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PREPARATION OF UNTACDA II  
PROGRAMME

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SUMMARY OF DOCUMENT ON THE STRUCTURE OF THE  
TRANS-AFRICAN HIGHWAY BUREAU (TAHB)

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A. Overview:

In its Resolution No. ECA/UNTACDA/Res. 89/79, of 15-16 November 1989, the Conference of African Ministers of Transport, Communications and Planning requested the ECA to set up, as soon as possible, a Bureau to serve as the single secretariat of the Trans-African Highway Authorities.

Consequently, the Transport, Communications and Tourism Division (TCTD) of ECA in the course of the following year produced a comprehensive document on the operational structure of the proposed Bureau and circulated same to subregional organizations and chairmen of existing Authorities for comments. Very few organizations submitted their comments on which basis the document was revised for submission to the Conference of Ministers at their 8th Meeting in Abuja, Nigeria.

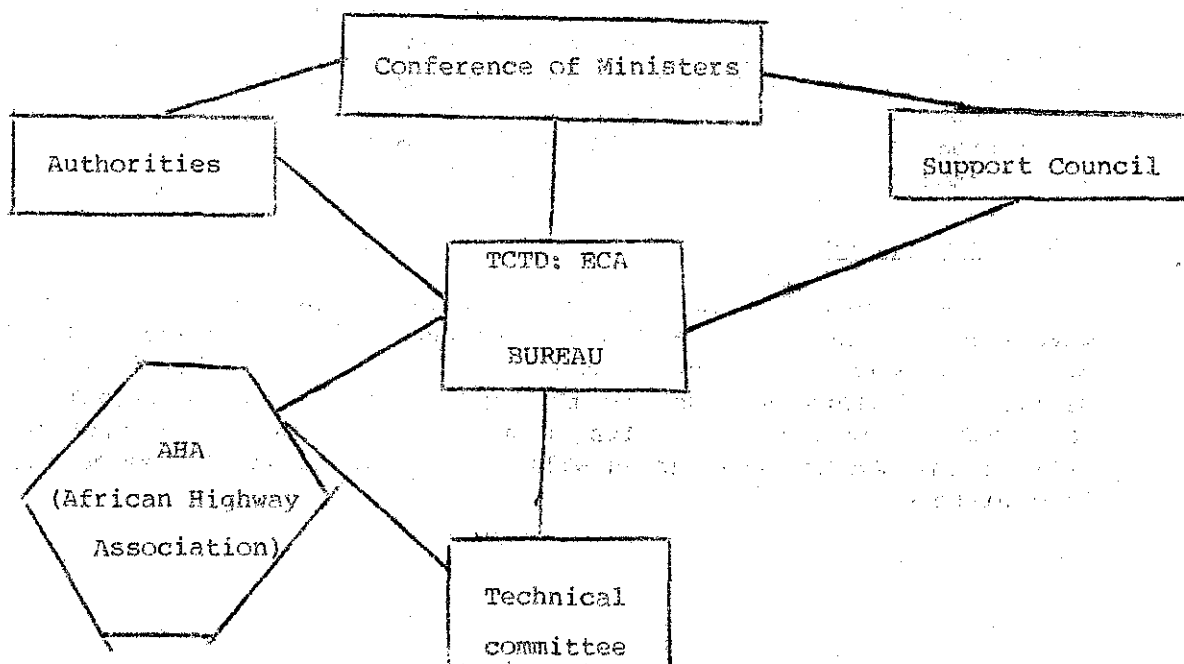
The revised document contains two alternative operational structures for the Bureau and also a programme proposal for the Decade, and a proposed budget for the first three years.

It is therefore envisaged that the Conference of Ministers at its 8th Meeting in Abuja will approve one of the alternative structures and the budget for the Bureau in order to enable the ECA put the Bureau in operational form.

B. Proposed Structures:

I) ALTERNATIVE ONE

Fig 1 New Organs of Authority



1.1 The Conference of Ministers:

This organ will be responsible for the co-ordination of the activities

of the Trans-African Highway Authorities . It will meet every two years to review and approve activities of the Authorities. This organ is the combined conference of Ministers of Transport, Communications and Planning under the auspices of UNTACDA II and in this case will also include all ministers in charge of highways who may not necessarily be responsible for transport affairs in their countries.

