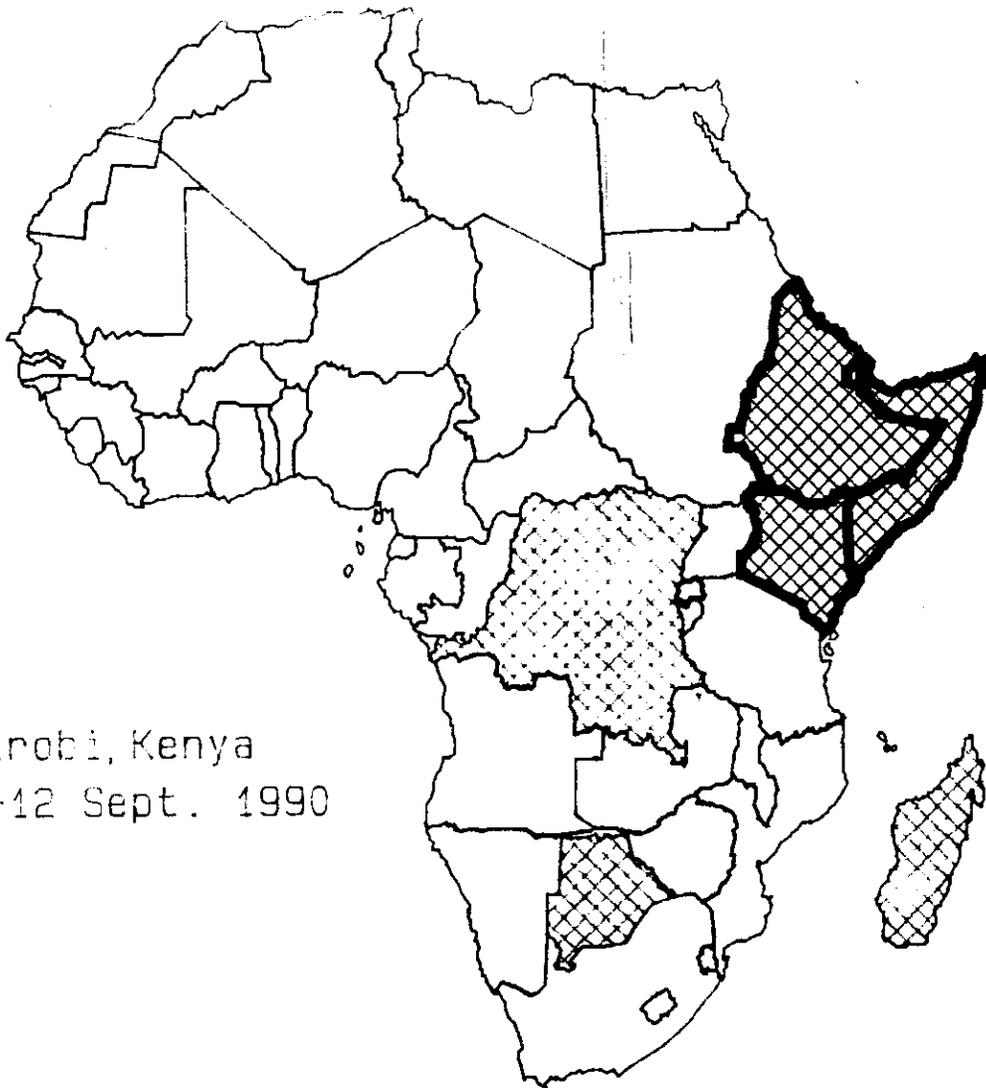


Preferential Trade Area

for Eastern and Southern African States

SECOND MEETING OF THE TECHNICAL CONSULTATIVE COMMITTEE
OF TRANSPORT AND COMMUNICATIONS FOR
DJIBOUTI ETHIOPIA KENYA AND SOMALIA



Nairobi, Kenya
11-12 Sept. 1990

A. INTRODUCTION

1. The Second Meeting of Technical Consultative Committee on Transport and Communications for Djibouti, Ethiopia, Kenya and Somalia was held in Nairobi, Kenya from 17 - 18 September, 1990

