

ECONOMIC COMMISSION FOR AFRICA

REPORT OF THE WORKING GROUP ON TRANSPORT FOR THE
SECOND PHASE OF THE UNITED NATIONS TRANSPORT AND
COMMUNICATIONS DECADE IN AFRICA

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OF CONSULTANTS/EXPERTS

A. ORGANIZATION

1. The Working Groups on Transport for analyzing the projects submitted for the second phase of the United Nations Transport and Communications Decade in Africa was held at ECA headquarters, Addis Ababa from 1 to 16 February 1982.

B. ATTENDANCE AND PARTICIPATION

2. Representatives of the following United Nations bodies, specialized agencies and African intergovernmental organizations took part in the work of the meeting:

I. Working Group on Air Transport (1 to 2 February 1982):

1. Economic Commission for Africa (ECA);
2. International Civil Aviation Organization (ICAO);
3. African Civil Aviation Commission (AFCAC);
4. Organization of African Unity (OAU)

II. Working Group on Multimodal Transport (3 to 4 February 1982):

1. Economic Commission for Africa (ECA);
2. Intergovernmental Maritime Consultative Organization (IMCO);
3. International Labour Organization (ILO);
4. Economic Community of West African States (ECOWAS);
5. Ministerial Conference of West and Central Africa on Maritime Transport (CMEAOC);
6. Organization of African Unity (OAU)

III. Working Group on Ports (5 to 6 February 1982)

1. Economic Commission for Africa (ECA);
2. Intergovernmental Maritime Consultative Organization (IMCO);
3. International Labour Organization (ILO);
4. Economic Community of West African States (ECOWAS);
5. Ministerial Conference of West and Central African Maritime Transport (CMEAOC);
6. Organization of African Unity (OAU)

- IV. Working Group on Maritime Transport (8 to 9 February 1982):
1. Economic Commission for Africa (ECA);
 2. United Nations Conference on Trade and Development (UNCTAD);
 3. Intergovernmental Maritime Consultative Organization (IMCO);
 4. International Labour Organisation (ILO);
 5. Economic Community of West African States (ECOWAS);
 6. Ministerial Conference of West and Central Africa on Maritime Transport (CMEAOC);
 7. Organization of African Unity (OAU)
- V. Working Group on Inland Water Transport (10 to 11 February 1982):
1. Economic Commission for Africa (ECA);
 2. United Nations Conference on Trade and Development (UNCTAD);
 3. International Labour Organisation (ILO);
 4. Economic Community of West African States (ECOWAS);
 5. Ministerial Conference of West and Central Africa on Maritime Transport (CMEAOC);
 6. Organization of African Unity (OAU)
- VI. Working Group on Roads and Road Transport (12 to 13 February 1982):
1. Economic Commission for Africa (ECA);
 2. United Nations Conference on Trade and Development (UNCTAD);
 3. World Bank;
 4. United Nations Capital Development Fund (UNCDF);
 5. International Labour Organisation (ILO);
 6. Kagera River Basin Organization (KBO);
 7. Ministerial Conference of West and Central Africa on Maritime Transport (CMEAOC);
 8. Organization of African Unity (OAU)
- VII. Working Group on Railways and Rail Transport (15 to 16 February 1982):
1. Economic Commission for Africa (ECA);
 2. United Nations Conference on Trade and Development (UNCTAD);
 3. International Labour Organisation (ILO);
 4. Kagera River Basin Organization (KBO);
 5. Ministerial Conference of West and Central Africa on Maritime Transport (CMEAOC);
 6. Organization of African Unity (OAU)
 7. Union of African Railways (UAR)

3. Representative of ECA opened the meetings by recounting the decision which has led to the convening of the working group meetings, notably the decision of the fifth meeting of the Interagency Co-ordinating Committee which provided the guidelines for the work of the working groups.