#### 1.2 The Authorities

These are the statutory bodies of the various Trans-African Highways operating under the instruments of their agreements as embodied in their constitutions. They also meet every two years under the auspices of the Conference of Ministers. They have their direct functions relating to the development of the highways in the constitution and will be required to render country Reports to the council of Ministers on the implementation of projects. They will also contribute to the annual budget of the Bureau. A standard constitution has been developed to facilitate establishment procedures of new Authorities and also to standardize the approach in general.

#### 1.3 The support Council

This will be a new organ of the Conference of Ministers and will be responsible for ensuring financial support to the Bureau. Membership is to be drawn from member countries departments responsible for foreign affairs and regional co-operation, and perhaps delegated to their embassies in Addis Ababa. This will also include representatives of the Executive Secretary of the ECA and Secretary General of the OAU, and the head of the proposed African Highway Association.

#### 1.4 Technical Committee/Liaison

The liaison is a concept introduced in order to ensure that the programme to be pursued by the Bureau will be derived in relationship to the activities of the subregional IGO's and other UN and International agencies. This focus will advocate mutual co-operation among these organizations in the derivation of programmes and their implementation at regional and subregional levels, most especially during the UNTACDA II.

#### 1.5 The Bureau

The Bureau is the executive organ of the system and will have the structure proposed below. It will be headed by a co-ordinator to be appointed by the Executive Secretary of the ECA. The staffing plan is made flexible to minimize budgetary demands and to ensure greater use of technical assistance and consultancy services. Its administrative activities will be linked to that of the ECA and the Bureau will report on its activities to the Conference of Ministers.