B. OPENING OF THE MEETING, ATTENDANCE, ADOPTION OF THE AGENDA AND ORGANIZATION OF WORK

Opening of the Meeting (*Agenda item 1*)

2. The meeting was officially opened by Mr. A.N. Ligale, Permanent Secretary, Ministry of transport and Communications of the Republic of Kenya. In his speech which was read out by Mr. C.E. Odera, Deputy ~~Permanent~~ Secretary in the Ministry of Transport and Communications, he welcomed to Nairobi all delegations on behalf of the Government of the Republic of Kenya and wished the meeting successful deliberations. ~~He also wished delegates a pleasant stay in Kenya.~~ X

3. Turning to the business of the meeting, he recalled the decision of the Fifth Meeting of the PTA Authority which was held in Addis Ababa, Ethiopia to the effect that collective measures be taken to speed up the elimination of transport and communications missing links between the Northern PTA States of Djibouti, Ethiopia, Kenya and Somalia. To facilitate the programming and eventual implementation of programmes, the Authority had directed that appropriate measures be taken by the PTA Secretariat in collaboration with the Secretariat of the Intergovernmental Authority on Drought and Desertification (IGADD). Following the authority decision, the PTA Secretariat in collaboration with IGADD identified inter-State transport and communications projects to be promoted.

4. ~~He then informed the meeting that~~ ^{then} these projects were considered by the First Meeting of Transport and Communications Experts which was held in Addis Ababa, Ethiopia from 28 - 29 May, 1987. The meeting of Experts worked out the priority projects and programmes which were recommended to Ministers of Transport and Communications, comprising of Djibouti, Ethiopia, Kenya and Somalia which was held in Addis Ababa ~~after~~ ^{after} the meeting of Experts. The Ministerial meeting decided to establish the Technical Consultative Committee (TCC) to monitor progress on the implementation of agreed programmes. The Ministers further directed that ~~a~~ semi-annual and annual progress reports be prepared and that ordinary TCC meetings be held annually.

5. It was against this background that the TCC was meeting to review progress made in implementing the established priority programmes. ~~He then noted that~~ the meeting would be requested to consider the inclusion of additional projects for submission to a donor's meeting to be convened on the basis of the recommendations by the Committee. He therefore urged the TCC to agree on priority projects and a time table for the convening of a donors' meeting, including the ~~country where~~ ^{about} the conference would be held. In this regard, he informed the meeting that Kenya would favourably consider a request to host the first donors' meeting.

6. Finally, he stated that the meeting would also be requested, *inter alia*, to consider the use by other PTA States of the telecommunications transit centre in Djibouti and measures that could be implemented to facilitate the smooth flow of transit traffic by road transport between Ethiopia and Kenya.

7. The leader of the Djibouti delegation moved a vote of thanks on behalf of all delegations. In so doing, he thanked the Deputy ~~Permanent~~ Secretary for having found time in his busy schedule to come and officially open the meeting on behalf of his Permanent Secretary. He then expressed sincere gratitude to the Government of Kenya for the warm welcome accorded to the delegates since arrival. ~~Finally, he thanked the government for putting at the disposal of the meeting excellent conference and logistic facilities and stated that this had set a favourable environment for the deliberations of the meeting.~~

Attendance

8. The meeting was attended by delegates from: Djibouti, Ethiopia and Kenya. The list of participants is at Annex I.

Election of officers

9. The meeting elected the following Bureau which shall hold office for one year:

Chairman	-	Kenya
Rapporteur	-	Ethiopia

Adoption of the agenda and organization of work (Agenda item 3)

10. The meeting adopted the following agenda:

- (1) Opening of the meeting
- (2) Election of bureau
- (3) Adoption of the agenda and organization of work
- (4) Consideration of the progress report on the implementation of identified projects and programmes and new proposed projects on transport and communications for the North PTA countries - to be submitted to donors
- (5) Consideration of the report on the use by PTA member States of the international and inter-regional telecommunications transit centre of Djibouti
- (6) Consideration of the report on measures that should be implemented to facilitate transit traffic between Ethiopia and Kenya
- (7) Date and venue of next meeting
- (8) Any other business