C. ADOPTION OF THE AGENDA

4. The following agenda was adopted:

1. Review of the terms of reference for consultants;
2. Review of projects in the first phase programme which are not likely to attract financing and therefore should be discontinued;
3. Discussion:
 - (a) Project profiles submitted by member States for inclusion in the second phase programme and comments thereon to assist in the fielding of expert mission.
 - (b) List of projects from UNTACDA first phase to be implemented during the second phase
4. Any other matters
5. Adoption of the report
6. Closure of the meeting

D. SUMMARY OF PROCEEDINGS

I. Working Group on Air Transport (1 to 2 February 1982)

Review of the terms of reference for consultants (agenda item 1)

5. The working group considered document DEC/TRANSCOM/IA/V/4/Rev.1, the general terms of reference for consultants who would be engaged to assist African countries and intergovernmental organizations to draw up data sheets for projects of the second phase. The following amendments were adopted:

(a) In paragraph 5, reference should be made to the Lagos Plan of Action as the authority for the preparation of the programme of the second phase. Furthermore, since resolution ECA/UNTACDA/Res.81/14 did not contain the activities enumerated in the terms of reference, these were to be shown as ECA compliance with the mandates contained in the Lagos Plan of Action and the resolution.

(b) Paragraph 6(d) "Global Strategy and Plan of Action" should be substituted for "Volume 1 of the Decade documents". In the same paragraph there was no need to identify any country as an example of a semi-land-locked country.

(c) Paragraph 10(a): Since the selection of projects was the prerogative of countries, it should be amended to reflect that the role of consultants was only to identify projects.

(d) Paragraph 10(c): The words "at their request" should be deleted since the consultants were expected to provide assistance as their duty and not only on request.

(e) Paragraph 10(h): It should be amended to read as follows:

"review with member States and intergovernmental organizations the progress of the implementation of the programme of the first phase and in the light of this review determine in agreement with the member States and intergovernmental organizations:

(i) which projects will need to be carried over into the second phase; and

(ii) a realistic programme for the second phase."

(f) A new duty for the consultants should be added which should be to assess the difficulties that countries might have encountered in project formulation and presentation to donors in order to determine whether any assistance can be given to such countries.

6. While the working group did not insist on the amendment of paragraph 6(b) which says consultants must be familiar with Africa and its problems, it nevertheless emphasized that an important criterion for the selection of consultants should be a demonstrated familiarity with problems of transport and communications in Africa by virtue of having worked in Africa or on the solution of African problems either as consultants or as researchers into these problems.

Review of projects in the first phase programme which are not likely to attract financing and therefore should be discontinued (agenda item 2)

7. The working group had before it a paper prepared by the ECA secretariat which argued that certain projects in the first phase programme had flaws in their conception and therefore should not be continued into the second phase if not funded during the first phase. While the working group agreed that this might indeed be so it was not however, within its terms of reference to delete any projects from the first phase programme. It therefore agreed that if necessary any such projects should be reformulated for the second phase to make their objectives clearer and thus enhance their validity.

Discussions on project profiles submitted by member States for inclusion in the second phase programme and comments thereon (agenda item 3(a))

8. The working group considered document DEC/TRANSCOM/WG/Trans.10 containing projects submitted for the second phase. After reviewing the 26 project profiles from 10 countries, the working group decided that the projects of Egypt, Ethiopia, Ghana, Madagascar, the Niger, Senegal, Uganda and the Upper Volta

lacked such vital information as to warrant the fielding of consultant missions to complete the project profiles and write them up in such a manner as to make them acceptable to potential donors. As for the projects of the Gambia and Morocco, although additional information was required, the missing information could be obtained either by correspondence or by any other consultant and not necessarily an air transport specialist. With regard to projects without project profiles it was agreed that consultants would be sent to the countries to complete the project profiles.

9. The working group felt that projects for aircraft maintenance centres should be evaluated in the light of a project being executed by AFCAC on the co-ordination of aircraft maintenance and overhaul facilities in the African region. The two projects for the acquisition of air traffic control radar submitted by Madagascar and Senegal should be evaluated in the light of the recommendation contained in the AFI Air Navigation Plan requiring the installation of such equipment only where air traffic justifies it.

10. For national training centre projects, the working group felt that account should be taken of training facilities available elsewhere in the region in order to minimize the proliferation of national centres while some others are underutilized.

11. The technical assistance projects which had been identified by ICAO field missions were to be regarded as belonging to the first phase as most of them would commence before the beginning of the second phase.

