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ECONOMIC COMMISSION FOR AFRICA

Third Conference of Ministers
of Transport, Communications
and Planning

Cairo, Egypt, 8 to 11 March 1983

TO BE TAKEN OUT

REPORT OF THE THIRD INTER-GOVERNMENTAL MEETING OF EXPERTS
IN TRANSPORT, COMMUNICATIONS AND PLANNING

Addis Ababa, Ethiopia
5 to 14 January 1983

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A. ORGANIZATION

1. The third Inter-governmental Meeting of Experts in Transport, Communications and Planning was held at Addis Ababa, Ethiopia from 5 to 14 January 1983.

B. ATTENDANCE AND PARTICIPATION

2. Representatives of the following member States of the Economic Commission for Africa participated in the meeting: Algeria, Benin, Burundi, the Congo, Djibouti, Egypt, Equatorial Guinea, Ethiopia, Gabon, Ghana, Guinea, the Ivory Coast, Kenya, Liberia, Libyan Arab Jamahiriya, Madagascar, Morocco, the Niger, Nigeria, Rwanda, Senegal, Sierra Leone, the Sudan, Swaziland, Tunisia, the United Republic of Cameroon, the United Republic of Tanzania, Zaire, Zambia and Zimbabwe. Italy attended the meeting as observer. The following organizations and specialized agencies of the United Nations and African inter-governmental organizations also attended the meeting as observers: United Nations Conference on Trade and Development (UNCTAD), United Nations Children's Fund (UNICEF), United Nations Development Programme (UNDP), International Labour Organisation (ILO), Food and Agriculture Organization of the United Nations (FAO), International Civil Aviation Organization (ICAO), International Bank for Reconstruction and Development (IBRD), Universal Postal Union (UPU), International Telecommunication Union (ITU), International Maritime Organization (IMO), African Civil Aviation Commission (AFCAC), Economic Community of West African States (ECOWAS), Ministerial Conference of West and Central African States on Maritime Transport (CMEAC), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Pan-African Telecommunications Union (PATU), Trans-East African Highway Authority (TEAHA), Union African Railways (UAR). The Joint Inspection Unit (JIU) and the International Road Federation (IRF) also attended as observers.

C. OPENING OF THE MEETING

3. The meeting was opened by Mr. Asseged Wolde Ammanuel, Permanent Secretary of the Ministry of Transport and Communications of Socialist Ethiopia and Chairman of the first Meeting of Experts. In his opening statement he said that the United Nations Transport and Communications Decade during the last four years had brought about an effective co-ordination of African investment activities in transport and communications, and that African technical experts had contributed immeasurably towards defining strategies, setting targets, and preparing and updating action programmes.

4. The last Meeting of Experts had effectively launched the first phase, and had set up the mechanism for exchanges of information on its implementation, he continued, and it was incumbent upon the third Meeting of Experts to follow through with the evaluation of that implementation as well as examination, in depth, of the content of the draft programme of the second phase; and, finally to establish a time-table for the implementation of the programme of the second phase.

5. He hoped that deliberations of participants would eventually crystalize into a second phase package that would enable the Ministerial Conference to quickly arrive at a well-balanced meaningful programme, which would be vital for African economic, social and cultural co-operation and integration.

6. The Permanent Secretary finally thanked ECA, the lead agency for the Decade, for its outstanding performance and dedication in the implementation effort of the Decade, and paid particular tribute to the ECA Executive Secretary for his commendable foresight and dynamic leadership. He also thanked participants for their interest in UNTACDA, and then declared the meeting open.

7. In his statement, Professor Adebayo Adedeji, the ECA Executive Secretary welcomed participants and paid tribute to the host country for its hospitality, and particularly thanked the Minister of Transport and Communications who, as current Chairman of the Conference of Ministers since the inception of the Decade, had shouldered valiantly the onerous task of leading the collective endeavours of African States in their effort to improve transport and communications in Africa, as a vehicle for the promotion of intra-African trade.

8. The year 1983 was a year of transition from the first phase to the second phase of the Decade, the Executive Secretary said, and hence a year of reflection and forward planning. The Meeting of Experts would prepare the groundwork for that of the Ministers, the supreme legislative body for the Decade, which meeting would follow after a period of two months, during which time experts are expected to brief their respective ministers. Then a Decade round-table would be convened in Paris in the middle of the year, where high-level African and international experts selected on the basis of their sound judgement and extensive experience in the field, would subject the inland transport component of the programme of the second phase to a vigorous but objective scrutiny. Results of the round-table should provide a valuable input in future decision-making processes and a final definitive programme, after review and approval by an extraordinary meeting of the ministers later in the year.

9. The Executive Secretary, in highlighting the agenda of the meeting, said that it dealt with a review of the report of the meeting of the Inter-agency Co-ordinating Committee for the Decade that had been convened at Dakar late in 1982, then considered in turn the updating effort of the first phase programme, the consolidated report of the four technical consultative meetings, the detailed plans for the next technical consultative meeting for North Africa, East Africa and the islands of the Indian Ocean, follow-up actions on resolutions by the various African ministerial conferences and United Nations bodies, the draft programme of the second phase, and finally the establishment of a time-table for the implementation of the programme of the second phase.

10. The Executive Secretary emphasized the importance of all substantive items on the agenda, but then singled out the item on the draft programme of the second phase (item 7) and urged participants to spare no effort to ensure that it conformed with their respective national plans and that it was consistent with the global strategy of the Decade. It was also of paramount importance, he said, for participants to determine whether the ratio between domestic and external resources was realistic, in view of prevailing international economic situations and projections for years ahead.

11. Finally the Executive Secretary pointed out to participants that the success of the Decade depended, to a large measure, on the outcome of their deliberations.

12. After having welcome the participants, the representative of the Secretary-General of the Organization of African Unity emphasized the importance of this third Meeting of Experts which coincided with the launching of the second phase programme and a critical examination of the results of the first phase programme with reference to the objectives of the Lagos Plan of Action.

13. He first stressed the fact that there were certain major obstacles as far as the implementation of the objectives of the Decade was concerned:

(i) too many projects were drawn up for the first phase without indicating priorities;

(ii) member States did not follow the order of priority established by the Conference of Ministers in May 1979 (regional or subregional projects, national projects with a subregional impact, national projects);

so that the amount of funds obtained for regional and subregional projects has been disappointing. Intra-African co-operation for the development of infrastructures is a prerequisite for intra-African trade and industrialization. African States must therefore respect decisions they make collectively.

14. The OAU representative reviewed the action taken by OAU in collaboration with other international institutions, especially ECA, in the field of transport and communications:

(a) in civil aviation, especially in respect of training, the fifth freedom of the air, and the establishment of the African Air Tariff Conference;

(b) for railways, action has been taken through the specialized agency, UAR, which is working towards standardizing rolling stock in accordance with the Master Plan adopted by all railways in Africa;

(c) in the field of telecommunications, OAU is collaborating in the PANAFTEL project and the establishment of a regional satellite telecommunications system;

(d) as far as postal services are concerned, OAU has taken action through its specialized agency, UAPT;

(e) as for multimodal transport, OAU is consulting UNCTAD and ECA with a view to organizing seminars and workshops.

15. He then mentioned certain proposals made in December 1976 at the 11th extraordinary session of the OAU Council of Ministers, notably, that African States should:

(i) refrain from making isolated efforts in respect of the planning and development of transport facilities;

(ii) adopt and implement a policy of concerted action for dealing with financial institutions;

(iii) develop a thoroughly co-ordinated and integrated African transport network;

(iv) co-operate in order to make common use of technical and financial resources, and training facilities;

(v) create multinational shipping lines to operate on inland waterways;

(vi) create an African multinational airline; he pointed out that OAU has obtained funding from UNDP for a feasibility study on the establishment of such an airline.

Election of officers (agenda item 2)

16. The Meeting of Experts decided that the composition of the Bureau should remain the same as it was in 1979 and 1981, i.e.:

Chairman:	Ethiopia
First Vice-Chairman:	United Republic of Cameroon
Second Vice-Chairman:	Algeria
Rapporteur:	Senegal

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

17. The Meeting of Experts adopted the following agenda:

1. Opening of the meeting

(a) Statement by the Minister of Transport and Communications of Ethiopia, current Chairman of the Conference of Ministers

(b) Statement by the Executive Secretary of ECA

(c) Statement by the Secretary-General of OAU

2. Election of officers

3. Adoption of the agenda and organization of work

4. Report of the sixth meeting of the Inter-agency Co-ordinating Committee for the Decade held at Dakar, October 1982
5. Consideration of the report on the evaluation of the programme of the first phase, including:
 - (a) Updating of the programme of the first phase of the Decade
 - (b) The consolidated report on the Technical Consultative Meetings
 - (c) Preparations for the fifth Technical Consultative Meeting for North Africa, East Africa and the Indian Ocean islands
6. Follow-up actions on resolutions adopted by the second Conference of Ministers of Transport, Communications and Planning, the eighth meeting of the ECA Conference of Ministers, the Economic and Social Council and the General Assembly
7. Consideration of the first draft of the programme of the second phase of the Decade
8. Time-table for the finalization of the programme of the second phase
9. (a) Date and place of the third Conference of Ministers
(b) Date and place of the next meeting
10. Other matters
11. Adoption of the final report
12. Closure of the meeting
18. The meeting decided to hold sessions each day, regularly, from 10 a.m. to 1 p.m. and from 3.30 to 6 p.m. except on 7 January, which was Christmas day in Ethiopia.