(9) Adoption of the report and closure of the meeting

11. The meeting agreed on the following working hours:

Monday, 17th September, 1990

09.00 - 10.00 hours	-	Registration of delegates
10.00 - 10.30 hours	-	Official meeting
10.30 - 11.00 hours	-	Election of officers, adoption of the agenda and organization of work
11.00- 13.00 hours	-	Plenary Session
13.00 - 15.30 hours	-	Lunch Break
15.30 - 18.00 hours	-	Plenary Session (cont'd)

Tuesday, 18 September, 1990

16.00 hours	-	Adoption of the report and closure of the meeting
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C. ACCOUNT OF PROCEEDINGS

Consideration of the report on the implementation of identified projects and programmes and new projects and programmes on Transport and Communications for the northern PTA countries (*Agenda item 4*)

12. The Secretariat in introducing this agenda item informed the meeting that the PTA had received assistance from the Economic Commission for Africa (ECA) in the preparation of the report. Thereafter, the Expert from the ECA then presented the report - Document PTA/TCD/DESK/TC/II/2.

13. In so doing, he pointed out that the second meeting of the Technical Consultative Committee would consider the progress on the status of implementation of projects and programmes for Djibouti, Ethiopia, Kenya and Somalia. He stated that since the first meeting of the Committee which was held in Djibouti in September 1989, little progress had been made with regard to each priority project, and that the Secretariat was proposing the convening of a meeting of donors so as to mobilize necessary funds for financing of priority projects that had been established.

14. He further pointed out that member States had proposed other projects to be added to the list of priority projects and included in the proposals to be submitted to donors. He then invited the meeting to consider the new projects one by one so that the profiles could be finalized before being submitted to donors for consideration.

15. Concerning the progress made in the implementation of priority projects and programmes, he gave the following report on each project:

A. Roads

i) Isiolo - Moyale (Kenya - Ethiopia)

16. The EEC continued to show interest and was reviewing the study carried out on the project. Once the study is completed, the EEC will be in a position to decide which section to finance and was willing to invite other donors to participate in co-financing the project.

ii) Garissa - Liboy - Kissimayo (Kenya - Somalia)

17. No progress had been made on the project with regard to mobilizing financing for a feasibility study that would update the previous study. It was necessary to carry out another feasibility study which would look into non quantifiable advantages of the project such as those related to the regional economic integration within the PTA/IGADD framework. In this regard, the African Development Bank had indicated interest in financing the study.

iii) Djibouti - Galafi - Dobi (Ethiopia - Djibouti)

18. The Saudi Fund, Italy, France and ADB are collaborating for the rehabilitation of this road on the Djibouti side. The two concerned countries had set up a joint commission to speed up the re-opening of the road as soon as rehabilitation works are completed. The same joint commission was overseeing the upgrading of another road, the Alisabi - Dire Dawa, which is going to link Djibouti and Ethiopia.

iv) Djibouti - Zeila - Berbera (Djibouti - Somalia)

19. The first section of this road, Djibouti - Loyada - Zeila has secured financing from EEC. The selection of construction firms was underway. However, it would not be possible to start works on this road due to the disturbances in the region. The remaining part of the road had not yet secured financing.

v) Road linking Somalia and Ethiopia

20. It was proposed that the present alignment, NEGHELE - DHOLO - KISSIMAYO be the road which links Somalia and Ethiopia. The Technical Consultative Committee was requested to consider this proposal.

B. Railways

Rehabilitation of the Djibouti - Addis Ababa railway line

21. The Management of the Djibouti - Ethiopia railway line has just adopted a programme which includes the replacement of the rolling stock, the improvement of the communications facilities and the construction of a training centre. France, Italy and EEC are expected to finance this investment programme.

C. Telecommunications

22. The missing telecommunications link between Kenya and Somalia, Liboy - Kissimayo was under construction through the financing of ADB and the Nigerian Trust Fund. The project would be accomplished by the end of 1991.

