibility study on computerization to be updated
NIGER	45	RRT1-35-01	Rehabilitation of 1500 km rural roads	13.39	-	13.39	. Funding secured from ADB and BOAD for Lots A and B . Donors round table to be organized in April 1993
	46	RRT1-35-02	Periodic asphalt roads maintenance programme (296.5 km)	29.46	-	29.46	Funded by IDA, OPEC, BADEA and Kuwait Fund
	47	RRT1-35-03	Construction of 1550 km rural roads	32.90	-	32.90	Funded by IDA
	48	TEL1-35-05	Rehabilitation and asphalt overlay of Maradi-Dakore road (30 km)	2.94	-	2.94	Funded by EEC

III. PROJECTS PARTIALLY OR FULLY FINANCED AND THAT HAVE NOT STARTED (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST US\$ million	FUNDING SECURED		REMARKS
				Local	External	
UGANDA 49	RWT1-48-01	Rehabilitation of rolling stock 110 wagons, 21 locos and 102 coaches	26.30	-	26.30	. A study funded by DANIDA has been carried out. DANIDA has also agreed to finance the rehabilitation expected to start in 1993
ASECNA 50	AIT1-63-04	Technological adaptation of APT/WEFAX Photo satellite system at airport meteorology forecast centres: Douala, Brazzaville, Nouakchott, Cotonou, Bamako, Ouagadougou, Bangui	1.43	-	0.16	. Funding from CFD . Funds being sought for Brazzaville, Douala, Nouakchott, Bamako, Ouagadougou, Bangui, N'Djamena
ALGERIA 51	MPT1-01-01	Construction of buildings and warehouses, purchase of navigational aids and handling equipment for the port of Djen-Djen	26.09	8.69	-	ADB agreed to finance equipment for an amount of \$US8.69
NIGERIA	52 MPT1-36-05	Computerization of port operations on areas including billing, coding systems, manifest extract and port statistics	3.15	3.15	-	To be implemented in 1993
	53 MPT1-36-06	Repairs to various port cargo handling equipment	1.85	1.85	-	To be implemented in 1993
CAR	54 AIT1-09-04	Rehabilitation of the runway of Berberati airport l'aérodrome de Berberati	5.36	-	5.36	Funded by IDA
	55 IWT1-09-01	Aerial Photographs of inter-State navigable waterways Oubangui-N'Goko	0.27	-	0.2	Funded by France

III. PROJECTS PARTIALLY OR FULLY FINANCED AND THAT HAVE NOT STARTED (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST US\$ million	FUNDING SECURED		REMARKS	
				Local	External		
CAR	56	RRT1-09-04	Rehabilitation of Bangui road station	0.86	-	0.86	Funded by IDA and CFD (France)
	57	RRT1-09-09	Maintenance and rehabilitation of the road structures of the main network	3.14	-	3.14	Funded by EEC
	58	RRT1-09-11	Construction of structures along the Boda- Bambio road	2.5	-	2.5	Funded by France
	59	RRT1-09-12	Maintenance of rural roads interface network	7.21	-	7.21	Funded by IDA
	60	RRT1-09-14	Establishment of a contingency fund (critical point)	4.26	-	4.26	Funded by IDA
	61	RRT1-09-15	Pilot research on road construction and development of appropriate technology	1.69	-	1.69	Funded by IDA
	62	RRT1-09-18	Central road network maintenance	5.40	-	5.40	Funded by IDA
	63	RRT1-09-19	Strengthening and maintenance of existing asphalt network (420 km)	12.86	-	12.86	Funded by ADB

IV. PROJECTS THAT HAVE NOT ATTRACTED FINANCING

COUNTRY		PROJECT CODE	PROJECT TITLE	COST USD million	REMARKS
BENIN	1	MPT1-03-02	Construction of buildings and warehouses, purchase of navigational aids and handling equipment for the port of Djen-Djen	0.07	-
	2	RRT1-03-05	Procurement of weighbridges and mobile weighing equipment	8.94	-
	3	RRT1-03-06	Construction of Abomex-Bohicon Ketou-Illara roads (130.5 km)	39.61	ADB, IDB, DANNIDA contacted
	4	RRT1-03-07	Asphalting overlay of Nattingtingou-Porga Burkina Faso border road (111 km)	44.64	IDB, BADEA, ADB, ECOWAS FUND contacted
	5	RRT1-03-08	Assistance to the establishment of a road transport data bank	0.11	-
DJIBOUTI	6	AIT1-14-01	Installation of lighting system for the runway, the taxiway and the parking apron of Djibouti airport	2.00	France contacted
ETHIOPIA	7	AIT1-17-01	Construction of civil aviation technical school and provision of training facilities	5.00	-
	8	RRT1-17-01	Asphalt overlay of Mojo-Awassa Road	77.29	EEC and Germany contacted
	9	RRT1-17-02	Asphalt overlay of Addis-Gedo Road	82.13	ADB contacted
	10	POS1-17-01	Establishment of Addis Ababa Bole Airport Regional sorting and transit centre	1.45	
KENYA	11	AIT1-23-01	Upgrading of the network of communication links between the centres adjacent flight information in the region	1.70	France contacted
	12	RRT1-23-05	Construction to bitumen standard of Mwatate-Voi road	18.33	EEC and World Bank contacted
	13	RRT1-23-06	Upgrading to bitumen standard of Londiant Fort Ternan road	8.89	World Bank and ADB contacted