D. ACCOUNT OF PROCEEDINGS

Report of the sixth meeting of the Inter-agency Co-ordinating Committee for the United Nations Transport and Communications Decade in Africa (agenda item 4)

19. A representative of the secretariat of ECA introduced document E/ECA/TCD/7 entitled "Report of the sixth meeting of the Inter-agency Co-ordinating Committee for the United Nations Transport and Communications Decade in Africa". This meeting was held at Dakar from 18 to 20 October 1982; its agenda was almost identical to that of the third Meeting of Experts. He also raised certain issues which were discussed and about which clarification had been requested from ECA, particularly in connection with the general analysis of the programme of the second phase and the validity of the global strategy in view of the world economic crisis and the scope of the second phase programme.

20. The representative of Morocco asked for clarification on paragraph 44 sub-paragraph (d) which refers to the duplication which exists between national programmes and the programme of the Decade. The representative of ECA recalled the spirit behind the wording of this text:

(a) The Decade programme should be compatible with national programmes, and the projects submitted for the Decade should therefore feature in national development and financial programmes; if not we will find that two parallel programmes have been drawn up and this will make it difficult for financing institutions to decide which should take priority;

(b) Moreover, since financing institutions rarely provide the total amount of funds needed for the whole project, local financing should also be envisaged and therefore included in national budgets;

(c) Furthermore, this dove-tailing of national and Decade programmes will lead to a more rational utilization of funds.

21. A representative of OAU gave certain details about paragraphs 46, 48 and 56 of the document; as far as paragraph 46 was concerned, he asked that the project on minimum networks needed by land-locked countries be examined by the organizations involved before it was submitted to an African highway conference, and he expressed his doubts as to the possibility of submitting this project to the fifth African Highway Conference scheduled to take place at Libreville. As for paragraph 48, the project proposal for multinodal transport development in Africa was submitted by UNCTAD for consideration but has not yet been examined by OAU and ECA. Concerning the satellite communications project referred to in paragraph 56, the representative of OAU indicated that the co-ordinating committee would meet from 17 to 19 January in Addis Ababa in order to harmonize all the studies; the conclusions of the Dakar meeting would be presented to that committee and not to the meeting which was now taking place.

22. The representative of the Ivory Coast pointed out that according to the decisions taken in Dakar, that meeting should have been held before the Meeting of Experts so that the latter would be able to examine the committee's conclusions.

23. The representative of OAU therefore proposed that during this Meeting of Experts, OAU, ECA, ITU and PATU consult each other in order to fix a suitable date for the meeting.

24. The representative of PATU indicated that in paragraph 56 the exact title of the co-ordinating committee was "Inter-agency Co-ordinating Committee on Satellite Communications". As for paragraph 69, he recalled that the second Conference of Ministers decided to make PANAFTEL the pilot project for World Communications Year and not projects related to PANAFTEL.

25. The representative of ICAO pointed out that despite all the efforts made to implement the air navigation programme, little progress had in fact been made. This sluggishness in implementing the programme can be attributed to lack of equipment and skilled manpower as well as the high cost of communications and infrastructures needed in the field of air transport. However, positive steps are now being taken (in conjunction with ASECNA and PATU) to remove these obstacles. ICAO is continuing to provide assistance to States in order to help solve the problem connected with freight and passenger transport.

26. Commenting on paragraphs 37 and 38, the representative of Benin stated that the list of small projects drawn up by UNDP had not yet been sent out. In view of the fact that national IPFs had reached saturation level, he proposed that small regional projects be included in regional IPFs and also that national IPFs should include funding for small national projects.

Updating of the programme of the first phase of the Decade
[agenda item 5 (a)]

27. In introducing document DEC/TRANSCOM/CM/III/1, the secretariat pointed out that the updated first phase programme (October 1982) had 1,092 projects whose investment cost totalled \$15.44 billion. A total of 779 projects with an investment value of \$14.33 billion or 92.7 per cent of the total cost of the Decade was for the transport sector and a total of 313 projects with an investment value of \$1.12 billion or 7.3 per cent was for communications.

28. In the programme of the first phase, as updated, 401 transport projects estimated to cost \$6.83 billion had attracted financing of \$5.78 billion or 84.7 per cent of their cost. Similarly for communications, 58 projects costing \$120.0 million had received total financing. These projects were expected to be completed during the first phase while the rest would be transferred to the second phase.

29. The representative of Morocco stated that since regional and subregional projects have not attracted financing as expected, the secretariat should find new solutions in mobilizing funds for the implementation of those projects.

30. He also observed that the air transport mode has not been highlighted as the other transport modes and proposed that a sixth technical consultative meeting be held for air transport.

31. The representative of Senegal supported the representative of Morocco. He pointed out also that it was not the subregional organizations that have failed to fund regional and subregional projects; it was the donor institutions that have failed to fund regional/subregional projects. Paragraph (d) of document DEC/TRANSCOM/CM/III/1 page 7 should be redrafted to reflect his comments.

32. He further stated that to give the proper assessment of the Decade programme, the secretariat should use physical indicators to assess the progress of the first phase programme.

33. Finally he observed that sufficient emphasis has not been given to postal communications which formed an essential part of national development. He then proposed that a seventh technical consultative meeting be held for postal communications.

34. The representative of the United Republic of Cameroon suggested that all trans-African highway projects should be presented as integrated subregional projects in order to attract external financing. For example if the Lagos-Mombasa Trans-African Highway is viewed as an integrated project, its profitability would be greatly reduced if only certain portions were completed rather than the whole project. This approach may enable member States to muster the necessary financing so as to fulfill the objective of linking African countries by at least one all-weather road by the end of the Decade.

35. In response to the suggestion that a technical consultative meeting be held to deal with postal services projects, a member of the secretariat explained that this was not possible during the first phase as the number of such meetings had already been fixed at five. However, the sixth and seventh technical consultative meetings could be considered immediately after the launching of the second phase programme. What was important was to ensure that African Governments follow up the indications of interest in their projects given at previous technical consultative meetings.

Consolidated report on the technical consultative meetings

[agenda item 5 (b)]

Preparations for the fifth technical consultative meeting for North Africa, East Africa and the Indian Ocean Islands

[agenda item 5 (c)]

36. A representative of the secretariat introduced document DEC/TRANSCOM/CM/III/2. It was pointed out that to date four technical consultative meetings had been held pursuant to resolutions 391 (XIV) and 422 (XVI) adopted by the ECA Conference of Ministers. The four technical consultative meetings had been held at Lome on roads, communications and air transport projects for West African countries; at Ouagadougou on railways for the region as a whole; at Yaounde on roads and inland water transport for Central African countries; and at Abidjan on maritime transport and ports for the member countries of CMEAOC. Those technical consultative meetings, besides helping ECA in the updating process of the Decade programme, had helped raise \$940 million and had opened up prospects for financing of other projects of the Decade programme.

37. During its eighth meeting at Tripoli, Libyan Arab Jamahiriya, the ECA Conference of Ministers had recommended in resolution 435 (XVIII) that a fifth technical consultative meeting should be held during the second half of 1983 on roads, maritime transport and ports for the countries of North Africa, East Africa and the islands of the Indian Ocean. Funds for this meeting have been provided by the United Nations General Assembly. He also pointed out that the success of this meeting, as in the past, would depend on the active co-operation of the agencies and countries concerned.

38. The representative of Kenya congratulated ECA for the success of the four technical consultative meetings held so far and urged the African countries to follow up the indications of interest in their projects given at previous technical consultative meetings by donors. He also suggested that in future technical consultative meetings should be held on a sectoral basis.

39. The representative of ICAO thanked the representatives of Kenya and Morocco for their constructive comments and observations and pointed out that ICAO would like to participate in the technical consultative meeting on air transport if invited.

40. The representative of the secretariat responded by saying that in comparison with the figure of around \$0.4 million granted by the United Nations General Assembly for the organization of these four meetings, it will be seen that they have been highly successful. He stressed that African Governments should follow up the indications of interest by donors to speed up the implementation of the Decade programme.

41. He further stated that there should be consultation between the 16 countries concerned (including the United Republic of Tanzania, not 15 as stated in the report) which were attending the Experts Meeting to decide the venue of the fifth technical consultative meeting. He also said that consultants would be sent to the countries to formulate the projects that were to be presented to the meeting.