23. The Mogadishu - Hargeisa - Djibouti and Mogadishu - Hargeisa - Jigjiga links have not yet secured financing. It was recommended that a damage assessment be made to determine the salvage value of the facility at Hargeisa so as to enable its reconstruction.

24. On the other hand, the project for the installation of an international telephone switching centre in Mogadishu, the expansion of the earth satellite communication station and the upgrading of the micro-wave transmission system were progressing satisfactorily. EEC would finance these projects for an estimated amount of 5 million dollars and that works would be accomplished by the end of 1991.

D. Air Transport

25. The direct air link between Mogadishu and Addis Ababa was not yet operational. However, Ethiopian Airlines was ready to start operations on this route.

26. The Nairobi - Djibouti air link had been facilitated by the fact that Air Djibouti and Somali Airlines accepted to exchange the fifth freedom right. Air Djibouti would fly to Nairobi via Mogadishu, and Somali Airlines would pick up passengers from Djibouti to other destinations. However, it was necessary for Kenya Airways to agree before the route becomes operational. With regard to cargo operations, Kenya Airways operated direct cargo flights from Djibouti, and it was expected that the flights would increase. The meeting was informed that it was no longer possible to increase flight frequencies between Nairobi and Mogadishu because Kenya Airways and Somali Airlines had introduced wide body aircraft on this sector.

27. Somalia was developing the Kissimayo airport into an international airport which could eventually be used for subregional flights.

E. Maritime Transport

28. Somalia had just acquired two coasters; one for general cargo, the other for containers and roll-on/roll-off. Whilst the Ethiopian Shipping Line had also ships which call at certain ports of the subregion on their way to the Far East.

29. The Expert pointed out that Volume III of the document contained a description of the transport and communications systems country by country. This section of the document was intended to be submitted to donors so as to enable them to better appreciate the northern countries of the PTA. He requested the meeting to consider the information contained therein and effect amendments prior to the submission of the report to donors.

30. Finally, he requested the Technical Consultative Committee to consider the organization of the donors meeting and determine its venue and date.

31. In the ensuing discussions, delegations made a number of amendments which appear in the revised document, and also made the following comments of a general nature:

- (a) Djibouti-Zeila Road - The meeting noted that commencement of construction of the project had been held up due to the prevailing civil strife in North Somalia. The PTA Secretariat was requested by the meeting to approach the EEC/EDF with the view to securing the release of project funds from EDF so that construction could start on the Djibouti side of the project.
- (b) Dire Dawa - Ali Sabieh Road - The meeting was informed by Ethiopia that construction had already started, upgrading the Ali Saibeh-Dawale-Dire Dawa Road to feeder road standard on the Ethiopian side in accordance with the agreement of the two neighbouring countries. The PTA Secretariat was requested to prepare a project profile for completing the road to bitumen standard, which should be included in the package of projects to be submitted to donors.
- (c) Air Transport
 - (i) The meeting noted that although Djibouti and Somalia had exchanged fifth freedom air traffic rights, Djibouti had not yet commenced operations on the Djibouti-Mogadishu-Nairobi Route for practical reasons. However, Air Djibouti was using third and fourth air freedom rights to operate the Djibouti-Addis Ababa-Nairobi route, under the auspices of an Air Djibouti-Kenya Airlines joint operation agreement.
 - (ii) With regard to the Addis Ababa-Mogadishu air route, the meeting noted that Ethiopian Airlines was prepared to fly to Mogadishu and directed the PTA Secretariat to organize a meeting of the two airlines, Somalia airlines and Ethiopia Airlines, preferably during the planned Nairobi meeting of air transport experts meeting from 28 to 29 September, 1990 and at a date no later than January 1991 with the view to securing an agreement of the two airlines to enable Ethiopian Airlines to commence flights to Mogadishu.

32. Finally, the meeting adopted the report document PTA/TCD/DESK/TCC/II/2/Rev.1 containing project profiles to be submitted to donors and decided that, after consultations with ECA, IGAAD and the host country, the Donors' Conference be held in Nairobi, Kenya in February/March 1991.