List of projects from UNTACDA first phase to be implemented during the second phase [agenda item 3(b)]

12. The working group agreed that the projects listed in the paper prepared by the ECA secretariat (DEC/TRANSCOM/WG/Trans.10, Revision of phase I projects) should be included in the second phase programme after consultation with the countries concerned.

Any other matters (agenda item 4)

13. The representative of AFCAC pointed out that his organization was undertaking feasibility studies during the first phase which might lead to other projects in the second phase. The working group agreed that any such projects would be incorporated in the programme of the second phase during its periodic review.

II. Working Group on Multinodal Transport (3 to 4 February 1982)

Review of the terms of reference for consultants (agenda item 1)

14. The working group decided to defer discussion on this matter since all the participants would be in other working groups where the terms of reference would be discussed.

Review of projects in the first phase programme which are not likely to attract financing and therefore be discontinued (agenda item 2)

15. After considerable discussion of the paper prepared by ECA, the working group agreed that the projects MMP-01, MMP-03 and MMP-05 had been improperly designed and nothing would be lost by their deletion from the first or second phase programme. With regard to MMP-04 the working group was of the view that it was a most important project which ought to be reformulated for the second phase.

Discussion on project profiles submitted for the second phase and comments thereon [agenda item 3(a)]

16. There was only one project submitted by Ethiopia. The working group decided that the project be included in the second phase but certain aspects of it needed to be clarified by the Ethiopian Government.

17. The working group then considered regional and subregional projects submitted by the agencies for inclusion in the revised programme of the first phase with a view to deciding whether or not they ought to be transferred to the second phase. The two projects submitted by ECA, it was agreed, should be transferred. These are: Study on ways of improvement of handling of goods in transshipment points and Technical assistance for the drawing up and use of Transport Statistics.

Any other matters (agenda item 4)

18. No issue was raised under this item.

III. Working Group on Ports (5 to 6 February 1982)

Review of the terms of reference for consultants (agenda item 1)

19. The working group decided to defer discussion on this matter since all the participants would be in other working groups where the terms of reference would be discussed.

Review of projects in the first phase programme which are not likely to attract financing and therefore be discontinued (agenda item 2)

20. The working group had before it a paper prepared by ECA listing projects in the first phase whose design was believed to have been faulty. The paper cautioned that a lot more care ought to be exercised in proposing projects for the second phase in order to avoid the repetition of such projects. The working group, after a thorough discussion, agreed that because of the limited time available for preparing the phase I programme, some of the projects were not designed as well as they might have been. A review ought to be undertaken by the initiators of these projects and if their objectives are still found valid, they should be reformulated. As regards HAP-07 and HAP-08, the representative of IMCO pointed out that his organization had conducted a number of studies on

oil pollution and the means for combatting it. As a result IMCO had set up an intergovernmental **advisory service** on marine pollution whose advice was available to all member States free of charge. After this explanation it was agreed by the working group that the projects were to be regarded as being under implementation.

Discussions on project profiles submitted by member States for inclusion in the second phase programme and comments thereon [agenda item 3(a)]

21. The working group considered document DEC/TRANSCOM/WG/Trans.13 containing projects submitted for the second phase. Under this item there were seven projects, one for Ethiopia, four for Gabon and two for the Gambia. After reviewing the comments made by the ECA secretariat on all these projects the working group agreed that consultants would be needed for six of them. For one project of the Gambia for the acquisition of a hopper dredger it was noted that out of a total cost of \$US 3.6 million financing, the amount of \$US 3.2 million had already been secured. The consultant would therefore have to determine whether this project would be completed during the first phase or whether there were any components to be implemented during the second phase. For the seven projects without project profiles consultants would be sent to complete the project profiles.

22. The representative of IMCO stated that his organization would soon be preparing a schedule of field missions for its inter-regional advisers and that these advisers would be available to assist in the preparation of the project documents when they would be in the neighbourhood of the countries concerned. The details of these field missions would be worked out between IMCO and ECA.