Follow-up action on resolutions adopted by the second Conference of Ministers of Transport, Communications and Planning, the eighth meeting of the ECA Conference of Ministers, the Economic and Social Council and the General Assembly (agenda item 6)

42. The representative of the secretariat introduced document DEC/TRANSCOM/CM/III/4 which reflects actions by ECA on the implementation of the resolutions adopted by the second Conference of Ministers of Transport, Communications and Planning, the eighth meeting of the ECA Conference of Ministers, the Economic and Social Council and the General Assembly.

Transport

43. (a) Resolution ECA/UNTACDA/Res. 81/12 on a special programme for the disadvantaged, land-locked, island countries and newly independent countries was implemented and the activities taken by ECA are included in the document DEC/TRANSCOM/CM/III/4.

(b) Resolution ECA/UNTACDA/Res. 81/13 invites ECA to update the first phase programme in consultation, as far as possible, with the countries concerned and the specialized agencies of the United Nations and OAU. The representative of the secretariat informed the meeting that this resolution is implemented and the document regarding the updating of the programme will be considered during the meeting.

(c) Regarding resolution ECA/UNTACDA/Res. 81/14 on mobilization of funds for the preparation of the second phase programme, the meeting was informed that this resolution was fully implemented.

(d) Resolution ECA/UNTACDA/Res. 81/15 on the pledging conferences and the support of African countries to the Transport and Communications Decade programme was examined. The ECA representative said that the pledges made by African countries to the Decade programme were rather discouraging. Furthermore he appealed to African countries to give more consideration to the Decade programme in future pledging conferences. He proposed to bring this resolution to the attention of the third Conference of Ministers of Transport, Communications and Planning.

(e) Resolution ECA/UNTACDA/Res. 81/16 on the recruiting of African experts was 80 per cent implemented. The representative of the secretariat said that it was not possible to implement the resolution fully due to the unavailability of African experts in certain specialized fields.

(f) Regarding resolution ECA/UNTACDA/Res. 81/18 on non-physical obstacles at the regional and subregional levels, the meeting was informed that action had been undertaken and a report would be submitted during the forthcoming Conference of Ministers of Transport, Communications and Planning.

(g) Resolution ECA/UNTACDA/Res. 81/19 on Freedom of the air was facing some problems in its implementation in spite of the resolutions adopted by Ministers and Heads of State. He proposed that the resolution be brought to the attention of the Ministers for further action.

(h) Regarding resolution ECA/UNTACDA/Res. 81/20 on the establishment of an African Air Tariff Conference, the ECA representative informed the meeting that some progress was achieved especially on convening a diplomatic conference which had adopted the Convention. He also informed the meeting on the activities of AFRAA on the establishment of the machinery. He observed that only 11 countries had signed the Convention and proposed that the resolution be brought to the attention of the Ministers.

Communications

44. (a) Regarding resolution ECA/UNTACDA/Res. 81/17 on African Regional Satellite Communications System, the representative of the secretariat said that the goal had not yet been reached in spite of the actions taken by ECA in collaboration with OAU, ITU, UAPT, UNESCO, URTMA, PATU and ADB.

(b) Regarding resolution ECA/UNTACDA/Res. 81/21 on rural telecommunications and resolution ECA/UNTACDA/Res. 81/22 on communication industries, the ECA representative said that some actions had been taken but the resolutions were not fully implemented. He also mentioned the seminar on telecommunications industries held in Algeria in November 1982, which was organized by PATU with the assistance of UNIDO.

Resolutions adopted by the ECA Conference of Ministers

45. (a) Regarding resolution 422 (XVI) ECA had organized the technical consultative meetings referred to in the resolution.

(b) For the implementation of resolution 435 (XVII) the secretariat would take advantage of the opportunity offered by the current meeting for consultations with participants on the venue of the fifth technical consultative meeting scheduled to take place from 11 to 14 October 1983.

Resolutions adopted by the Economic and Social Council

46. Action had been taken regarding resolutions 1981/67 and 1982/34 as the two resolutions were merely endorsements of resolutions 422 (XVI) and 435 (XVII) of the ECA Conference of Ministers.

Resolutions adopted by the General Assembly

47. As for General Assembly resolution 35/100 it was reported that the funds provided by the General Assembly had made it possible for ECA to organize the Lomé meeting and to prepare for the Ouagadougou and Yaounde meetings.

48. The representative of Morocco expressed his appreciation for the action taken by ECA regarding resolution ECA/UNTACDA/Res. 81/12 and wanted to have more details on the implementation of the resolution. He also supported the proposal to bring resolutions ECA/UNTACDA/Res. 81/19 and ECA/UNTACDA/Res. 81/20 to the attention of the Ministers. Furthermore, he requested ECA to include ECOSOC resolution 1932/57 of 26 July 1982 among those to be brought to the attention of the Ministers.

49. The representative of AFCAC gave information on the implementation of and action taken on resolution ECA/UNTACDA/Res. 81/19 by his organization.

50. The representative of Senegal suggested that funds for the implementation of regional and subregional projects might be obtained by making savings from the funds for the Co-ordination Unit for the Decade. He also supported fully resolutions ECA/UNTACDA/Res. 81/17 and ECA/UNTACDA/Res. 81/22 and requested further that the highest priority be given to the implementation of two projects dealing with a multi-purpose satellite system and the development of industries in the communications sector. Regarding resolution ECA/UNTACDA/Res. 81/16 he requested the secretariat to further advertise the vacant posts in the Transport, Communications and Tourism Division in order to implement the resolutions fully.

51. The representative of ICAO said that his organization's co-operation with ECA would be further strengthened by the appointment of an air transport expert in ECA. Concerning the satellite communications project, he said that the interest of various potential users, such as civil aviation authorities, should be taken into consideration.

52. The representative of PATU gave information on the activities of his organization regarding the implementation of resolutions ECA/UNTACDA/Res. 81/17 and ECA/UNTACDA/Res. 81/22.

53. The representative of the secretariat replied to the various questions raised by the participants. He gave additional information on the action taken on resolution ECA/UNTACDA/Res. 81/12 and gave as example the action taken to solve the transport problems of Zaire. The representative of UNCTAD also gave additional information on the implementation of this resolution and added that his organization was working in close collaboration with ECA in this regard.

54. Regarding ECOSOC resolution 1902/57 of 25 July 1962, the ECA representative gave information on contacts so far made with the Economic Commission for Europe and the Moroccan authorities. Furthermore, he proposed to avail himself of the opportunity offered by the Meeting of Experts to discuss the implementation of the resolution with the Moroccan delegation so that ECA might prepare a report for the Ministers' and ECOSOC meetings in 1963.

55. Regarding the questions raised by the representative of Senegal the representative of the secretariat gave information on the budget of the Co-ordination Unit for the Decade and informed the meeting that the UNDP assistance was to cover the years 1962-1966 and not for one year and that additional resources were needed for the Unit to discharge its responsibilities in connection with the implementation of the programme.

Consideration of the first draft of the programme of the second phase of the Decade (agenda item 7)

56. A representative of the secretariat presented document DEC/TRANSCOM/CM/III/3 (DEC/TRANSCOM/PH.II) entitled "Presentation and general analysis of the draft programme of the second phase, 1964-1968", and provided the background information on how these documents came into being, starting from the time when the first projects were sent to ECA by different countries, then the field trips made by consultants followed by meetings of various working parties during 1962, and the meeting of the Co-ordinating Committee held at Dakar in October 1962.

57. This programme comprises 1,312 projects, 617 of which were transferred from the first to the second phase, the total cost being about \$31 billion. There are 731 transport projects and 591 communications projects.

58. In accordance with the decisions taken at Dakar, ECA has analysed the draft programme of the second phase, taking into account problems arising as a result of the world economic crisis, and the link between this and other regional programmes (food programme, industrial decade). The representatives of the secretariat pointed out that the views expressed were those of ECA and that the latter would like to take advantage of the opportunity afforded by the discussions held during this meeting to improve upon its analysis.

59. The Chairman of the Conference then opened the floor for a general debate on the document which had been presented.

60. The representative of UPU recalled the action taken by his organization within the framework of the Decade in respect of the postal services subsector. He then raised the issue of the priority accorded to regional projects, pointing out that this has not in fact been respected as a result of alternative choices made by financing institutions: other de facto priorities have been substituted for those set out in the global strategy.

61. He then criticized the fact that the number of meetings held to prepare programmes of action was very high compared with the number of technical consultative meetings. Speaking about the problem of financing small projects out of national IPFs, he hoped that the necessary machinery would be set up to make it possible to include those projects in the 1982-1986 UNDP programme and that ECA would be responsible for making suitable arrangements. He also hoped that UNDP would finance small regional projects out of regional IPFs.