Consideration of the report on the use by PTA member States of the International and Inter-regional Telecommunications Centre of Djibouti (Agenda Item 5)

33. In presenting document PTA/TCD/DESK/TCC/II/3 a representative of the Secretariat informed the meeting that at the Fourteenth Meeting of the PTA Council of Ministers (June 1989), Djibouti requested member States, through the PTA Secretariat to assist in integrating her economy into the PTA economy particularly

concerning to the use of her Port and telecommunications facilities. The Council was informed of Djibouti's excess capacity of international and regional modern telecommunications facilities suitable for transit purposes, especially to the countries of South East Asia, the Middle East and North Africa to which Djibouti operated direct communications.

34. The Council then directed the Secretariat to provide assistance to facilitate implementation of activities in various sectors of Djibouti's economy, including telecommunications. Further the Council decided that Djibouti should submit to member States information on available facilities and transit tariff rate plan that would be offered to the countries in order to enable member States to take decision on the use of available facilities in Djibouti.

35. The meeting was then informed that, Djibouti provided to the PTA Secretariat the required information which included international telephone, telex and data switching centres and their capacities, international transmission networks, transit facilities and preferential transit tariff rates.

36. From the information provided, only about 50% of the international telephone and telex switching capacities were in use and that the utilisation of transmission facilities were even lower.

37. With regard to Djibouti's direct communications as of the end of 1989, the Secretariat stated that Djibouti had 19 direct connections with countries in the Middle East, South East Asia, PTA and others for the telephone service and 7 countries for the telex service.

38. A favourable and preferential transit tariff had been proposed for transit among the PTA countries, between PTA and the Middle East countries of 1 gold Franc (g.f) per minute for telephone, 0.30 g.f. for telex and 0.05 g.f. per word for telegrams.

39. After a preliminary review of the extensive information received from Djibouti, the Secretariat considered, on the basis of geographical proximity, the existing telecommunication links and traffic volume with Djibouti, the countries which were likely in positions to use Djibouti's transit facilities in the immediate future were: Ethiopia, Kenya, Somalia, Tanzania and Uganda. A field mission was then mounted to those countries for the purpose of collecting data on traffic routing and traffic volume, as well as, consultation on the use of Djibouti's transit centres. All the countries visited were supportive of the principle, subject to acceptable quality of service and competitive rates/tariffs.

40. In the analysis of the study the countries to which Djibouti could be used as a transit centre were identified (19 countries for telephone). Then the traffic routing from the potential users of the service (Ethiopia, Kenya, Tanzania and Uganda) to the 19 countries were identified.

41. Based on the consideration of the existing link between Djibouti and the potential users, the estimated traffic volume and routing, recommendations were submitted to the meeting.

42. Finally, the Secretariat recommended that:

(a) Djibouti and Ethiopia, Djibouti and Kenya should negotiate with a view to use the Djibouti transit Centre for traffic:

(i) Telephone Traffic

Ethiopia to:	1. Algeria	Kenya to:	1. Jordan
	2. Egypt		2. Oman
	3. Jordan		3. Tunisia
	4. Kuwait		4. Yemen (Aden)
	5. Oman		
	6. Sri Lanka		
	7. Tunisia		

(ii) Telex Traffic

Ethiopia to:	- Yemen (Aden)	Kenya to:	- Yemen (Aden)
	- Yemen (Sanaa)		- Yemen (Sanaa)
	- Egypt		- Egypt

(b) Djibouti and Kenya negotiate to use Kenya Transit for telephone traffic:

Djibouti to:	Burundi	Tanzania
	Malawi	Uganda
	Mauritius	Zambia
	Rwanda	Zimbabwe
	Seychelles	

43. In the ensuing discussions Djibouti observed that the document under discussion and the recommendations were too limited. Djibouti's request was that Djibouti be designated as a PTA transit Centre for both intra and extra-PTA telecommunications services, rather than the four countries proposed. Djibouti had no difficulty in opening more direct circuits with more PTA countries. Hence, Djibouti was of the view that the proposal should have encompassed all the PTA countries. It was stated that 65% of the international telecommunications facilities were under utilized.