List of projects from UNTACDA first phase to be implemented during the second phase [agenda item 3 (b)]

23. After considerable discussion of the paper prepared by ECA, the working group agreed to include HAP-100 in the list of projects on the request of the Algerian Government. With regard to the other projects the working group was of the view that the projects should be included in the second phase programme after consultation with the countries concerned. In respect of HAP-72, 83, 94 and 98 it was agreed that these studies, although having the possibility of leading to investment projects in phase II, should not be regarded as being transferred to the second phase; it is the project arising from them that will be in the second phase.

Any other matters (agenda item 4)

24. The representative of ILO informed participants that her organization had for many years been active in assisting the port industry of developing countries. This assistance both at national and regional levels was provided in the form of surveys or expert advice and was executed in the country or the region concerned by consultants, fellowships, study grants and awards for training abroad, regional and interregional training courses and seminars, the establishment of pilot projects and the exchange of technical information.

25. With the experience gained from national and regional projects ILO is ready to be involved in the preparation as well as the implementation of the Decade programme in the areas of its competence. In this context some members of the working group felt that ECA, as the lead agency should request the assistance of ILO in the preparation and implementation of the Decade programme.

V. Working Group on Maritime Transport (8 to 9 February 1982)

Review of the terms of reference for consultants (agenda item 1)

26. The working group decided to defer discussion on this matter since all the participants would be in other working groups where the terms of reference would be discussed.

Review of projects in the first phase programme which are not likely to attract financing and therefore should be discontinued (agenda item 2)

27. The working group had before it a paper prepared by the ECA secretariat which argued that certain projects in the first phase programme had flaws in their conception and therefore should not be continued into the second phase if not funded during the first phase. After considerable discussion of the paper, the working group agreed that any such projects should be reformulated by the agencies which proposed them for the second phase to make their objectives clearer and thus enhance their validity.

Discussions on project profiles submitted by member States for inclusion in the second phase programme and comments thereon [agenda item 3 (a)]

28. The working group considered document DEC/TRANSCOM/WG/Trans.12 containing projects submitted for the second phase. After reviewing the four projects, one from Uganda and three from Nigeria the working group agreed that consultant would be needed for the Ugandan project. As for the projects of Nigeria, although additional information was required, the missing information could be obtained by sending a cable to Nigeria.

List of projects from UNTACDA first phase to be implemented during the second phase [agenda item 3(b)]

29. After considerable discussion of the paper prepared by ECA, the working group agreed to include SHP-51 and 52 in the list of projects on the request of the Libyan Government. In respect of SHP-43 it was agreed to consult the country concerned before including the project in the second phase programme.

Any other matters (agenda item 4)

30. No issue was raised under this item.

V. Working Group on Inland Water Transport (10-11 February 1982)

Review of the terms of reference for consultants (agenda item 1)

31. The working group considered document DEC/TRANSCOM/IA/V/4/Rev.1, the general terms of reference for consultants who would be engaged to assist African countries and intergovernmental organizations to draw up data sheets for projects of the second phase. In addition to the amendments adopted by Air Transport Working Group, the following amendments were adopted.

(a) In paragraph 5 "in co-operation with all the United Nations agencies" should be included. In the same paragraph, the last sentence "To carry out..." should be deleted.

(b) A new paragraph should be included after paragraph 5 and should read as follows:

"To carry out these activities and attain these objectives, ECA intends to send expert missions in various countries. These missions will be carried out by either staff members of ECA, appropriate United Nations agencies, African intergovernmental organizations or by consultants hired for this purpose. The co-ordination of these missions would be the responsibility of ECA, while each United Nations agency will provide technical support in its field of competence."

The type of experts required will be:

- General economists in transport and communications to review the various modes in each country.
- Specialists in specific modes of transport and communications.

(c) The title "Profile of consultants, context of activities" should be substituted by "Profile of the experts participating in the elaboration of the second phase."

(c) A new paragraph should be included after paragraph 11 and should read as follows:

"For consultants provided by other agencies, the condition of their recruitment will be determined by those agencies except that ECA will be responsible for their travel and daily subsistence allowance on the same terms as those for consultants recruited by ECA."

Review of projects in the first phase programme which are not likely to attract financing and therefore should be discontinued (agenda item 2)

32. The working group had before it a paper prepared by the ECA secretariat which argued that certain projects in the first phase programme had flaws in their conception and therefore should not be continued into the second phase if not funded during the first phase. The working group agreed that any such projects should be reformulated for the second phase by the agencies which proposed them to make their objectives clearer and thus enhance their validity.