62. The representative of Senegal felt that in view of the analysis carried out by ECA, it would not be possible to give an affirmative reply to the question asked at the meeting of the Co-ordinating Committee at Dakar, namely should African States be made to adopt the programme prepared for the second phase, estimated to cost about \$31 billion?

63. He proposed that the analysis carried out by ECA be supplemented by:

(a) A write-up on the socio-economic environment of the region, including transport and communications requirements, and indicating trade between African States;

(b) A write-up on well-selected physical indicators of development, which would make it possible to diagnose the current situation as regards transport and communications in Africa;

(c) A critical analysis of the progress made in implementing the first phase, indicating why it was necessary to transfer 617 projects, and what chances there are that financing will be found for those projects in the second phase;

(d) A more integrated approach to transport problems which will make it possible to lay the foundation for intermodal co-ordination in order to prevent road development, for example, from being considered as a super priority;

(e) Before any programming is undertaken, the systematic preparation of regional and subregional transportation and communications master plans;

(f) A search for financial resources other than the traditional sources, in order to finance this programme.

64. He went on to express regret that no critical analysis had been carried out since this would have made it possible to cut down the programme considerably. In conclusion, the representative of Senegal pointed out that he was not questioning the strategy which had been adopted and which must be transformed into concrete action if the objectives fixed for the Decade and the self-sufficiency envisaged in the Lagos Plan of Action were to be attained.

65. The representative of Egypt stressed the need for co-ordination between the various modes of transport, for priority to be given to trans-African highways and their maintenance and the need to carry out feasibility studies. There was also a need for a map showing the existing transport network and the network as it will look when the new projects of the second phase are included and finally which would show the co-ordinated intermodal system.

66. The representative of Morocco agreed with the representative of Senegal and felt that the formulation of a programme for the second phase ought to take into account the experience gained during the first phase and that such a programme necessarily had to conform to the priorities initially laid down. He, however, raised the question as to whether those priorities were still valid, for example, those concerning land-locked countries. As far as the Decade was concerned, what was most important was not the implementation of national projects but the drawing up of master plans and the removal of certain obstacles in the way of development in the continent (harmonization of regulations, for example).

67. The representative of the Niger expressed his agreement with the proposals made by the representative of Senegal but was however doubtful as to the possibility of engaging in any serious reflection in the short time available. He also indicated that the programme for IPPs was no longer possible until 1986.

68. The representative of BATU recalled the question that was raised at Dakar, namely:

(a) should the large number of projects be maintained in view of the world economic crisis?

(b) Can the global strategy adopted in 1979 be maintained? If not, what kind of new strategy should be adopted?

(c) Are there any deficiencies in this programme?

69. The representative of the United Republic of Cameroon drew the attention of the secretariat to the need for normalization of design standards for the various transport modes, in particular for roads and railways. Uniform design standards would enable roads and railways to be constructed so that there would be no problems of inter-connection of railways in future.

70. As for the regional transport master plan, ECA, working in collaboration with the various specialized regional organizations, should carry out a comprehensive survey so as to draw up a regional master plan that would reflect the objectives of the Decade and the Lagos Plan of Action. Such a master plan would present the projects of the second phase very clearly, indicate their priority and show complementarity among them. Since railways are by their very nature monopolistic the plan should be drawn up with the view to encouraging complementarity between the various modes of transport.

71. On maritime transport, the fact that African merchant fleets carried less than 1 per cent of world tonnage even though Africa's share of world trade was about 14 per cent in 1981, meant that the improvement of port facilities in Africa would benefit mostly foreign shipping interests; consequently, it was necessary to envisage the revision of maritime freight rates to eliminate these dis-economies.

72. The representative of Tunisia associated himself with the previous statements, namely those made by Senegal and Cameroon. He felt that a regional or subregional project presented by a single country could only indicate the national priority of this country and that consequently co-ordination on a regional or subregional level was necessary (with ECA for example).

73. The representative of ITU spoke about his organization and informed the meeting of the election of a new Secretary-General and Deputy Secretary-General as well as the new mandate that the Union obtained as a result of its Plenipotentiary Conference held in Nairobi, Kenya. He called the attention of the meeting to the slow rate of growth of the telephone network and that should this trend continue, it would not be possible to reach the established target of 1 telephone for 100 inhabitants by the end of the Decade.

74. As it would not be prudent to reduce the target lower than the agreed target, which is already low by world standards, he urged that new and innovative measures should be taken to accelerate the rate of growth. With regard to national projects, he observed that the number of projects submitted by only Nigeria and Guinea represented more than 65 per cent of the cost of all projects in telecommunications. Since other countries have undoubtedly a large number of projects that have not been reported to ECA, he suggested that the experts consider issuing a clearer guideline on the inclusion of national projects in the Decade programme.

75. The representative of Morocco went along with the proposals of Senegal and Tunisia. Quoting the example the Tangiers-Lagos highway, he hoped that an "Authority" would be established which would plan and co-ordinate the implementation of the project; in fact, there were a large number of national projects on this section with different specifications; he recommended that consultative meetings be held in order to harmonize those specifications.

76. The representative of the Ivory Coast associated himself with the proposal made by Morocco, and felt that these "Authorities" would be able to negotiate with financing institutions to obtain funds for projects.

77. The representative of ICAO expressed the view that the strategy used for the first phase should be retained for the second with the certain slight amendments. He laid emphasis on the need for improvement of air transport infrastructure and on management and rationalization of training (standardization and harmonization). The problem of standardization of equipment could be dealt with in one of the transport committees.

78. The representative of the Joint Inspection Unit asked participants the following question: Did they mean to define the long-term policy for transport without setting a deadline by which it should be implemented, or did they intend to complete a limited programme at all costs before the end of the Decade?

79. Speaking about regional and subregional projects, the opinion of the representative of Algeria was that they should be submitted by all of the States concerned.

80. The representative of AFCAC said that, under the auspices of his organization, three feasibility studies had been carried out during the first phase and that other projects would arise from the studies and they would later be proposed for inclusion in the programme of the second phase.

81. The representative of Kenya spoke about the problem of the high cost of radio and television equipment and batteries, and expressed the view that if African countries wished to attain the target of 20 sets per 100 inhabitants fixed for the Decade, it would be necessary to establish local industries for the manufacture of sets and batteries.

82. The representative of CIEAOC expressed the view that this meeting was the only forum where the critical problems connected with the document under examination could be dealt with. He said that many studies had been carried out in Africa in all fields, and that most of them remained dead letters and that in spite of this more studies continued to be carried out at very high cost. Africa's development would be impeded if regional projects were not implemented, and therefore a method ought to be devised for overcoming the present reluctance of financing institutions to support such projects.

83. The representative of PATU stressed the need to make greater use of specialized regional and subregional institutions whose role was clearly defined in the Lagos Plan of Action. He appealed to States and international organizations to see to it that more financial resources be made available to them in order to enable them to carry out their mission successfully.

84. After having thanked participants for their meaningful contributions, the representative of the secretariat pointed out that ECA can only work within the framework of the directives given to it by the Meeting of Experts and the Conference of Ministers. As far as the critical analysis of projects requested from ECA was concerned, he recalled that during the first phase such an analysis was carried out, but that certain member States expressed the view that ECA did not have the right to eliminate projects; if ECA was given the mandate to carry out this analysis, it was ready to do so. The same applied to harmonization and co-ordination of programmes, and the creation of authorities (requested by Morocco). The secretariat was conscious of the fact that the second phase programme must be realistic in view of the world economic crisis. But it could not carry out the exercise which was now being requested by the Meeting of Experts unless it was given directives to do so. The second phase programme was prepared following directives given by the second Conference of Ministers.

85. As for the transfer of projects from the first to the second phase, most of them were national projects, and only the experts could give replies to the questions raised concerning them: ECA could not even eliminate those projects which were unrealistic; the experts could do that when they met in committee. The representative of the secretariat reminded participants of the difference between a regional project and subregional project. As for the global strategy, he asked the experts to decide whether they considered it necessary to make any amendments. He personally felt that the results of the first phase were satisfactory, but he had doubts as to the chances of success of the second phase in view of its scope and the world economic crisis. He expressed his doubts as to the realism of this

second phase programme and asked the experts to consider the possibility of cutting it down when they met in their committees. He said that the analysis which had been requested could also be considered by the committees. It would then be up to the secretariat to prepare the document for the Conference of Ministers.

86. He reminded the meeting that the integration of Africa could be brought about by the implementation of regional and subregional projects. In view of the fact that the priority accorded the projects by the Ministers was not respected by the financing institutions, he expressed the opinion that it was up to the Ministers to take the necessary initiative as regards their financing.

