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THE REACTIVATION OF A SINGLE BUREAU OF
TRANSAFRICAN HIGHWAY AUTHORITIES

A programme orientated Bureau will be able to develop additional projects that may attract extra funds from member States and other funding agencies to finance its activities, beyond the role of the core structure.

Member States should be convinced to make additional contributions to the activities of the Bureau as long as indicative benefits to countries concerned are shown.

2. Perspectives on the Benefits to be derived by Member States from the Bureau's Activities

The benefits to member States of the activities of the Bureau are quite numerous and can be linked to many scenarios, some examples of which are cited as follows:

- a) Facilitation of inter-State traffic through the removal of physical and non-physical barriers thereby fostering intra-African trade and travel.
- b) Implementation of general programmes for dissemination to member States on improvement of the efficiency of their systems, such as promotion of highway associations.
- c) Servicing the meetings of member and associate member States of the Trans-African Highway Authorities.

3. Indicative Programme for the Bureau

The Bureau will implement programmes within the objectives of the Decade projected on long- and short-term basis which comprise core and extended programmes.

3.1 Long-term programme

(a) Core programme

- i) Servicing of the meetings of authorities and co-ordinating committees.
- ii) Co-ordination of technical activities on all the Trans-African Highway system and promotion for the realization of substandard and missing links.

- iv) Sponsorship of research on policies for fleet standardization, development and impact of trucking associations.
- v) Conduct or sponsor studies to improve planning, financing and budgeting in the development of highways.
- vi) Conduct or sponsor studies to improve operations and management of roads and road transport systems.

3.2 Short term programme components for the first three years

(a) Core programme

Under co-ordination of the Trans-African Highway Programme

- i) Realization of Trans-African Highway Authorities;
- ii) Technical assistance on economic studies of critical alignments;
- iii) Servicing of the annual meeting of Trans-African Highway Authorities.

(b) Extended programme

(i) Research and studies

- Formation of highway associations
- Classification of inter-State highways
- Assess the level of development and impact of trucking industry
- Study on the mobilization of resources for the funding of Trans-African Highways and maintenance of networks.
- Survey of maintenance management approaches and the identification of various steps towards adoption of modern methods.

(ii) Facilitation of International Traffic: Programme Components

- Standardization of axle loads, vehicle weights and harmonization of infrastructural designs, road signs and rules.

- International or multilateral conventions and protocols relating to vehicle carriers and transport of goods.
- Rationalization, simplification and harmonization of regulations and administrative and commercial procedures under bilateral agreements.
- Special cases of transit charges and insurance in international travel, and other cases.
- Rationalization and standardization of information exchange methods relating to transport data, movements of vehicles, goods and persons.
- Provision of facilities of convenience and environmental protection.

4. Resource Requirements

4.1 Resource requirements for work programme

The resource requirement for the work programme has been worked out and given in appendix II of this report.

4.2 Structure and Functions of the Bureau

Firm opinions or conditions have now surfaced that have determined the limitations within which the structure and function of the Bureau can conform. The room for flexibility, in order to ascribe greater functions to the Bureau, is very wide. This later aspect has therefore been exploited by giving the resulting structure a composite function, consisting of a core and an extended components. The outcome is a light, but flexible, structure.

In the light of the inbuilt flexible and core component, two mechanisms have been identified for determining contribution quotas, in order to safeguard the interest of contributing members.

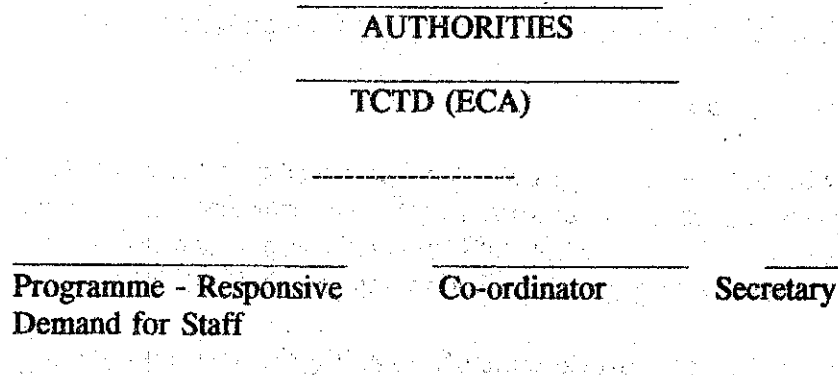
The structure of the Bureau is conceived to have two components: (i) a core component; (ii) a flexible component strictly tied to periodically planned programme of action, as a programme-responsive component, in order to ensure that it is supported by extra funds derived from projects to be implemented.

Functionally, therefore, the core component of the Bureau is enhanced with a programmable component and will continuously generate additional programme for implementation for every projected budgetary period and to adjust its structure in line with funds realizable, in order to cater for wider needs of the member States.