Discussion on project profiles submitted by member States for inclusion in the second phase programme and comments thereon [agenda item 3(a)]

33. The working group considered document DEC/TRANSCOM/WG/Trans.15 containing projects submitted for the second phase programme. After reviewing the five projects from Egypt/Sudan, Gabon, the Upper Volta, UDEAC and Uganda the working group agreed that consultants would be needed for the Egypt/Sudan, UDEAC and Uganda projects. With regard to the project from the Upper Volta it was decided to merge the project with INP-12 during the updating of the first phase projects. As for the project from Gabon, the working group agreed not to send a consultant since the project profile was adequately formulated. However the port specialist who will visit Gabon would also check this project.

List of projects from UNTACDA first phase to be implemented during the second phase [agenda item 3(b)]

34. The working group agreed that the projects listed in the paper prepared by the ECA secretariat (DEC/TRANSCOM/WG/Trans.15, Revision of phase I projects) should be included in the second phase programme after consultation with the countries concerned.

Any other matter (agenda item 4)

35. No issue was raised under this item.

VI. Working Group on Roads and Road Transport (12-13 February 1982)

Review of the terms of reference for consultants (agenda item 1)

36. The working group agreed not to discuss this document, since it had been reviewed in detail and amended by the working groups on air transport and inland water transport.

Review of projects in the first phase programme which are not likely to attract financing and therefore be discontinued (agenda item 2)

37. The working group had before it a paper prepared by the ECA secretariat which argued that certain projects in the first phase had flaws in their conception and therefore should not be continued into the second phase if not funded during the first phase. The working group agreed that any such projects should be reformulated for the second phase by the agencies which proposed them in order to make their objectives clearer and thus enhance their validity.

Discussion on project profiles submitted by member States for inclusion in the second phase programme and comments thereon [agenda item 3(a)]

38. The working group considered document DEC/TRANSCOM/WG/Trans.14. Seventy-six projects with profiles had been submitted by the following countries: Egypt/Sudan (1), Ethiopia (30), the Gambia (2), Ghana (10), Nigeria (5), Uganda (7), Zimbabwe (6), the Ivory Coast and Guinea (1), the Niger (1), Senegal and Mali (1), UDEAC (1), the Upper Volta (10), Gabon (1).

39. The greater number of these projects were well described and their objectives clearly indicated. However, additional economic justifications would be required to attract financing.

40. Consultants would be needed for Egypt/Sudan, the Gambia, Ghana, Nigeria (if possible), Uganda, Zimbabwe, the Ivory Coast/Guinea, Senegal/Mali and the Upper Volta.

41. Kenya and Liberia had sent very recently their lists of projects which could not be included in the document. A consultant would need to be sent to Monrovia.

42. The project submitted by UDEAC would have to be added to the list of multimodal projects (IMP).

43. For the projects without profiles, the working group decided that consultants would be sent to the countries concerned.

44. As regards the project submitted by ECA relating to land-locked countries, the representative of UNCTAD informed the working group that his agency had an ongoing project on the same matter. However, the representative of ECA responded that since several intergovernmental and international agencies were involved in studies of facilitation of transit routes for land-locked countries, there was a need to co-ordinate all such studies in Africa. The project's ultimate aim was such co-ordination and this would become clear after the project document was prepared. The representative of ILO said his organization was interested in co-operating with ECA in regional projects concerning management training and road maintenance and technical skill improvement.

45. The representative of KBO requested information concerning the preparation of the submitted document; the representative of ECA gave all necessary details. As regards the KBO projects presently in phase I, those not implemented under this phase will automatically be transferred to phase II. A list of the latest KBO priority roads projects was given to the ECA representatives. A detailed document on transport (roads) is presently under print and will be transmitted to ECA as soon as it is available.

Review of the list of projects from UNTACDA first phase to be implemented during the second phase [agenda item 3(b)]

46. The working group agreed that the projects listed in the paper prepared by the ECA secretariat (DEC/TRANSCOM/WG/Trans.14) "Revision of Phase I projects" should be included in the second phase programme after consultation with the countries concerned.