44. In response, the Secretariat explained that the study considered and recommended measures that could be implemented in the immediate future. In so doing, the Secretariat indicated some of the factors that would need to be taken into account such as the present and projected terminal traffic volume, etc.

45. Thereafter, the Djibouti delegation made some fundamental clarifications on the submission made by the Secretariat which the meeting noted.

46. With regard to tariff reductions that accrue from the use of the Djibouti Centre it was proposed that only Djibouti's transit tariff be indicated. In this regard, the existing accounting rates with third countries should be maintained.

47. After some further discussions the meeting agreed to recommend:

- (a) PTA countries should agree to use Djibouti as Extra-PTA Telecommunications transit centre
- (b) Djibouti should be designated as one of the transit centres particularly for traffic between PTA countries and countries outside PTA;
- (c) Members of the Technical Consultative Committee (Ethiopia, Kenya and Somalia) should use as much as possible Djibouti's transit facility;
- (d) Other PTA countries should make efforts to use Djibouti's transit, particularly for transiting outside PTA subregion; and
- (e) PTA Secretariat should complete the present study to include traffic data, routing and tariff from each PTA country to all countries of the world.

Consideration of the report on measures that should be implemented to facilitate transit traffic between Ethiopia and Kenya (Agenda item 6)

48. The Secretariat presented document PTA/TCD/DESK/TCC/II/4. In presenting the report, the Secretariat recalled the decision of the Thirteenth Meeting of the Council of Ministers which was held in Arusha, Tanzania from 26 - 29 November, 1988. In this regard, Council had observed that lack of suitable links between Kenya and Ethiopia had hampered the use of the Yellow Card. However, with regard to the little traffic which could use this link, the PTA Secretariat was directed to assess the situation and propose remedial measures that would facilitate the cross border movement of traffic between the two countries. Council had noted that Kenya had contacted the European Economic Community (EEC) and requested financial assistance for the asphaltting of the Isiolo-Moyale road link. Council had further noted that the EEC had responded favourably to the request by the Government of Kenya in compliance with the decision of the Council of Ministers, an official of the Secretariat visited Ethiopia and Kenya between the 16th and 29th March, 1989. The objective of the mission was to make an on the spot assessment of existing transit traffic facilitation measures in both countries, particularly at Moyale (Ethiopia/Kenya frontier).

49. On the basis of the findings of the study, the Secretariat submitted a report on 29th May, 1989 to both Ethiopia and Kenya for consideration and appropriate action. In response to the findings of the study, the Government of the Peoples' Democratic Republic of Ethiopia in November 1989 communicated its rejection of the findings and recommendations of the study. Two principal reasons were advanced in support of rejecting the recommendations of the study. Firstly, it was stated that the terms of reference for the study should be drawn up with the participation of both Ethiopia and Kenya. And secondly, that "the conclusion of the Expert (who undertook the study) was one sided due to the fact that the assessment was based on the trip made on the Addis- Ababa-Moyale-Addis Ababa road only". In addition, Ethiopia pointed out that "transit traffic between Ethiopia and Kenya has so far been facilitated by the bilateral agreement they already have and to our knowledge none of the sides have encountered any problem."

50. Taking into account the comments from Ethiopia, the Secretariat mounted a mission to Kenya and made an on the spot assessment of the road and traffic conditions on the Isiolo-Moyale-Isiolo road. The meeting was informed that the mission had also revisited the Moyale border post in both Kenya and Ethiopia and the Port of Mombasa in Kenya which handles transit traffic to Ethiopia and that the assessment had been carried out between the 6th and 10th March, 1990. The study had also examined the scope and content of the existing Bilateral Agreement on road transport and traffic that was signed by the Governments of Ethiopia and Kenya in January 1990.

51. Regarding the terms of reference, both Ethiopia and Kenya were informed that the assessment on transit traffic was undertaken in compliance with the directives of the PTA Policy Organs and were based on the terms of reference that were used for undertaking the study.