Core structure

To maintain the core structure light and flexible the Bureau should be manned by a co-ordinator, backed by a bilingual secretary, and any further requirements for staff should be dependent on additional funds realizable under the projects concerned.

The co-ordinator will be responsible to the Chief of TCTD (ECA) who in turn will report to the authorities and co-ordinating committees on the activities of the Bureau on behalf of the Executive Secretary of ECA. Consequently, the following core structure is recommended:



The duty-specifications for the core staff members and the responsibilities of the authorities and their members are attached as appendix I.

Authorities and co-ordinating committees will meet every year under a combined session in order to consider their particular and collective problems in the implementation of the highways programme. A report on the activities of the authorities and co-ordinating committees will be rendered to the meeting of the Conference of Ministers of Transport, Communications and Planning every two years by the TCTD (ECA).

5. Mechanism for Contributions

Two sources of funding are envisaged. One based on core programmes and the other based on extended programme of actions.

Mechanism for contributions towards the extended programme of actions is directly related to benefits, accruing from elements of programme derived by member States. The following procedure is therefore adopted for periodic estimate:

- a) Determine the period's programme of the Bureau;
- b) Specify the various elements of the, say, 3-year programme, to constitute projects;

- c) Cost each project;
- d) Identify which countries benefit directly or indirectly from project output;
- e) Share the cost of each project among beneficiary States according to their weighted benefits.

As for core programmes the usual formula based on annual amounts to be contributed by members and associate members of authorities and co-ordinating committees is adopted.

As for the period 1991-1993, an estimated programme of action is attached in appendix II.

6. Method of Presentation of Contribution Quotas

For extended programme of action, the following is adopted: names of countries are listed with their contribution quotas given against each country, and a coded reference to beneficial projects given in bracket, e.g. Kenya (1,2,3,4) - US\$ 10,000, would mean that Kenya derives benefits from projects 1, 2, 3 and 4 amounting to a contribution quota of US\$10,000.

As for contributions, by members and associate members of the authorities and co-ordinating committees towards the core programme, the usual formula whereby a full member pays 80 per cent of the responsibility as to 20 per cent by associate members is adopted.

The list of countries and their contribution quotas to the 1991-1993 programme of action of the Bureau is attached as appendix III.

APPENDIX I

Duty Specifications for Core Staff and Responsibility of Authorities

I. Combined Meeting of the Authorities and Co-ordinating Committees

Objective: A regular forum to discuss the combined activities of the Trans-African Highway Authorities, including the consolidated report of the preceeding meetings of the various Authorities, and the activities of the Bureau.

Functions:

i) Meets every two years under the auspices of the Conference of African Ministers of Transport, Communications and Planning.

ii) Takes decisions, adopts resolutions and recommendations to be implemented by the authorities and the central Bureau.

iii) Receives, reviews and adopts the period country reports by member states (incorporated) compiled in the report of each Governing Council Meeting of the Authorities.

iv) Adopts a three-year policy and programme for the authorities.

v) Approves a three-year programme and budget estimates for the Bureau.

vi) Approves new quotas for contributions by member and associate member States to the three-year budget of the Bureau.

vii) Reviews and approves the progress report of the Bureau for the last programme period.

II. The Trans-African Highway Authorities and Co-ordination Committees

All the Trans-African Highway Authorities and Co-ordinating Committees will stand as independent statutory bodies as established under the instruments of their agreements, where applicable.

Goals: Physical development of the Trans-African Highway network and the application of signed bilateral and multilateral conventions to facilitate traffic movements on the roads and also those conventions that call for harmonization, co-ordination and integration of the various aspects of the highways or their development.

Functions:

- i) Formation of authority;
- ii) Identification of network alignments;
- iii) Undertake the following through the activities of their various member States:
 - a) Construction or improvement of highway links;
 - b) Financing of all works on the highway;
 - c) Maintenance of highways;
 - d) Management of the use of highways and provision of roadside facilities;
 - e) Contribution to the regular budgets of the combined Trans-African Highway Bureau;
 - f) Prepare periodic programme of activities on the highways under the current UNTACDA II strategy for TRANSCOM development in Africa;
 - g) Prepare periodic country reports for the Conference of Ministers.
- iv) Organization of inter-State facilitation commissions and the application of various protocol agreements for the standardization, harmonization of practices and facilitation of traffic;
- v) Meet at the beginning of each programme period under the auspices of the Conference of Ministers of Transport, Communications and Planning .
- vi) During the course of programme period, any authority can hold extraordinary meetings by request of its chairman to discuss some specific issues relating to their programme to implement decisions of the Conference of Ministers.