IV. PROJECTS THAT HAVE NOT ATTRACTED FINANCING (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	REMARKS	
MALI	14	RRT1-29-01	Engineering study of the construction of Dakar-Bamako road along the east segment in Mali (490 km)	1.43	IDB interested
	15	RRT1-29-03	Feasibility study of Bamako-Kouromalie-Guinea border road (113 km)	0.19	ADB, BADEA, Kuwait Fund contacted
	16	RRT1-29-04	Feasibility and engineering studies on Niono-Nampala Tomboutou road (566 km)	1.07	IDB Contacted
	17	RRT1-29-06	Establishment of two vehicle technical control centres at Bamako and Sikasso	2.50	Local promoters and World Bank contacted
	18	RRT1-29-07	Construction of Nioro-Aioun El Atrouss road (190 km)	46.43	IDB, ADB, BADEA, KUWAIT Contacted
	19	RRT1-29-08	Strengthening and equipping transport sector development unit of the national road transport authority	0.29	CIDA and IBRD Contacted
	20	RRT-29-09	Study on the formulation of a national lorry station development programme	0.27	IBRD contacted
	21	RWT1-29-01	Procurement of five BB locomotives of 800/1000 HP	6.14	CIDA and IBRD Contacted
	22	RWT1-29-02	Procurement of 19 coaches express train plus 2 rail cars with 10 trailers	28.39	Germany, Kuwait, Saudi Arabia, Abu Dhabi contacted
	23	TEL1-29-02	Establishment of Domestic Satellite Communications network	6.70	CFD contacted
LESOTHO	24	AID1-24-02	VHF extended range installation to improve the VHF coverage throughout Lesotho	0.09	Local funding expected
	25	POS1-24-01	Provision of equipment for postal training school	3.30	-
MALAWI	26	AIT1-28-01	Replacement of various aeronautical equipment necessary for air navigation and establish a regional AFTN at Lilongwe	1.59	France contacted
	27	MMT1-28-02	Purchase of trucks for chilumba Mbeya shuttle service	7.27	KFW, USAID, JAPAN and ODA contacted

IV. PROJECTS THAT HAVE NOT ATTRACTED FINANCING (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	REMARKS
MALAWI	28 RRT1-28-01	Study on upgrading Mangochi-Madimba-Mitande (Malawi-Mozambique) road	0.2	ADB has shown interest
	29 RRT1-26-06	Rehabilitation of Chilumba-Karonga road	21.79	EEC has shown interest
	30 RRT1-28-12	Purchase of 200 trucks	10.33	KFW contacted
	31 RWT1-28-01	Improvement of Malawi railway communication system. Rehabilitation of shipping communication Installation of a locomotive radio communication system and replacement of PBX for Malawi railway	0.91	
	32 RWT1-28-02	Extension of the station yards at Mudi and Blantyre, provision of more tracks and sidings	0.23	ODA has shown interest
	33 RWT1-28-03	Reconstruction of rolling stocks (40 wagons)	0.32	-
	34 TEL1-28-01	Expansion of telecommunications training centre	9.76	EEC contacted has shown interest
	35 TEL-28-04	Digital multiple access radio system to automate rural telephone service at 15 service areas	8.42	France has shown interest
	36 TEL1-28-05	Improvement of rural automatization of telecommunication network by replacing ARK exchanges	5.579	-
	37 TEL1-28-06	Introduction of IDR at Kanjedza Earth station	2.27	
	38 TEL1-28-09	Provision of subscriber management computerization system	2.27	
MOROCCO	39 RWT1-32-02	Construction de la ligne Taourit-Bernienzar	259.82	-
NIGERIA	40 MPT1-36-02	Conversion of berths at old Apapa Quays to three container berths	16.70	-
	41 MPT1-36-03	Rehabilitation of Port harcourt Quay	18.50	-