52. Regarding the contents of the report, the meeting was informed that the following three issues were considered:

53. Firstly, the physical condition of road links in both Ethiopia and Kenya were assessed. The mission established that the 770 km. paved road between Addis-Ababa and Moyale was in a reasonably good condition and that the condition of the road was not constraint to the movement of traffic by road between Addis-Ababa and Moyale border post with Kenya. With respect to the Nairobi to Moyale road link, the mission had established that the 253 km. paved road section between Nairobi and Isiolo was in a reasonably good condition; whilst the 510 km. engineered gravel road section from Isiolo to Moyale could be divided into two sections. The 260 km. gravel road between Isiolo and Marsabit was in a reasonably motorable condition, albeit, there were three subsections with a total of 10km. which were in need of regravelling. The mission had observed and established through discussions with road maintenance officials that the Isiolo-Marsabit link is regularly maintained. It was, however, observed that the surface condition of the road could be considerably improved if the road maintenance unit could replace the gravel that has been lost. In contrast the Marsabit-Moyale road section had lost most of the gravel wearing course. This section was characterized by excessive corrugation and rutting and poor/ inadequate drainage structures that made some sections of the road impassable during the rainy season. It was thus clear to the mission that increased allocation of funds by the Government of Kenya was required if the 250 km. road link were to be motorable throughout the year.

54. On the status of financial mobilization, the meeting was informed that the EEC was involved in redesigning sections of the Isiolo-Moyale road and that the African Development Bank (ADB) had expressed interest in co-financing the project.

55. On the second issue, the report had reviewed the Bilateral Agreement between Ethiopia and Kenya on Road Transport and Traffic that was signed by both Governments in January 1979. In examining the provisions of the Agreement, it was established that the primary objective was to facilitate cross border movement of persons, goods and vehicles. Notwithstanding the provisions of the Bilateral Agreement, it was observed that there existed obstacles that virtually made it impossible for transit traffic to operate between the capital cities of the two countries.

56. Thirdly, when reviewing transit facilitation practices and policies in both States, it was established that transit transporters were free to operate to/from and through Kenya. In contrast, the regulatory practices and policies obtaining in Ethiopia did not permit transit traffic to operate beyond the Moyale border post. Hence, heavy goods, commercial vehicles carrying traffic to Ethiopia had to unload their cargo at Moyale. Conversely, Ethiopian hauliers carrying goods to Kenya and beyond had to unload their cargo at Moyale because the licensing authority in Ethiopia did not allow their commercial vehicles to cross the border in Kenya. As a result of these policies, the Government of Ethiopia was building warehouses at Moyale for storing the unloaded cargo prior to it being shipped to the final destination. The assessment had established in 1989, a total of 10,897 tonnes of traffic had been handled by both Ethiopia and Kenya. Of this amount, 3,869 tonnes constituted transit traffic whilst imports and export traffic was 6,772 tonnes and 258 tonnes respectively. It was noted in passing that Kenya exported more goods to Ethiopia than it imported.

57. On the basis of these findings the study had concluded that a significant volume of traffic was exchanged at the Moyale border post between Ethiopia and Kenya. The absence of transit traffic per se between the two countries was principally due to a plethora of regulations that the government of Ethiopia imposed on foreign hauliers. The assessment had also established that notwithstanding the condition of the road between Isiolo and Moyale there were heavy goods vehicles from both Kenya and Uganda using this route.

58. Finally, the study recommended that Ethiopia consider the implementation of the provisions of the PTA Treaty as a basis for transit traffic facilitation and that this would, among other things enable Ethiopia to implement PTA programmes on the RCTD and the Yellow Card Scheme. With regard to Kenya, the study recommended that more funds be allocated for the maintenance of the Isiolo-Moyale road and that the road maintenance units based at Marsabit and Moyale be re-organize and re-equipped to enable them to effectively and efficiently carry out the required maintenance activities.

59. In the ensuing discussions, the Ethiopian delegate informed the meeting that his Government was favourably considering all the recommendations in the report with a view to instituting measures for their implementation. The delegation of Kenya also stated that they were in agreement with the recommendations.