87. The representative of Senegal proposed that in view of the difficulties experienced in financing regional and subregional projects because of the profitability and acceptability criteria imposed by financing institutions, and the results obtained during technical consultative meetings, a special fund (Fonds special de Bonification d'interets) should be set up with the assistance of ECA and ADB. States could then draw from this fund to overcome the difficulties encountered in financing especially in respect of regional projects. He expressed regret that ADB was not present at this meeting. He indicated that he was ready to provide more detailed information on this fund.

88. After having thanked the representative of Senegal for his proposal, the representative of the secretariat stressed the fact that this decision needed the approval of all member States, and the modalities concerning the establishment of the fund and the manner in which contributions were to be made must be clearly stated. He recalled the difficulties encountered when a similar attempt had been made in connection with the "Authority" of the Lagos-Mombasa highway.

89. The representative of Rwanda stressed the fact that since the strategy was essentially a political issue, it should not be modified. He also pointed out that the Lagos Plan of Action had not met with the approval of all the financing institutions and this explained the difficulties encountered in securing financing for some of the projects related to it. He expressed the view that it would be preferable to postpone the implementation of certain projects included in the programme for the next five years rather than back down and modify the strategy, because of the attitude of the financing institutions, since this would have the effect of weakening the Lagos Plan of Action. He emphasized the need to mobilize internal resources within Africa and hoped that the proposal made by Senegal to establish a loan guaranty fund would be studied, but he remained sceptical as to the chances of succeeding in creating such a fund.

90. The representative of Benin felt that Africa had not yet utilized all the resources available, and that ways and means of financing projects should be sought. ADB and ECA could try to approach the different Solidarity Funds which exist in the various subregions in order to obtain their financial backing when dealing with financing institutions; such Solidarity Funds are in fact under-utilized.

91. The ITU representative informed the meeting of the unsuccessful efforts, made in the past, to establish a special fund for the PANAFTEL projects. He suggested that if the establishment of a similar fund was being envisaged, the previous experience should be taken into account.

92. The representative of the Ivory Coast supported the point of view expressed by Rwanda; he said that the end of the Decade would not mean the end of development efforts in Africa. As far as first priority projects are concerned, he supported the proposal made by Benin about using the Mutual Aid funds already in existence and said that there was no need to redefine those projects, but rather to make financing institutions understand the importance of those projects.

93. The representative of Tunisia was doubtful as to whether the experts could give ECA a mandate in respect of the critical analysis of the second phase programme. It was the Ministers who had the right to exercise such authority.

94. Taking the floor, the representative of Nigeria summarized the discussions:

(a) As far as the strategy was concerned, he agreed with Rwanda that it should not be modified; in view of the economic crisis and the financing institutions who were trying to get it revised, the adoption of any new strategy would be tantamount to retreat;

(b) The co-ordination between various projects was essential; a certain amount of standardization was necessary to facilitate the implementation of projects (training, purchase of equipment, etc.);

(c) As for the creation of "Authorities" (proposed by Morocco) he expressed his disagreement, in view of the growing number of these bodies which has led to a waste of resources;

(d) As far as seeking funds was concerned, internal resources must be mobilized to the maximum, but this did not mean that external financial assistance should be rejected;

(e) As for the role of ECA and other regional and subregional bodies, he stressed the fact that ECA only provided technical assistance to countries and that any criticism leveled against it was therefore uncalled for; he also stressed the fact that all projects, including regional projects, were to be implemented by the countries themselves and not by those organizations whose role was that of co-ordinator. ECA could only work according to the directives given to it by the Conference of Ministers.

95. At the end of the session, two committees were set up, one to consider the transport programme and the other to consider the communications programme, and those committees were chaired by the United Republic of Cameroon and Algeria respectively, the Vice-Chairmen of the Meeting.

96. Those committees were to:

(a) Consider document DEC/TRANSCOM/CM/III/1 on the evaluation of the programme of the first phase along with the annexes attached, in order to amend it and add supplements if possible;

(b) Consider document DEC/TRANSCOM/CM/III/3 on the presentation and general analysis of the draft programme of the second phase (1984-1988) along with its tables. The discussions during the general debate on that item were to be taken into account;

(c) Study project profiles (DEC/TRANSCOM/PH.II) to make sure that only those projects which were included in the various national development plans featured in the second phase programme.

Report of the Transport Committee

97. The Chairman of the Transport Committee, in presenting the report of his Committee to the meeting, said that the Committee had confined its deliberations to (a) evaluation of the implementation of the first phase of the Decade, (b) establishment of the guidelines for the preparation of the programme of the second phase, and (c) examination of the draft programme of the second phase.

98. The Committee had then prepared its recommendations in two parts, the first of which considered all modes of transport while the second part considered specific recommendations for each mode.

99. The Chairman of the Transport Committee added that the recommendations drafted by the Committee were outlines designed to guide the secretariat in its preparation of the report to the Conference of Ministers, and were not to be considered final and conclusive. The secretariat was expected to elaborate and complete the report prior to its submission to the Ministers for the final approval of the second phase programme.

100. The Rapporteur of the Transport Committee then briefly read out the various recommendations. The report of the Transport Committee has been issued as document DEC/TRANSCOM/ME/III/TC/RPT.

General discussion on the report of the Transport Committee

101. The representative of the United Republic of Cameroon said that the text of the recommendations lacked coherence and needed to conform to one style. He further suggested that the recommendations should only be considered as a working document, and be subjected to review by an extraordinary meeting of experts, which should be convened before the Conference of Ministers to review and approve the elaborated recommendations.

102. The secretariat, however, explained that no meeting of experts was foreseen prior to the Conference of Ministers and that time was not available to consider organizing such an extraordinary meeting of experts. The Ministers could always bring along their own experts to advise and guide them during the Ministerial Conference.

103. The representative of Zimbabwe said that as every delegation present had been given the opportunity to present its proposals and amendments earlier, no new proposals should be acceptable at that point in time. He was supported by the representative of Benin.

104. The representative of the JIU said that as a practical suggestion, and to expedite matters, the meeting should quickly go over the general comments, then consider the specific recommendations paragraph by paragraph.

105. The representative of Nigeria said that it was important the meeting adopted its report prior to departure. To that effect, he appealed to the secretariat to do its utmost to complete its report expeditiously. The representative of Senegal, supporting the motion, noted it would indeed be highly desirable to take back home the final report, if this was at all possible.

106. The secretariat however, explained that to expect the final report to be prepared in English and French in the few hours left (and incorporating all the amendments made), would not be realistic, nor practical.

107. The representative of the JIU said that the practical thing to do would be to read out all the amendments, and rely on the secretariat to produce a final report with all the agreed amendments.

108. The representative of Rwanda pointed out that, among other considerations, the reference to the African Development Bank, calling on the Bank to be more actively involved in the Decade, needed to be expanded to emphasize the specific role ADB is expected to play (item 9 of the general recommendations). He also suggested that the African Highway Code should be submitted to member States for review and approval.

109. The representative of the United Republic of Cameroon said that paragraph 9 of the general recommendations should be amended to read "standardization of equipment and normalization of designs", at the end of the sentence.

110. The representative of Algeria questioned the wisdom of mentioning ECOWAS by name as one of the parties that is expected to promote the development of the ~~Lagos-Tangiers-Europe~~ Highway. However, the representatives of ~~Guinea and~~ Benin said, in turn, that leaving in "ECOWAS" would serve a very useful purpose.

111. The representative of Senegal and Gabon said the submission of the various amendments to the secretariat by individual countries, without first agreeing on such an amendment beforehand might prove problematic, especially in cases where conflicting amendments were submitted by two different parties. The consensus was that exchanges of opinion on amendments and resolution of any disputes should precede the submission of written amendments to the secretariat. A number of participants agreed to submit their respective written amendments to the secretariat.

112. The Meeting of Experts then adopted the report of the Transport Committee.

Report of the Communications Committee

113. The Vice-Chairman of the Communications Committee (Kenya) in the absence of the Chairman (Algeria) in presenting the report of his Committee, said that, after a satisfactory introduction of the subject by the secretariat, they had considered projects sector by sector (mode by mode), and country by country, and thus had (a) reviewed the performance of the first phase, for all modes, (b) telecommunications projects, (c) broadcasting, (d) postal services, and (e) communications by satellite and manpower training, in that order.

114. The Committee had made useful recommendations covering the following topics:

- (i) Evaluation of the Decade programme;
- (ii) Regional satellite telecommunications project
- (iii) Industrialization and research in the field of communication;
- (iv) Subregional planning;
- (v) Organization of a Technical Consultative Meetings on postal services;
- (vi) Implementation of national and multinational training centres;
- (vii) The need to organize Technical Consultative Meetings on broadcasting

115. The meeting then adopted the report of the Communications Committee as presented. The report is reproduced as document DEC/TRANSCOM/ME/III/OC/RPT.

Time-table for the finalization of the programme of the second phase of the Decade (agenda item 8)

116. A member of the secretariat introduced document DEC/TRANSCOM/CM/III/5 on the time-table for the finalization of the programme of the second phase of the Decade. The document gave details of the activities planned by ECA to finalize the second phase programme.