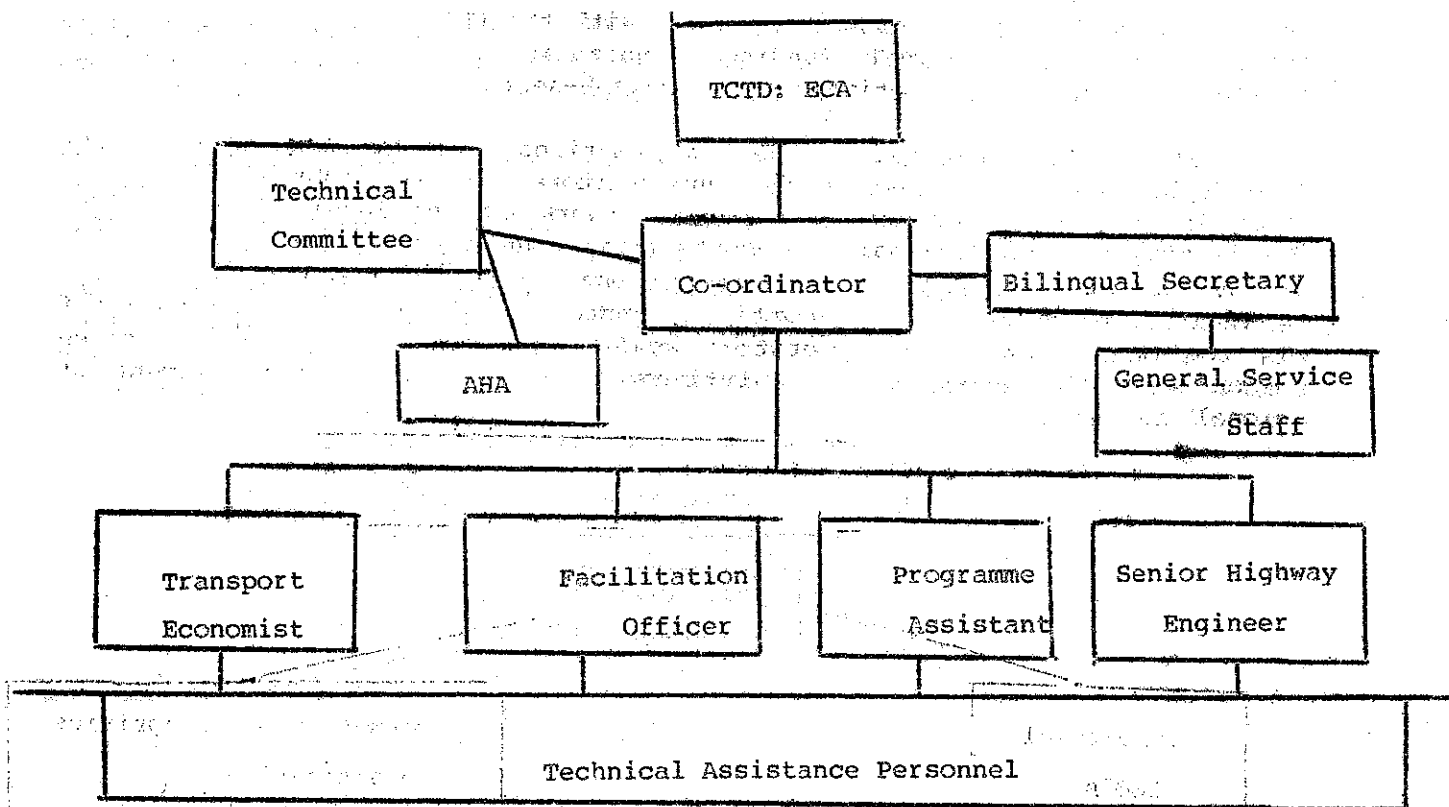


Figure 2: Structure of the Trans-African Highway Bureau

#### 1.6 Programme of Activities

A tentative programme of activities for the first three years has been developed in the document for the structure of the proposed Bureau, and this is very much in line with the programme and projects identified at regional level for the road and road transport subsector of the UNTACDA II.

The budgets planned for this period are as follows:-

1991 - 226,307 US \$  
1992 - 361,811 US \$  
1993 - 426,811 US \$

It is envisaged that the conference of Ministers will approve the budgets for the first three years so that contributions by member states can proceed immediately.

#### II) Alternative proposal for the structure of the Bureau

The alternative operational structure is based on comments from some organizations that the Bureau should co-ordinate the activities of subregional secretariats in the transport sector, by which each of the subregional transport department is to report back on its activities to the plenary session of the Conference of Ministers. The alternative stems also from the wishes of some organizations that the Trans-African Highway Bureau (TAHB)

should engage itself in liaison activities with the UNDP, other UN specialized agencies and international funding organizations to implement and fund regional and subregional activities in the sub-sector.

It is also advocated by some organizations that the activities of the Authorities should be co-ordinated and monitored at the subregional level, which in turn will feed into a regional network at the level of the Bureau. The signing of institutional agreements among countries on the basis of each highway will, for example, be an international agreement establishing by law the various alignments of international routes in the region. The focus of this regional element of integration would be the TAHB, working in close liaison with the subregional institutions to realize this prime element of regional integration.