Any other matters (agenda item 4)

47. No issue was raised under this item.

VII. Working Group on Railways and Rail Transport (15-16 February 1982)

Terms of reference for consultants (agenda item 1)

48. The working group agreed not to discuss this document since it had been reviewed in detail and amended by the working groups on air transport and inland water transport. The representative of UAR informed the working group that his organization would provide a consultant for the preparation of the second phase programme.

Project profiles submitted by member States for inclusion in the second phase programme: discussion and comments [agenda item 3(a)]

49. The working group considered document DEC/TRANSCOM/WG/Trans.16, containing 24 projects with profiles: Uganda (10), Ethiopia (4), Ghana (3), Morocco (3), Egypt/Sudan (1), Gabon (1), Nigeria (1), the Upper Volta (1).

50. Consultants should be sent to Ghana, Uganda and Nigeria (to clarify the project concerning the school in Zaire).

51. The project submitted by Ethiopia concerning a Technical Centre at Dire Dawa should be included in the updated first phase programme.

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52. The working group agreed to include the following projects from Uganda in the updating of the first phase: railway workshop and purchase of rolling stock. The Uganda project concerning the purchase of craft should be included in the list of projects for "Inland Water Transport"

53. The representative of KBO informed the meeting that the current title of the railways project sponsored by his organization was "KBO Railway" and that the cost of the feasibility study amounted to \$US 8.8 million (\$US 4 million financed by Italy, \$US 4 million by Austria, \$US 0.8 million by UNDP); the countries concerned are Rwanda, Burundi, the United Republic of Tanzania and Uganda. The follow-up project should be implemented during the second phase of the Decade programme. A profile was submitted by KBO during the meeting.

54. Five projects without profiles were submitted to the working group: Benin/Niger (1), the Upper Volta (2) and the Sudan (2). The Benin/Niger project (Parakou-Niamoy) should not be mentioned, as a feasibility study is available. As regards the projects submitted by the Sudan, the representative of UAR has already provided the missing information. These profiles being incomplete, consultants would be sent by ECA for further investigation in Sudan and the Upper Volta.

55. The Chairman informed the meeting that on the request of UAR he had agreed that the deadline for the submission of projects for the second phase would be postponed to the end of June 1982.

56. The working group agreed that the projects listed in the paper prepared by the ECA secretariat (DEC/TRANSCOM/WG/Trans.16) "Revision of Phase I projects" should be included in the second phase programme after consultation with the countries concerned. Most of these projects could only be implemented following studies undertaken during phase I.

Any other matters (agenda item 4)

57. No issue was raised under this item.

LIST OF PARTICIPANTS / LISTE DES PARTICIPANTS

AFCAC / CAFAC

Mr. E. Lombolou, Secretary-General
Mr. George Farag, Air Transport Officer

ECOWAS

Zaklu Gunubu, Principal Officer Transport

ICAO / OACI

Mr. Brian Joseph Wells, Technical Assistance Officer

ILO

Albastros H.M., Programme Officer

IMCO

Azouz Slaheddine, Regional Maritime Adviser
Capt. Ato Erzan-Essien, Regional Adviser for Technical Port Operations

KBO / OBK

Lwakabare Gabriel, Director, Research and Training
Barigume, Director de la Planification et Preparation des Projects

OAU / OUA

Mr. John M. Foday, Head of Transport and Communications
Mr. Hizekiel Isase, Chief of Transport
Mr. Matthew I. Akinlabi, Economist

UAR

Mohamed Gaili Khalifa, Director of Economics & Transport Studies Division

UAPT

Amadou Awa Gueye, Chef du Service des Etudes

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Samy Ramsey, Regional Operations Manager

WORLD BANK

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AUSTRALIA

Michael Knowles, Consultant

GABON

Mihindou Gerard, Manager

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

Preparation of the programme of action of the second phase (1984-1988) of the Decade