117. The ECA representative said that immediately following the ongoing Meeting of Experts, a Conference of Ministers of Transport, Communications and Planning was scheduled to be convened at Cairo from 8 to 11 March 1983, which will review but not necessarily finalize the programme of the second phase.

118. A Round-table of prominent African and international personalities would then be organized, in collaboration with the French Government at Paris from 21 to 24 June 1983. The participants in the Round-table would be expected to assess, from an objective and disinterested point of view, the difficulties encountered in implementing the programme of the first phase and of the results achieved and to discuss, with a view to drawing up recommendations, the draft programme of the second phase, the means for mobilizing resources for its execution, the criterion for measuring the economic viability of transport investments, the linkages between transport and other economic sectors and the rationale for and optimum development of an inland transport network.

119. The third major event scheduled was the meeting of the Inter-agency Co-ordinating Committee for the Decade, which would be hosted by UAPT at Brazzaville from 25 to 28 October 1983, to review the results of the Paris Round-table.

120. Finally the Conference of Ministers will hold an extraordinary meeting at the end of the year, or early in 1984, to consider the reports of all of the proceeding meetings, and adopt a programme of action for the second phase of the Decade and to launch the programme of the second phase.

121. After a representative of the secretariat had provided information on the schedule of activities to be undertaken with a view to the final adoption of the programme of the second phase, some participants made particular reference to the content of the programme of the second phase, and the additional studies required in connection with the viability of the programme (socio-economic studies, harmonization, co-ordination, etc.)

122. In response to a question from the secretariat concerning the time required for the different studies, the Meeting of Experts recommended that not all the studies could be carried out before the March 1983 Conference of Ministers. The Decade programme should be subject to constant review until the end of the Decade. The ECA secretariat should consequently organize itself and draw up a schedule for all these studies.

123. The programme of activities contained in document DEC/TRANSCOM/CM/III/5 was approved with the amendments mentioned in the above paragraph concerning the studies and analysis to be conducted by ECA. In any event, the approval of the programme of the second phase by the extraordinary Conference of Ministers should not put an end to ECA's activities in this field. ECA should continue to formulate a transport and communications policy in Africa by preparing subregional master plans and by co-ordinating and harmonizing the various projects and modes.

Date and place of the third Conference of Ministers [agenda item 9 (a)]

124. The representative of Egypt said that his Government would be happy to host the third Conference of Ministers of Transport, Communications and Planning at Cairo from 8 to 11 March 1983.

125. The Egyptian Government would provide the following facilities for the conference:

- (a) Adequate Conference Hall complete with secretarial and interpretation services;
- (b) One official car for each delegation;
- (c) Adequate hotel accommodation provided however that each delegation paid its own expenses.

(Two other ECA meetings would precede the Conference of Ministers at Cairo, namely the meeting of Cartographers and the Governing Council of Ministers of the Cairo-Gaborone Trans-East African Highway Authority).

126. The Meeting of Experts unanimously accepted Egypt's offer to host the third Conference of Ministers.

Date and place of the fourth Meeting of Experts [agenda item 9 (b)]

127. The Meeting of Experts agreed that the date and place of the fourth Meeting of Experts should be fixed during the Conference of Ministers of Transport, Communications and Planning at Cairo.

Other matters (agenda item 10)

128. A representative of the secretariat informed participants that the fifth technical consultative meeting for North Africa, East Africa and the islands of the Indian Ocean was scheduled to be convened from 11 to 14 October 1983. He further stated that the venue of the meeting was still open, and that any member country wishing to host the Meeting should communicate to the secretariat as soon as possible the facilities and services it would be prepared to offer, as that information was considered essential for the efficient preparation of the meeting.

Adoption of the report of the meeting (agenda item 11)129. (a) Consideration of the recommendations of the Transport Committee

The Meeting of Experts considered the draft recommendations of the Transport Committee after all the amendments submitted had been incorporated. After the representative of Morocco had read out all the recommendations, the Meeting of Experts approved them.

(b) Consideration of the draft resolution on the preparation of the programme of the second phase

Consideration of this draft resolution gave rise to lengthy discussion on the advisability of holding a Meeting of Experts before the extraordinary Conference of Ministers in December 1983 or January 1984. Some participants also seized this opportunity to ask questions about the Paris Round-table, such as the personalities to be invited, the agenda of the Round-table and the fact that it was scheduled to take place after the March 1983 Conference of Ministers. Certain participants felt that the Paris Round-table should be held before the March 1983 Conference of Ministers in order to avoid a situation in which it might appear as if the Round-table was to censure the decisions made by the Conference of Ministers. During an extensive discussion of the subject, the secretariat gave an exhaustive explanation regarding the desirability of gauging the pulses of donors by means of a brain-storming session on the Decade of African and world personalities, and the difficulties that would be encountered in attempts to change dates at that point in time. The meeting then adopted the resolution on the drawing up of a programme for the second phase which is attached as annex I.

(c) Consideration of the report of the Meeting of Experts

The report of the Meeting of Experts was presented to the meeting by the Rapporteur (Senegal) who briefly described the organization, attendance and opening of the meeting and the substantive items on the agenda. He said that all important interventions by participants had been recorded in the report. He invited participants to submit any further comments and suggestions for amendments to the secretariat in writing.

130. The meeting then adopted its report as amended.

Closure of the meeting (agenda item 12)

131. In his closing statement, the Chairman of the third Meeting of Experts of Transport, Communications and Planning congratulated and thanked, on behalf of the bureau and on his own behalf, the participants and observers for their valuable contributions. He also thanked the secretariat for the role it had played as the lead agency of the Decade.

132. He said that the Meeting of Experts had acquired sufficient experience from the implementation of the first phase, and was therefore in a better position to brief the Ministers who would be meeting after two months, and who needed to have a clear picture of the accomplishments and limitations of the first phase, and the prospects of the second phase.

133. He wished participants much success in the coming years, and declared the meeting closed.

DEBAT RESOLUTION ON THE DRAWING UP OF A PROGRAMME FOR THE SECOND PHASE

The third Meeting of Experts in Transport, Communications and Planning held at Addis Ababa from 5 to 14 January 1983,

Convinced of the soundness of the objectives assigned to the Transport and Communications Decade in Africa by the Conference of Ministers at its meeting held in May 1979,

Considering the difficulties encountered during the implementation of the first phase of the Decade programme,

Conscious of the fact that the current international crisis is a constraint which must be taken into account in the drafting of a programme for the second phase of the Decade,

Convinced that the elaboration of a coherent and realistic programme is the only means of transforming the global strategy adopted in 1979 into the concrete action required to attain the objective of developing trade between African States,

1. Requests that the Economic Commission for Africa prepare the programme for the second phase of the Decade according to the following schedule:

(a) During the third meeting of the Conference of Ministers, consideration of the critical evaluation of the implementation of the first phase of the Decade; the indicative programme drawn up by the Commission; the recommendations of the third Meeting of Experts;

(b) The Commission should co-ordinate the organization at the subregional level of meetings between subregional organizations concerned with integration and specialized inter-governmental agencies, with a view to providing a forum for serious reflection upon the drafting of subregional programmes;

2. Requests that the Commission continue to seek financing both for first phase projects and those second phase projects which have reached the appropriate stage.

RECOMMENDATIONS OF THE TRANSPORT COMMITTEE

The group of experts responsible for taking stock of the results obtained during the first phase of the Decade, and for examining the programme submitted by ECA for the second phase:

- (i) Expresses its satisfaction in respect of the work carried out, the reports produced, and the meetings organized by the ECA secretariat;
- (ii) Considers that satisfactory results were obtained at the national level and for the whole transport sector during the first phase, especially as far as the number of projects which were financed and implemented is concerned;
- (iii) Expresses, in contrast, deep concern at the small number of regional and subregional projects for which satisfactory financing arrangements have been obtained;
- (iv) Reaffirms its agreement with the priorities established by the Ministers in 1979 in Addis Ababa;
- (v) Considers, however, that in order to avoid the difficulties encountered in implementing the programme of the first phase and to attain the objective of establishing effective horizontal links to foster the development of trade between African States, certain amendments should be made to the programme for the second phase of the Decade;
- (vi) Wishes, therefore, to draw the attention of the Ministers responsible for adopting the programme of the second phase to the following recommendations:

A. General Recommendations

1. Master Plans must be drawn up at the regional and subregional levels for all modes of transport which do not as yet have them, and a Master Plan integrating all the transport modes must also be prepared;
2. Governments, intergovernmental agencies and ECA must give absolute priority to subregional projects concerned with transport infrastructure;
3. Governments are called upon to allocate financial resources necessary for the maintenance of the existing infrastructure and equipment and for improving the way they are managed and used;
4. Governments, intergovernmental agencies and ECA are requested to look into the possibility of drafting regional transport regulations where they do not yet exist and in cases where they do exist, to modernize and harmonize them;
5. Governments, with the assistance of ECA, UNCTAD, other UN agencies and intergovernmental agencies, should adopt the necessary measures to make it possible to remove administrative and customs barriers in order to facilitate inter-State trade, particularly with respect to land-locked countries;
6. ECA is requested to ensure that there is better co-ordination and harmonization between the various modes of transport in order to avoid unnecessary competition;
7. Subregional and regional training programmes as well as the establishment and development of institutions should be accelerated. Special emphasis should be placed on training in management and maintenance;
8. The countries concerned should all, with the assistance of intergovernmental agencies already in existence or authorities established for this purpose, monitor subregional projects at each stage of their development, i.e. identification, studies, search for funds and implementation;
9. In all areas where this is possible, an effort should be made to bring about the standardization of equipment and design of infrastructure;
10. Regional and subregional specialized agencies should be sponsored by the States and should be closely associated with the elaboration and monitoring of the Decade projects;
11. ADB is called upon to play a more important role in the Decade, especially in respect of the financing of subregional projects;

12. Transit countries are requested to take into account the needs of neighbouring land-locked countries in preparing their transport development programmes, especially with respect to the establishment, maintenance and management of the corridors serving the land-locked countries.

B. Recommendation on roads and road transport

1. Trans-African Highways

In the development of roads and road transport, the highest priority must be given to the realization of the trans-African highways project, and the development of the respective feeder links to the trans-African highway system, which serve as transit roads for land-locked countries, promote trade and enhance and accelerate the economic integration of the African region.

2. African Highway Master Plan

The Committee further recommends that ECA must do everything possible to complete the African Highway Master Plan (taking into account all of the subregional Trans-African Highways and interconnecting roads) as soon as possible, and certainly within the life of the Decade. ECA should also prepare and regularly update a master road map showing all major trans-African highways and national networks.

3. Highway Code

As the number of road accidents in Africa is increasing at an alarming rate, the Committee recommends the speedy completion by ECA of the African Highway Code and its distribution for approval by the various member States as soon as possible. It also recommends that ECA launch a road safety campaign.

4. Lagos Tangier Highway

In view of the international attention currently focussed on the possibility of linking Africa with Europe by means of a permanent structure which would pass through the Strait of Gibraltar, ECA, member countries concerned, and ECOWAS are urged to do everything possible to improve all access routes to this link, particularly the Lagos-Tangier-Europe highway, and also to look into the possibility of establishing an intergovernmental body responsible for running the Highway.

5. African Highway Association

Since there is no regional institution in Africa solely responsible for the development of highways and road transport, ECA, member countries and inter-governmental organizations concerned are urged to consider the establishment of an African Highway Association, and carry out the necessary studies immediately.

C. Recommendations on railways

1. The priorities established for the first phase should be maintained, namely:

- Priority No. 1: rehabilitation projects
- priority No. 2: projects related to training and maintenance
- priority No. 3: projects connected with the establishment of an African railway industry
- priority No. 4: inter-connection projects which are in keeping with the Master Plan for railways established by UAR, the master Plan to be incorporated in the Master Plan covering all other transport modes in accordance with General Recommendation No. 1.

2. Although inter-connection is a long term objective, Governments, ECA, UAR and intergovernmental agencies are requested to take concrete action right away in preparation for it, i.e. studies on small-scale inter-connection projects, standardization of characteristics related to the line (loading gauge, axle load etc....).

3. In view of the success of the technical consultative meeting held in Ouagadougou, ECA is requested to hold one other meeting for the railway subsector alone for the whole continent.

D. Recommendations on Maritime Transport (ports and shipping)

1. Governments should promote regional co-operation by strengthening or establishing national shippers' councils and subregional associations of shippers' councils, management associations, associations of national shipping lines and training institutions.

2. States are requested to ratify, adopt and adhere to the United Nations Convention on the Code of Conduct for Liner Conferences and other international maritime conventions drawn up under the aegis of IMO and ILO.

3. It is recommended that all economic and feasibility studies on the creation or development of national or subregional shipping lines (including those for coastal trade) and on port development should be co-ordinated in order to meet present and future needs.
4. Optimum use should be made of port equipment and infrastructure, maritime industries and dredging equipment.
5. A campaign for the prevention and control of marine and port pollution must be carried out at both the national and subregional levels.
6. Navigation aids and equipment must be modernized and brought up to international standards.
7. Appropriate steps must be taken at the national, subregional and regional levels to reduce and eliminate port congestion.
8. Statistics and information related to ports and maritime transport should be up-dated and harmonized at the national, subregional and regional levels.
9. Appropriate measures should be taken to reduce and put an end to acts of piracy which contribute to increased in transportation and insurance costs on the African continent.
10. Land-locked countries should be encouraged to take part in maritime projects which concern them directly.
11. Special emphasis should be placed on strengthening the existing maritime academies in Africa and, wherever possible, the assistance of external institutions should be sought to help obtain high-level instructors for these academies.

E. Recommendations on air transport

1. African countries are invited to encourage the setting up of subregional airlines and support the efforts being made by ECA, OAU and AECAC to set up a **pan-African** airlines.
2. ECA is invited to organize technical consultative meetings for air transport services with a view to mobilizing the funds required for implementing the second phase programme.

3. Governments are invited to sign or ratify the African Air Tariff Convention adopted in December 1980 by a diplomatic conference convened for the purpose.
4. African countries are requested to implement resolution CM/Res.890 (XXXVI) adopted by the African Heads of State and Government and resolutions ECA/UNTACDA/Res. 79/6 and ECA UNTACDA/Res.81/19 on "freedom of the air".
5. Governments, inter-governmental organizations and ECA are invited to devote attention to the problems of the optimum development of African air transport services, with a view to rationalizing flight time-tables and improving flight connections between African countries.
6. It is recommended that national regulations on the organization of charter flights within Africa be harmonized in order to promote tourism.
7. It is recommended ~~that~~ African airlines should make maximum use of the aircraft and equipment maintenance centres already existing in Africa.

F. Inland water transport sub-sector

1. The following priorities were adopted:
 - Priority no. 1: staff training
 - Priority no. 2: the creation of new intergovernmental organizations
 - Priority no. 3: the development of waterways
 - Priority no. 4: the adaptation, modernization and standardization of equipment
2. In view of the lack of co-ordination of activities related to inland water transport, which is mainly due to the non-existence of intergovernmental management organizations in this subsector, the Committee recommends that:
 - the existing intergovernmental organizations be given assistance and improved facilities in order to enable them to fully discharge their responsibilities in connection with the management of international waterways,
 - studies be launched on the establishment of intergovernmental organizations responsible for intra-African waterways where such organizations do not yet exist.
3. Since most waterways in Africa are still in their natural state, it is recommended that Governments take appropriate action to improve the navigability of these waterways through the construction of new infrastructure and the rehabilitation and maintenance of existing infrastructure. It is further recommended that the development of lake and river ports should be carefully planned.

4. Since the inland water transport equipment in service on almost all African waterways is often unsuitable, the Committee recommends that studies be undertaken on how to modernize and standardize navigation equipment and adapt it to African conditions.

G. Recommendation on multimodal transport

1. Emphasis should be given to projects related to the financing of multimodal transport facilities.

2. The movement of containers in the subregion is slow despite the fact that the quantity of containers coming into the region has considerably increased in the last decade. Priority should, therefore, be given to those projects that emphasize speedy movement of containers in the region.

3. As international multimodal transport is a new technology in the region, its introduction should start with seminars for policy makers. These seminars should bring to light the objectives of the International Multimodal Transport Convention and the benefits the region will get from its implementation. Once the policy makers are aware of the benefits, workshops should be conducted for potential agencies, corporations and parastatals interested in becoming multimodal transport operators. It is expected that these actions will result in the quicker ratification of the International Multimodal Transport Convention by more countries.

4. In order to help land-locked countries, it is imperative that transit countries sign transit agreements with them.

RECOMMENDATIONS OF THE COMMUNICATIONS COMMITTEE

RECOMMENDATION NO. 1 ON THE EVALUATION OF THE
DECADE PROGRAMME

The third Meeting of Experts in Transport, Communications and Planning, held at Addis Ababa from 5 to 14 January 1983,

Having examined the document entitled "Review of the programme of the first phase 1980-1983" (document DEC/TRANSCOM/CM/II/1),

Having noted the lack of information which would make it possible to correctly identify the projects included in the Decade programme and the development and progress made in implementing such projects,

Considering the need for continued development in the sector within the framework of the strategy defined in the Lagos Plan of Action and the Final Act,

Considering the fact that the objectives of the initial Decade Strategy remain unchanged,

Calls upon the Economic Commission for Africa in conjunction with the specialized agencies of the Organization of African Unity and the United Nations:

(a) to make continued efforts towards collecting any information which will facilitate physical and financial assessment of projects,

(b) to define the quantified objectives for development in the communications sector as far as production and grade of service are concerned,

(c) to improve co-ordination in respect of the programming of subregional and regional projects,

(d) to group together and classify projects in the communications sector in order to facilitate the integration of subsectorial activities and to make the communications development programme in Africa more coherent,

1. Recommends that specialized agencies of the Organization of African Unity and the United Nations strengthen co-operation and co-ordination in order to ensure more effective implementation of the Decade programme;

2. Requests that countries and institutions concerned provide the Commission with all the information needed to carry out sound, periodical assessments of the Decade programme.