IV. PROJECTS THAT HAVE NOT ATTRACTED FINANCING (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	REMARKS
NIGERIA	42 MPT1-36-04	Construction of a dry port or inland container depot at Nigeria border with Niger and Chad	3.15	-
	43 RWT1-36-05	Feasibility and engineering studies for the construction of Minna-Abuja-Lafia Line	4.02	-
SENEGAL	44 RRT1-39-06	Lorry station for heavy trucks (port of Dakar)	25.00	CFD (France), IDB, BADEA and BOAD contacted
SUDAN	45 MPT1-43-01	Port Sudan development phase III	100.00	IDA contacted
	46 RRT1-43-01	Feasibility study on Dongola-Overnat Kofia road	0.13	-
SWAZILAND	47 AIT1-44-01	Matsapha airport development phase II: Construction of APRON, two taxiway, terminal building, cargo building security fence....etc.	12.50	EEC and France contacted feasibility study and detailed design will be prepared in 1993/1994
	48 RRT1-44-01	Motshane-Mlumatl River road rehabilitation	6.81	ADB has shown interest
	49 RRT1-44-03	Rehabilitation of Ngwenya-Oshoek road	11.00	-
	50 RWT1-44-05	Rehabilitation of Swaziland railway lines Matsapha to Phyzumoya and Mpaka to Mozambique border	30.00	Italy, negotiations ongoing
ZIMBABWE	51 RRT1-51-01	Rehabilitation of Harare-Nyampanda road	6.67	BADEA contacted for a feasibility study
	52 RRT1-51-05	Acquisition and installation of weigh bridges at border posts and VID depots	0.30	KFW contacted
	53 RWT1-51-02	Acquisition of 277 coaches of NRZ	131.50	-
	54 RWT1-51-06	Acquisition of wagons 520 dro-sided and 1135 high sided	75.40	-

IV. PROJECTS THAT HAVE NOT ATTRACTED FINANCING (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	REMARKS	
BOTSWANA	55	RRT1-04-03	Feasibility study of Maun-Ghanzi road	0.80	EEC and US Trade and Development trust Fund contacted
ITU	56	TEL-67-02	Improvement of Network efficiency and introduction of new technologies in African telecommunications network	4.10	Title and cost have changed, UNDP contacted
	57	TEL1-67-03	Organizational development of telecommunications services	9.70	UNDP contacted
	58	TEL-67-04	Feasibility study on the industrialization of Telecommunications equipment in Africa	2.00	UNDP contacted
	59	TEL1-67-05	Training at Dakar ESMI in new technologies and telecommunications managements and sidings	2.70	Title and cost have changed UNDP contacted
MINCOMAR	60	MST1-68-01	Technical assistance to encourage participation of West/Central Africa subregion in bulk cargo transport	1.00	-
	61	MST1-68-02	Feasibility study on a regional maritime documentation and research institute	3.00	-
	62	MST1-68-03	Studies of subregional insurance activities	0.55	-
	63	MST1-68-04	Regional seminar and study tours on various aspects of maritime transport	0.55	-
	64	MST1-68-06	Technical assistance in creation and strengthening of shippers council	1.20	-
	65	MST1-68-07	Technical assistance to improve commercial management of national and multinational maritime transport component and establishment of consortia	5.00	-
	66	MST1-68-08	Technical assistance in establishing a maritime transport programme	0.28	-

IV. PROJECTS THAT HAVE NOT ATTRACTED FINANCING (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	REMARKS	
ZAMBIA	67	TEL1-50-01	Replacement and extension of telex exchange of Lusaka	3.94	No funding
	68	TEL1-50-08	Upgrading of E10B digital exchanges	5.40	Funding from France expected
	69	TEL1-50-09	Replacement of telephone exchanges at major towns	23.25	No funding
	70	TEL1-50-10	Installation of IDR/DCME Equipment	4.20	Project revised
GHANA	71	IWT1-20-01	Improvement and extension of navigational aids along the Volta Lake	1.50	Project to be financed by DANIDA
	72	MPT1-20-02	Construction of container handling terminal at Takoradi Port	45.00	. Feasibility to start by March 1993 . Will be part of Port Master Plan study to be financed by EEC Grant
	73	BRS1-20-01	Rehabilitation of Weija monitoring station Purchase and installation of equipments	2.00	
NIGER	74	RRT1-35-05	Rehabilitation and asphalt overlay of Maradi-Dakore road (30 km)	29.11	
	75	RRT1-35-06	Feasibility study on rehabilitation and asphalt overlay of Arlit-Assamaka road (200 km)	0.18	Interest of IDB
	76	RRT1-35-07	Feasibility study on rehabillitation of Filingue-Tahua road (259 km)	0.18	Kuwait contacted
	77	BRS1-35-01	Installation of Filingue Radio and Television Network (100 WFM, IKW TV)	2.14	-
	78	TEL1-35-03	Development of Regional Maintenance Improvement Programme	1.88	Negotiation with CFD ongoing
	79	TEL1-35-04	Replacement of the International Transit centre at Niamey	6.42	Negotiation with CFC ongoing
	80	TEL1-35-06	Study of Microwave link, Niamey-Filingue	0.89	-
	81	TEL1-35-07	Study of Replacement of Zinder Telephone Exchange	0.53	-
	82	TEL1-35-08	Study of Niamey-Kama Microwave link hertzien Niamey - Karma	0.18	-
	83	TEL1-35-09	Modernization of the Rirmi-Konmi Telephone Network	0.27	-
	84	MMT1-35-01	Construction of a container handling terminal	0.89	-