General terms of reference for the recruitments of experts/consultants

Introduction

1. The United Nations Transport and Communications Decade in Africa, 1978-1988 proclaimed on 19 December 1977 by the United Nations General Assembly in its resolution 32/160. A Global Strategy and a Programme of Action of the first phase 1980-1983 for the implementation of 771 projects at a total cost of some \$US 9 billion, has since been prepared by ECA assisted the UN agencies and African Regional Organizations and an Intergovernmental Experts Meeting in May 1979 and, studied and adapted by the Conference of Ministers of Transport, Communications and Planning at its first meeting in May 1979.
2. The Strategy and the Plan of Action have since been endorsed by the OAU Assembly of Heads of State and Government, the United Nations Economic and Social Council and the General Assembly in 1979 and endorsed in the Lagos Plan of Action in 1980. They are contained in what has become known as volume I and volume II of the Decade documents, which constitute to some extent the charter of the Decade.
3. ECA has subsequently been taken up with the mobilization of resources for the implementation of projects contained in volume II, although this has entailed some difficulty in view of the way in which projects are financed, i.e., only through bilateral agreements between recipient African countries and external sources of financing, with the latter maintaining their respective procedures for negotiating and mobilizing funds. 1/
4. ECA, although designated by the General Assembly as the lead agency for the Decade has actually been restricted under these conditions to the role of team leader, motivator, catalyst and at times fund raiser. It has nevertheless also contributed, and continues to contribute to the implementation of the Decade through specific actions (assistance to African countries and intergovernmental organizations in the preparation of specific projects) 2/ and more general activities consisting primarily of the organization of consultative technical meetings and the formulation of programmes, as contained in document (DEC/TRANSCOM/TCM/81/WA.1 and 2 DEC/TRANSCOM/TCM/81/CA.1, DEC/TRANSCOM/TCM/82/REG.1 and

1/ As was clearly stated by the donors at the Pledging Conference for the Decade held on 20 November 1979 organized by the Secretary-General of the United Nations.

2/ Like the multisectoral development programme of the Kagera River Basin countries (DEC/TRANSCOM/80/1/Rev.1).

DEC/TRANSCOM/TCM/81/ECA.1. Furthermore, in accordance with resolution ECA/UNTACDA/Res.81/13, adopted by the Conference of Ministers of Transport, Communications and Planning at its second meeting in March 1981, ECA has, on the basis of submissions from member States, UN agencies and African Regional Organizations, updated the programme of the first phase of the Decade. This has meant an increase in programme projects from 771 to about 900 and an increase in costs from \$US 9 billion to about \$US 11.5 billion.

5. The African heads of state in the Lagos Plan of Action directed the Executive Secretary of ECA and the Secretary General of OAU to complete the elaboration of the programme of action of the second phase. A similar mandate was given to the Executive Secretary of ECA by the second Conference of Transport, Communications and Planning in resolution ECA/UNTACDA/Res.81/14.

In compliance with these mandate ECA, in co-operation with the UN agencies and African intergovernmental organizations has instituted a number of measure's which include:

(a) Compilation and evaluation of proposals of African countries and inter-governmental organizations and identification of projects requiring further information on research;

(b) Provision of adequate assistances in the form of technical assistance field missions to countries and organizations requesting it in the selection, finalization and submission of their projects;

(c) Constitution of a set of projects to be proposed in the form of project data sheets 3/, supplemented by a summary report;

6. To carry out these activities and attain these objectives, ECA interests to send expert missions in various countries. These missions will be implemented by either staff members of ECA, appropriate UN agencies, intergovernmental organizations or by consultants listed for this purpose. The co-ordination of these missions will be the responsibility of ECA, while each UN agency will provide technical support in its field of competence.

The type of experts required will be:

- General economists in transport and communications to review the various modes in each country.
- Specialists in specific modes of transport and communications

Profile of the experts participating in the elaboration of the second phase

7. Consultants shall:

(a) Work in English or in French and have a good knowledge of the other language;

3/ Of the type used for volume II.

- (b) Be familiar with African and its problems;
- (c) Be sufficiently broadly versed to be able to take into account the influence of other sectors on projects in their own technical area. They shall be requested to consult with their counterparts in other disciplines whenever necessary;
- (d) Become familiar with the initial and updated programme of the first phase and the priorities and objectives contained in the Global Strategy and Plan of Action (Vol. I). They shall become familiar with problems related to services in land-locked and semi-land-locked countries, pay special attention to the suggested solutions to these problems, notwithstanding their own proposals which might be approved by the authorities with whom they are in contact;
- (e) Become aware of projects in their area, which are being implemented or planned by the specialized agencies of the United Nations and OAU, so as to take them into account in establishing the programme of the second phase.