III. Co-ordinator

1. Under the supervision of the Chief of TCTD the TAHB co-ordinator shall be in overall charge of the operation of the Bureau, for the direction and day to day supervision of its operations and the smooth functioning of the Bureau.
2. He shall provide directions and professional guidance to all professional staff of the Bureau, including experts, consultants and others attached to the Bureau.

3. He shall liaise with international and bilateral organizations concerned, involved and/or interested in the Trans-African Highway development, and establish and maintain harmonious working relationship with the member States of the TAH.
4. The co-ordinator shall harmonize the works of the various Trans-African Highways. He shall be assisted in this endeavour by the TAHB staff.
5. He shall prepare and submit to the combined meeting of authorities and co-ordinating committees a regular working programme for the Bureau and its budgetary requirements.
6. He shall ensure the execution of both the core and extended programmes of the Bureau.
7. He shall convene the regular and any extraordinary meetings of the authorities, co-ordinating committees and any other subsidiary bodies as may be established, such as that of the proposed African Highway Association.
8. He shall be responsible for the preparation of the agenda, annotations thereof and the working documents for the meetings and service such meetings and prepare the reports of the meetings.
9. When delegated to do so by the Conference of Ministers or Governing Council of an authority, he shall perform and exercise the duties and powers normally performed and exercised by it.
10. Advise each authority or committee on the preparation of its country programmes
11. He shall prepare and submit periodically to the Conference of Ministers statements of accounts and provisional estimates of the receipt and expenditures of the Bureau.
12. He shall transmit decisions taken by the Conference of Ministers to respective member States of the authorities.
13. He Shall ensure that decisions taken by the Conference of Ministers, especially those relating to the implementation of the various programmes of work, are executed.
14. He shall perform any other service required for the effective operation of the Bureau as may be assigned by the Conference of Ministers and or Governing Councils, and make any suggestions which may contribute to the effectiveness of the Trans-African Highways.
15. He shall administer the process of formation and establishment of highway authorities and co-ordinating committees, and also that of the proposed African Highway Association.

APPENDIX II

PROGRAMME OF TAHB: 1991-1993

ELEMENT	PROGRAMME	ZONE OF INFLUENCE	M/M	ESTIMATED COSTS US\$		
				1991	1992	1993
1. Organization and servicing, (including translation and interpretation) of nine (9) meetings of authorities and co-ordinating committees, including preparation of conference documents	Core	All members & Associates		25,000	25,000	26,000
2. Sensitization of member States and preparation of the enabling documents towards the accession to authority of co-ordinating committees of the remaining Trans-African Highways	Core	All members & associates		15,000	15,000	15,000
3. Preparation of routine progress report on the implementation of the Trans- African Highways programme.	Core	All members & associates		5,000	5,000	5,000
4. Attendance at technical conferences and missions: a) World Highway Congress, Marrakesh, 22-28 Sept., 1991.	Core	All members & associates		5,000		

ELEMENT	PROGRAMME	ZONE OF INFLUENCE	M/M	ESTIMATED COST US\$		
				1991	1992	1993
b) Mission to IRF headquarters, Washington, to sensitize on possible technical assistance and co-operation.	Core	All members & associates			6,000	
- Mission to Trans-European Highway headquarters for possible joint action programme.	Core	"				5,000
5. Technical assistance to authorities in the development and improvement of the Trans- African Highway system:						
a) Preparation of report to donors on financial and technical requirements for removing non-physical barriers to travel and trade on the Trans-African Highway system.	Core	"			5,000	
6. Staff cost:						
- Co-ordinator	"	"		84,000	84,000	84,000
- Bilingual Secretary	"	"		14,000	14,000	14,000
Sub-total (1-6)	Core	All members & associates		168,000	149,000	154,000

ELEMENT	PROGRAMME	ZONE OF INFLUENCE	M/M	ESTIMATED COSTS US\$		
				1991	1992	1993

7. Facilitation of travel:

A number of studies have been done to highlight the state of facilitation of international traffic in Africa. The success so far achieved is far below the desirable minimal to ensure free flow of existing level of international traffic. The following studies have been identified in line with the programme components for the Bureau, in order to understand the main constraints to the appreciation of the problems of facilitation in the region, and to enhance efforts towards designing and disseminating promotional aids to broaden public and government understanding of the urgent need at hand:

(1) Study of experience and implementation problems in the standardization of axle loads, vehicle dimensions and weights, and harmonization of infrastructural designs, road signs and rules.