IV. PROJECTS THAT HAVE NOT ATTRACTED FINANCING (Cont'd)

COUNTRY	PROJECT CODE	PROJECT TITLE	COST USD million	REMARKS
UGANDA	85	IWT1-48-01	13.00	ADB has expressed interest to fund the study, expected to commence 1994
	86	RWT1-48-04	160.00	-
	87	RWT1-48-05	1.00	ADB has expressed interest to fund the project. The study is expected to commence in 1994
ASECNA	88	AIT1-63-03	0.12	. Interested countries contacted
	89	AIT1-63-05	4.64	. EEC contacted
	90	AIT1-63-14	7.50	EEC contacted
ALGERIA	91	TEL1-01-01	8.02	. Tenders under analysis
	92	TEL1-01-02	5.39	-
	93	TEL1-01-03	6.98	.. Tenders under analysis
NIGER	94	RRT1-35-08	1.21	IDA contacted
	95	BRS1-35-03	0.21	
	96	BRS1-35-04	3.21	
	97	BRS1-35-05	2.14	
	98	TEL1-35-01	0.71	
	99	TEL1-35-02		

V. PROJECTS ABANDONED OR BEING REVIEWED

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD MILLION	REMARKS
MALAWI	1	MMT1-28-04	Rehabilitation of port facilities at Nkata bay	1.07	Being reviewed
	2	POS1-28-01	Upgrading of the Blantyre Postal Training wing of the MPTC	0.20	Being reviewed
	3	TEL1-28-02	Trunked multiple access radio system for Blantyre, Mwanza and Kasungu exchanges	1.02	DANIDA has withdrawn support
SWAZILAND	4	RRT1-44-05	Purchasing of Plan and equipment for roads branch	10.00	Abandoned
	5	RWT1-44-01	Procurement of operating security and safety related equipment for Swaziland railway	2.40	Swaziland railways is handling this project through own resources
	6	RWT1-44-02	Installation of reliable telecommunication system for operations, train controls and maintenance	2.14	Swaziland railways to handling this project through own resources
	7	RWT1-44-03	Installation of an advanced cargo information sytem (ACIS)	1.00	Installation of ACIS no longer required
	8	RWT1-44-04	Study for dieselisation of 19 locomotives of Swaziland railway	0.30	Project under review pending the long term strategy presently developed for Swaziland railway
	9	RWT1-44-06	Study on purchase of rolling stock	0.30	Project under review pending the implementation of long term strategy for Swaziland railway
ZIMBABWE	10	RRT1-51-02	Upgrading Eastern end of Harare Mutare Mozambique border - Mutare by-pass	22.00	Project abandoned
	11	RWT1-51-07	Feasibility study on railway electrification Gweru-Bulawayo section	1.50	Project not considered feasible under prevailing circumstances
	12	RWT1-51-08	Repair of tracks and wagon maintenance at Plumtree and Mutare	1.10	Project not considered feasible upon review
	13	TEL1-51-05	Improvement of Mutare-Chimio trunk transmission link	1.00	Abandoned not in 5 years capital development programme 1993/1998

V. PROJECTS ABANDONED OR BEING REVIEWED

COUNTRY	NO	PROJECT CODE	PROJECT TITLE	COST USD MILLION	REMARKS
ZAMBIA	14	TEL1-50-03	Provision and Installation of digital Microwave link	35.06	PROJECT TO BE REVISED
	15	TEL1-50-04	Purchase of subscribers telephones	4.21	Project no longer of priority as the provision of terminal equipment is liberalized
	16	TEL1-50-05	Purchase of teleprinters Blantyre, Mwanza and Kasungu exchanges	5.20	"
	17	TEL1-50-06	Purchase of facsimile machines	0.51	"
	18	TEL1-50-07	Provision and installation of super links	5.40	Project to be amended to include important routes which were omitted
GHANA	19	TEL1-20-02	Replacement and expansion of obsolete equipment of Takoradi Coast Station	1.50	Scope of project to be reviewed in the light of the implementation of Tema Coast station
LESOTHO	20	MMT1-24-01	Establishment of a dry port in Lesotho at Maseru	1.40	Being reviewed cost to be re-estimated