60. Finally, the meeting commended the Secretariat for having prepared a clear and concise paper that addressed all the issues affecting transit facilitation and recommended that:

- (a) In conformity with the provisions of the PTA Treaty, the Government of Ethiopia should:
 - (i) consider the abolition of the road and work permit requirements for foreign vehicles engaged in transit traffic operations;

- (ii) streamline controls that are applied to the movement of traffic between Addis Ababa and Moyale. Whereas, there may be justifiable reasons for applying these controls to internal traffic, transit traffic should be exempted from these controls which are normally applied at the point of entry;
 - (iii) take necessary measures to implement the relevant provisions concerning transit traffic set out in the Protocol on Transit Trade and Transit Facilities, Annex V to the Treaty. In particular, the provisions of Articles 4 and 5 should be implemented as a first step towards eliminating the controls that encumber the through movement of transit traffic;
 - (iv) implement the uniform road transit charges to be agreed upon by member States;
- (b) To facilitate the movement of inter-State and transit traffic, the Government of Kenya should:
- (i) allocate more funds for the maintenance of the Isiolo-Moyale road, re-organize and re-equip the road maintenance units at Marsabit and Moyale to enable them to effectively and efficiently carry out requisite maintenance activities; and
 - (ii) establish an indicative time table for the construction to paved standards of the Isiolo-Moyale road. This time table would assist in expediting negotiations with the various donors who have expressed interest in financing the project
- (c) On the basis of the assessment of the inter-State road conditions and transit regulatory requirements it is recommended that Ethiopia and Kenya should immediately implement the following PTA programmes that are operational:
- (i) the PTA Yellow Card Scheme;
 - (ii) the Road Customs Transit Declaration Document (RCTD);
 - (iii) PTA axle load limits and vehicle dimensions; and
 - (iv) the provisions of the PTA Treaty that facilitate the movement of transit traffic within the PTA. The Bilateral Road Transport and Traffic Agreement should not be implemented as some of its provisions are in conflict with the PTA Treaty. In any case this Agreement has been superseded by the PTA Treaty.

Date and venue of the next meeting (Agenda item 7)

61. The meeting ^{directed} requested the Secretariat to formally request Somalia to host the next ordinary meeting of the Technical Consultative Committee. The meeting agreed that in the event of Somalia not being able to host the meeting, Ethiopia should be approached to host the meeting. Finally, the meeting agreed that the

next meeting ^{here} be held ~~during the next~~ twelve months, and that the Secretariat ^{should} ~~would~~ in consultation with the host country work out the dates and inform members of the Technical Consultative Committee.

Any other business (Agenda item 8)

62. Under this agenda item, the meeting expressed concern that the projects which had been presented were similar to those that were promoted by IGADD. It was stated that there was need for co-ordination and rationalization of programmes between the PTA and IGADD Secretariats.

63. In responding to these concerns, the Secretariat informed the meeting that the projects were being jointly promoted by IGADD and PTA and that IGADD was expected to have attended the meeting.

64. The meeting took note of the request by the Secretariat that member States could indicate to the Secretariat potential donors who were likely to favourably consider the projects. It was pointed out that this would enable the Secretariat to ensure that such donors were invited and, where possible sensitized of member States need in advance of the donors meeting.

Adoption of the report and closure of the meeting (Agenda item 9)

65. The meeting adopted its report after making some amendments.

Closure of the meeting

66. In closing the meeting, the Chairman expressed sincere gratitude to all delegations for the support which they had given the chair and members of the bureau. He stated that the frank discussions that had prevailed throughout the meeting had made it possible for the meeting to draw conclusions and recommendations that would further enhance the process of economic integration in the PTA subregion. He noted that the deliberations of the meeting were in line with the directives of the PTA Heads of State and Government. Finally, he thanked the Secretariat, Interpreters and all those who had worked behind the scenes to make the meeting a success.

67. The leader of the Djibouti delegation moved a vote of thanks on behalf of all delegations. In so doing, he requested the Chairman to transmit the sincere gratitude of all delegations to the Government of the Republic of Kenya for the warm welcome and cordial hospitality accorded to delegates since arrival and for the excellent conference facilities put at the disposal of the meeting. He then thanked the Chairman and members of the bureau for having worked patiently and tirelessly to ensure that the meeting achieved unanimity.