RECOMMENDATION NO. 2 ON THE
REGIONAL SATELLITE TELECOMMUNICATIONS PROJECT

The third Meeting of Experts in Transport, Communications and Planning, held at Addis Ababa from 5 to 14 January 1983,

Recognizing the importance given to communications by satellite by the Assembly of Heads of State and Government, notably resolution CM/Res. 813 (XXXV) and by the second Conference of Ministers of Transport, Communications and Planning (ECA/UNTACDA/Res.81/17),

Considering the possibilities offered by telecommunications by satellite in the creation and development of the pan-African telecommunications network,

Considering the activities undertaken by certain countries and specialized agencies in the study on the setting up of a regional telecommunication by satellite network in Africa and the interest to achieve a more efficient co-ordination of the actions undertaken,

Also considering resolution 436 (XVII) of the eighth meeting of the Conference of Ministers of the Economic Commission for Africa held in Tripoli, Libyan Arab Jamahiriya in April 1982 which established, inter alia, an inter-agency co-ordinating committee, for the integration and harmonization of all studies concerned with the African regional satellite system,

Recommends

1. That SAP-01 project entitled "Communications by Satellite" be transferred to the second phase of the Decade for a detailed study of a multi-functional system;
2. To agencies concerned to take all possible steps with a view to meeting the objectives of harmonization and unification given in above-mentioned resolution ECA/UNTACDA/Res. 81/17;
3. That the Inter-agency Co-ordinating Committee be urged to proceed with the task assigned to it by resolution 436 (XVII) cited above;
4. That all interested parties lead a vigorous campaign for the mobilization of funds required for the completion of the studies;
5. That emphasis is placed on opening up rural zones by the means of telecommunications by satellite;
6. That SAP-02 entitled "Joint seminars and courses on communications by satellite" is transferred to the second phase of the Decade.

RECOMMENDATION NO. 3 ON INDUSTRIALIZATION AND
RESEARCH IN THE FIELD OF COMMUNICATIONS

The third Meeting of Experts in Transport, Communications and Planning, held at Addis Ababa from 5 to 14 January 1983,

With reference to resolution ECA/UNTACDA/Res. 81/22 of the second Conference of Ministers of Transport, Communications and Planning, and CM/Res. 902 (XXXVII) of the Assembly of Heads of State and Government of the Organization of African Unity held at Nairobi,

In accordance with the relevant provisions of the Lagos Plan of Action (April 1980) on the recommendations of the third African Conference on Telecommunications (Monrovia 1980) as well as the United Nations Organization's technical assistance programme,

Considering the slow rate of growth of the African communications industry, in spite of the significant action already taken by some specialized regional organizations,

Also considering the vast programme planned in the first and second phase of the Decade with a view to providing the African region with a communications network in keeping with its legitimate desire for economic integration and collective self-sufficiency,

Considering further the continued persistence of the situation whereby the African region continues to be highly dependent upon imported equipment,

Moreover having taken stock of the risks to which countries in the region are subjected since they are often used as testing-grounds for equipment which has not yet proved its worth, in sectors where technological developments are the most frequent,

Considering the need to master the technologies in these various fields, and finally, re-dedicating itself to the global objectives of the Transport and Communications Decade and in particular that of "promoting African industrialization in the field of transport and communications equipment",

Recommendations

1. That a vigorous campaign be undertaken with a view to speeding up industrialization in the communications sector in the African region;
2. That this industrialization be worked out and made operational within the framework of a medium-term programme with the following highlights:
 - (a) The development of existing production facilities;
 - (b) The modernization of factories which are already in operation;
 - (c) The addition of new factories with a view to increasing the production facilities already installed;
3. That in establishing new production plants, the different types of equipment be designed and their production envisaged in such a way that the various subregions will be complementary to one another;
4. That the Governments of the region should therefore come to an agreement as to the segmentation and organization of the equipment market as well as the standardization of such equipment;
5. Finally, that African regional organizations and the specialized agencies of the Organization of African Unity and the United Nations continue to work together and make an even more effective contribution towards the establishment of communications industries and provide all the necessary assistance in connection with carrying out pre-implementation studies on and with implementation of the selected projects.

RECOMMENDATION NO. 4 ON SUBREGIONAL PLANNING

The third Meeting of Experts in Transport, Communications and Planning, held at Addis Ababa from 5 to 14 January 1983,

Recalling United Nations General Assembly resolution 32/160 of 19 December 1977 proclaiming the Transport and Communications Decade in Africa during the years 1978-1988,

Recalling resolution CN/Res. 675 (XXXI) adopted by the Assembly of Heads of State and Government of the Organization of African Unity in July 1978,

Having examined the document DEC/TRANSCOM/III/1 of 2 December 1982, on the evaluation of the programme of the first phase of the Decade 1980-1983,

Considering the absence of quantified objectives, and physical indicators needed to assess and monitor programmes in the communications sector of the Decade,

Conscious of the need for global planning for the development of communications on subregional and regional basis,

1. Calls upon the Economic Commission for Africa in conjunction with specialized agencies of the Organization of African Unity and the United Nations to conduct the necessary studies in connection with the elaboration of a Regional Master Plan for the development of the communications sector, in accordance with the medium- and long-term national and subregional plans;

2. Recommends that all African member countries involved provide all the necessary information and data to the Commission in order to ensure better co-ordination and more effective spreading of the activities to be undertaken.

RECOMMENDATION NO. 5
ON THE ORGANIZATION OF TECHNICAL CONSULTATIVE
MEETINGS OF POSTAL SERVICES

The third Meeting of Experts in Transport, Communications and Planning, held at Addis Ababa from 5 to 14 January 1983,

Having taken note of Document DEC/TRANSCOM/G4/III/1 of 2 December 1982 on the evaluation of the programme of the first phase of the Decade (1980-1983),

Considering the low rate of implementation of postal services projects within the Decade programme (1978-1988),

Aware of the urgent need to develop and modernize African postal services in order to bring about better subregional and regional integration on a planned basis,

1. Recommends that the Economic Commission for Africa in conjunction with specialized agencies of the Organization of African Unity and the United Nations, make every effort to organize technical consultative meetings on postal services between member countries and financing institutions with a view to attracting financing;

2. Calls upon all countries involved to participate actively in such meetings.

RECOMMENDATION NO. 6 ON THE IMPLEMENTATION OF NATIONAL AND
MULTINATIONAL TRAINING CENTRES

The third Meeting of Experts in Transport, Communications and Planning, held at Addis Ababa from 5 to 14 January 1983,

Considering the extreme importance of the speedy execution of the training projects included in the Decade programme,

Noting the fact that a number of national and some regional training centres have not yet started on account of ~~lack~~ of financing,

Reaffirming the urgency of setting up multinational high-level telecommunication training centres particularly those to be based in Dakar, Senegal and Nairobi, Kenya,

Urges the ~~Economic Commission~~ for Africa and the Organization of African Unity in collaboration with all specialized agencies of the United Nations and Organization of African Unity to intensify their efforts to mobilize resources,

Appeals to financing institutions to accelerate their procedures of appraisal and evaluation of proposed projects, particularly those concerned with the national and multinational training centres which need to precede the implementation of physical installations.

RECOMMENDATION NO. 7 ON THE ORGANIZATION OF TECHNICAL CONSULTATIVE MEETINGS
ON BROADCASTING

The third Meeting of Experts in Transport, Communications and Planning,
held at Addis Ababa from 5 to 14 January 1983,

Having taken note of document DEC/TRANSOM/CM/III/1 of 2 December 1982 on the evaluation of the programme of the first phase of the Decade (1980-1993),

Considering the low rate of implementation of broadcasting services projects within the Decade programme (1978-1988),

Aware of the urgent need to develop and modernize African broadcasting services in order to bring about better subregional and regional integration on a planned basis.

1. Recommends that the ~~Economic Commission~~ for Africa in conjunction with the Union of National Radio and Television Organizations of Africa and the specialized agencies of the Organization of African Unity and the United Nations make every effort to organize technical consultative meetings on broadcasting services between member countries and financing institutions with a view to attracting financing;

2. Calls upon all countries involved to participate actively in such meetings.