Extended

All

countries

2

20,000

ELEMENT	PROGRAMME	ZONE OF INFLUENCE	M/M	ESTIMATED COST US\$		
				1991	1992	1993
a) Analysis and documentation for dissemination	Extended	All countries subregions & countries where bilateral exist	2	20,000		
ii) Study of existing trends in applications and problems of implementation of internat- ional or multilateral conventions and protocols relating to vehicle carriers and transport of goods.	"	"	2		20,000	
a) Analysis and documentation for dissemination	"	"	1		10,000	
iii) Study of existing experience and constraints in the rational- ization, simplification and harmonization of regulations and administrative and commercial procedures under bilateral agreements.	"	"	2		20,000	
a) Analysis and document- ation for dissemination	"	"	2		20,000	
iv) Study of existing practices and problems in respect to the special cases of transit charges and insurance in international travel	"	"	2		20,000	

ELEMENT	PROGRAMME	ZONE OF INFLUENCE	M/M	ESTIMATED COST US\$		
				1991	1992	1993
a) Analysis and recommendations for dissemination.	Extended	All countries	2		20,000	
v) Study of problems relating to the rationalization and standardization of information exchange methods relating to transport data, movements of vehicles, goods and persons.	"	"	2			20,000
a) Analysis and documentation for dissemination	"	"	2			20,000
vi) Study of the dimension of the need for and problems of the provision of facilities of convenience to travellers, environmental protection and aestheticity	"	"	1			10,000
b) Analysis and documentation for dissemination at all levels.	"	"	2			20,000
8. Promotion of modern maintenance management system in Africa:						
- Case studies of existing situation, and assessment of available materials.	"	"	3	30,000		

ELEMENT	PROGRAMME	ZONE OF INFLUENCE	M/M	ESTIMATED COSTS US\$		
				1991	1992	1993
9. Formation of appropriate associations for roads and road transport:						
- Identification of needs study	Extended	All countries	2	15,000		
- Drafting of appropriate legal documents and inaugural meetings	"	"	3	25,000		
10. Classification of international and inter-State roads in Africa:						
- Study of existing national, subregional and other regional situations and experiences.	"	"	3			30,000
- Drawing-up of plans and preposals for dissemination	"	"	2			20,000
11. Study of highway pricing in Africa:						
	"	"	4		40,000	
1) Case studies of exist- ing situations and experiences	"	"	4		40,000	

ELEMENT	PROGRAMME	ZONE OF INFLUENCE	M/M	ESTIMATED COSTS US\$		
				1991	1992	1993
ii) Evaluations of alternative systems and implications on the mobilization of resources for the funding of the development and maintenance works.	Extended	All countries	3			30,000
iii) Recommendations for dissemination to member States.	"	"	2			20,000
Sub-total (7-11)	Extended	All countries		130,000	110,000	190,000
Grand Estimate (1-11)				298,000	259,000	344,000

APPENDIX III

**Trans-African Highway Authorities and Co-ordinating Committees:
Membership and State of Contributions to the Operation of the
Single Bureau**

A. FULL MEMBERSHIP

COUNTRY	PROGRAMME COMPONENTS	CONTRIBUTION QUOTAS US \$		
		1991	1992	1993
Algeria	1 - 11	6.932	6.041	7.770
Angola	"	"	"	"
Benin	"	"	"	"
Botswana	"	"	"	"
Burkina Faso	"	"	"	"
Cameroon	"	"	"	"
Central Africa	"	"	"	"
Congo	"	"	"	"
Cote D'Ivoire	"	"	"	"
Djibouti	"	"	"	"
Egypt	"	"	"	"
Ethiopia	"	"	"	"
Gambia	"	"	"	"
Ghana	"	"	"	"
Guinea	"	"	"	"
Guinea Bissau	"	"	"	"
Kenya	"	"	"	"
Liberia	"	"	"	"
Libya	"	"	"	"
Mali	"	"	"	"

COUNTRY	PROGRAMME COMPONENTS	CONTRIBUTION QUOTAS US \$		
Mauritania	"	"	"	"
Morocco	"	"	"	"
Mozambique	"	"	"	"
Namibia	"	"	"	"
Niger	"	"	"	"
Nigeria	"	"	"	"
Senegal	"	"	"	"
Sudan	"	"	"	"
Tanzania	"	"	"	"
Tchad	"	"	"	"
Togo	"	"	"	"
Tunisia	"	"	"	"
Uganda	"	"	"	"
Zaire	"	"	"	"
Zambia	"	"	"	"
Zimbabwe	"	"	"	"

B. ASSOCIATE MEMBERSHIP

Burundi	1 - 11	3.540	3.038	4.665
Cape Verde	"	"	"	"
Gabon	"	"	"	"
Guinea Equatorial	"	"	"	"
Malawi	"	"	"	"
Rwanda	"	"	"	"
Somalia	"	"	"	"

Swaziland	"	"	"	"
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C. NON - MEMBERSHIP

Lesotho	7 - 11	2.600	2.200	3.800
Madagascar	"	"	"	"
Mauritius	"	"	"	"
Sao Tome & Principe	"	"	"	"
Seychelles	"	"	"	"