8. Consultants shall work under the direct supervision of the UNTACDA Co-ordinator, and his two deputies, one an expert in communications and the other in transport. All project documents and expert reports shall first be submitted in draft form to the Co-ordinator through the Deputy Co-ordinator (Transport) and Deputy Co-ordinator (Communications) in matters of transport and communications respectively.

9. On taking up their posts, experts shall receive a general briefing at Addis Ababa by the Transport, Communications and Tourism Division of ECA and the UNTACDA Co-ordination Unit. At this time they shall be apprised of the Decade's progress and be given the information required to accomplish their tasks. Offices shall be provided to them at ECA headquarters on a space-available basis and in countries which they visit work facilities shall be provided by the appropriate authorities.

Duties and activities of consultants

10. The preparation of the UNTACDA programme will require team work and a good knowledge of the activities surrounding the Decade and its objectives of economic interdependence and collective self-reliance for African countries.

11. After participating at Addis Ababa in drawing up and finalizing the list of projects sent to ECA by States and intergovernmental organizations to be included in the programme of the second phase, which is a task requiring study of the project data sheets collected, consultants shall basically be required to undertake missions in various countries and to contact intergovernmental organizations, either alone or with other consultants, in order to:

- (a) Identify projects, not contained in the above mentioned list, which might be included in the programme;
- (b) Provide additional information, if necessary, concerning projects for which data sheets exist;

(c) Provide assistance to officials in the selection of projects and their presentation;

(d) Meet with authorities on the appropriate way to incorporate their proposals in the draft programme in accordance with the objectives of the Decade, taking into account established priorities and the projects of the programme of the first phase, especially as concerns the follow-up to the 220 specific studies planned;

(e) Gather all useful information on the projects of the programme of the first phase on the basis of the form which will be distributed to consultants and assist countries in setting up the national information mechanisms recommended in Conference of Ministers resolution 391 (XV) of April 1980;

(f) Make a realistic evaluation of projects under study or under way with a breakdown of costs (construction, equipment) and estimate, in man/months 4/ the cost of technical assistance, training, fellowships and theoretical studies;

(g) Record on the project data sheets, existing documentation on the proposed projects, prefeasibility studies, feasibility studies, technical studies along with the major findings of the studies, names of authors, their addresses and dates of the documents;

(h) Review with member States and intergovernmental organizations the progress of the implementation of the programme of the first phase and in the light of this review determine in agreement with the member States and intergovernmental organizations:

(i) which projects will need to be carried over into the second phase; and

(ii) a realistic programme for the second phase

(i) Compare information gathered locally with that available in various ECA divisions;

(j) Prepare the final draft of project data sheets; this activity can take place at ECA headquarters, although it would be desirable to have the consultants prepare these documents in the field and send them immediately to ECA;

(k) If necessary, assist ECA (TCT Division and UNTACDA Co-ordination Unit) in preparing the over-all document and summary report as well as in submitting the programme of the second phase of the UNTACDA to the Interagency Co-ordinating Committee at its sixth meeting in October 1982 and in its finalization.

(l) Finally through discussions with government officials determine whether any countries (especially the least developed countries) have difficulties in preparing bankable projects and negotiating assistance from donors and lending institutions. This is to be done to enable ECA to decide whether there is any assistance it can give to such countries.

General recruitment conditions

12. Consultants shall be recruited by ECA on a fixed-term basis. Their remuneration shall be set according to their qualifications and experience in accordance with United Nations grades and related salary scale. Furthermore, they shall benefit from the subsistence allowance at United Nations rates as well as life insurance. They shall travel in economy class on all modes of transport with costs for their travel, but not that of their families, being borne by ECA.

13. For consultants provided by other agencies, the condition of their recruitment will be determined by those agencies except that ECA will be responsible for their travel and daily subsistence allowance on the same terms as these for consultants recruited by ECA.