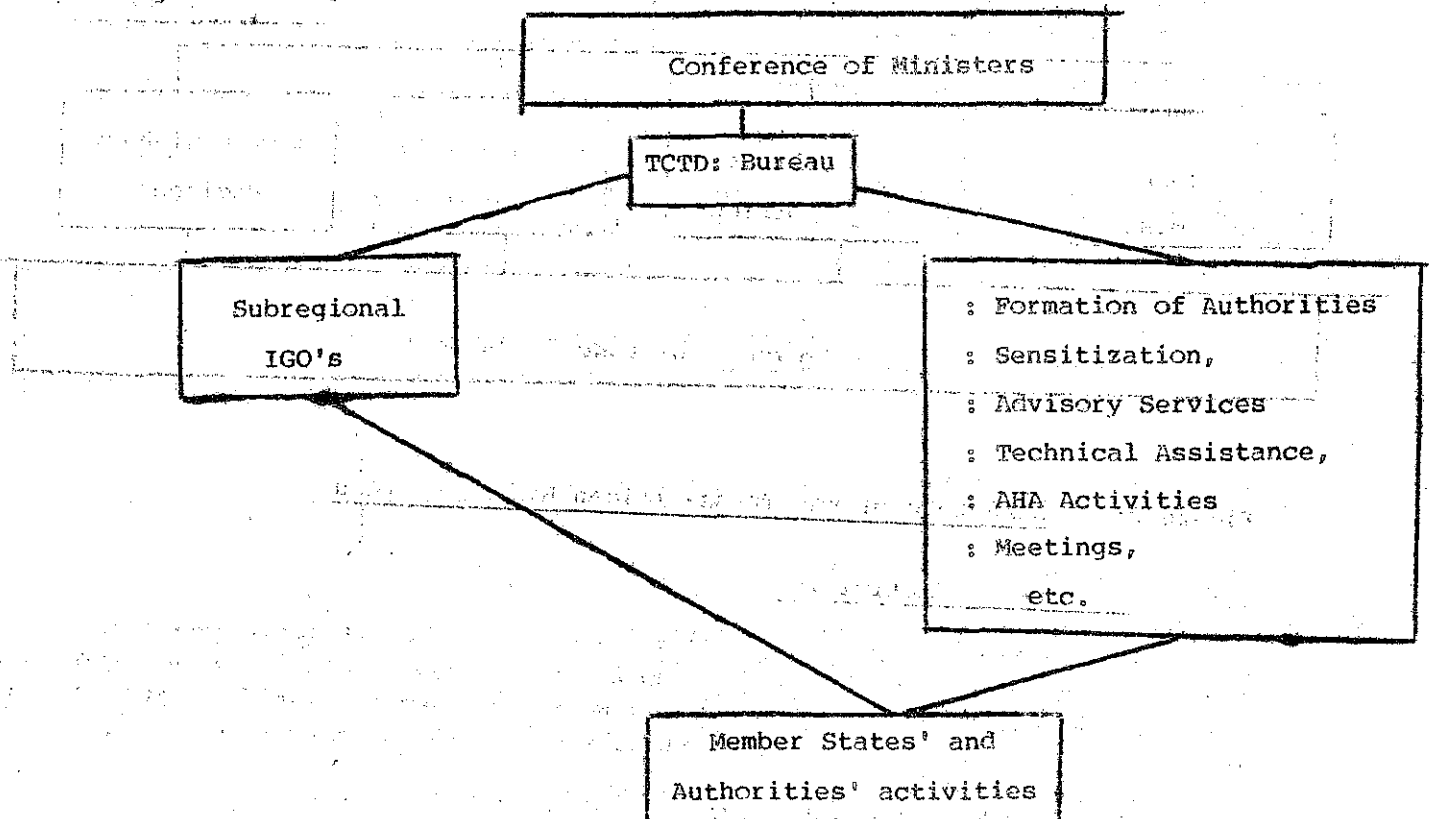


Figure 3: Alternative II Organs

In this regard the TAHB will have two distinct functions:-

- (i) functions with respect to the Trans-African Highways System, which would include designation of the international highways in Africa, and other functions as given in the document.
- (ii) functions for the purpose of efficient development of road and road transport which will be disseminated either at the level of member states or subregional IGO's

2.1 Changes from the first alternative

- a) No country reports will be necessary, but annual reports by subregional IGO's to the conference of Ministers will be required.
- b) No support Council will be necessary, but representatives of the subregional IGO's and officials of the proposed African Highway Association (AHA) will review the financial state of the Bureau from time to time..
- c) Contributions to the Bureau's activity will be made direct from the IGO's which should form part of their annual transport budgets. When the AHA is finally put in place membership fees will be charged to supplement the Bureau's budgetary receipts.
- d) Authorities will be established by highways in order to establish the statutory agreements among states to designate a particular continental highway link as an International Artery and also establish feeder links to it.
- e) Co-ordination and monitoring of the development and management of these statutory international highways will be organized through the various subregional IGO's from the highway Bureau at ECA.
- f) Because of the more diversified responsibility of the Bureau under this alternative it is proposed that it be known as the Pan-African Highway Bureau (PAHB).

2.2. Secretariat Structure, Programme and Budget

The Secretariat Structure remains the same and so do the tentative programme and budget for the first three years.