

UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA, 1978 – 1988

VOLUME III

APPROVED PROGRAMME OF ACTION FOR THE SECOND PHASE
1984–1988

ANALYSIS AND PRESENTATION OF THE
TRANSPORT SECTOR PROGRAMME



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FOREWORD

The documents presenting the programme of the second phase have been produced in two volumes, namely volume III and volume IV.

Volume III consists of an analytical description of the main features of the programme and an exposition of the problems to be tackled during the second phase of the Decade. It consists of an introduction in Chapter I and a broad picture of the transport scene in Africa in Chapter 2. Chapter 3 is a general presentation and a concise analysis of the second phase programme by nature of projects, by transport modes and by countries. This is followed by a more detailed analysis of projects by nature in Chapters 4-8. Chapter 4 deals with the subject of maintenance and rehabilitation of transport infrastructure and equipment. Chapter 5 describes training and technical assistance problems. Projects for the development and improvement of inter-State links are discussed in Chapter 6; they comprise projects found in transport corridors, trans-African highways and intra-African air-links. Chapter 7 is concerned with regional and subregional projects other than those treated in preceding chapters, and Chapter 8 deals with the national priority projects. The last chapter, 9, is conclusions.

The descriptive part of the document is followed by a list of projects by transport mode and by lists of projects by nature (Annexes 1-5) corresponding to Chapters 4 to 8.

Volume IV presents all the profiles of the projects in the programme of the second phase. It is divided into parts by transport mode as follows: I. Roads and road transport; II. Railways and rail transport; III. Maritime transport; IV. Ports; V. Air transport; VI. Inland water transport; VII. Multimodal transport.



THE SIZE OF AFRICA

Chapter 1

INTRODUCTION

A. Background to the Decade

1. In the early stages of economic development freight and passenger traffic normally grows faster than Gross National Product (GNP). In this, Africa is not exceptional. But transport is a heavier burden on the development of most African countries than is the case elsewhere. Levels of freight movements are unusually high relative to GNP in some of the major mineral exporting countries. Africa has pockets of population density similar to those in Asia where passenger travel is very heavy and often growing fast. The distinctive aspect of transport in Africa, however, is that of long routes with thin traffic volumes. This follows from the large physical size of many countries, their generally low population densities and low levels of income and economic activity. ^{1/}

2. Three important results, at least, flow from this situation. One is that minimally adequate maintenance of the road networks involves heavy costs. It has been estimated that in sub-Saharan Africa this requires about three times as high a proportion of GNP as in other developing countries and twice as high a population as industrialized countries devote to road maintenance. ^{2/} Another result is that the 14 land-locked countries of sub-Saharan Africa pay premiums of 20 per cent or more for imports coming from overseas, including fuel for local transport. A third consequence is that the exchange of goods and ideas among African countries is limited by the difficulty of not having easy day-to-day economic, social and political relationships.

3. The importance of improving transport and communications at Africa's present stage of development has been recognized in several ways. The United Nations Conference on Trade and Development (UNCTAD) is doing special work on the problems of land-locked countries. Transport and communications were given top priority in the development strategy of the

^{1/} The physical size of Africa as compared with other major areas of the world is illustrated in Map 1.

^{2/} The medium African requirement is estimated at 0.7 per cent of GNP (range 0.3-1.4 per cent). See "The Road Maintenance Problem and International Assistance", World Bank, December 1981, p. 33.

subregional organizations such as the Southern African Development Co-ordination Conference (SADCC) and the Economic Community of West African States (ECOWAS). Over 40 per cent of all World Bank-financed transport projects, and 20 per cent of the lending amounts involved, took place in sub-Saharan Africa in the years FY 1978-1982. 3/ Similarly, a substantial part of the African Development Bank's lending is for transport. Other aid donors also have shown large interest in particular facets of the sector. Many African countries are making major efforts themselves - often investing 20-25 per cent of their limited resources in these fields. Sound maintenance is recognized by some African countries that are devoting twice as high a proportion of GDP as others to road maintenance. Participation by domestic contractors is being encouraged in countries such as Kenya, Liberia and Rwanda. Greater use of local manpower in labour-intensive rural roads work is being successfully undertaken in Benin, Cameroon, Ethiopia and Lesotho. Increasing reliance is being placed on the private sector in Mozambique and Sierra Leone (trucking) and the Sudan and Zaire (river transport). The Ivory Coast is leading Africa in developing traffic management solutions to urban transport problems. Transport services invented by the informal sector in response to local needs are being encouraged in some countries. In others, enforcement of rules relating to vehicle overloading and safety are gradually being strengthened. Despite those and similar efforts, much remains to be done.

4. It was in recognition of the need to highlight the importance of transport and communications that in March 1977 the ECA Conference of Ministers adopted a resolution recommending that a decade be proclaimed in order to focus attention on the special needs of Africa in these sectors. This recommendation was endorsed by the Economic and Social Council (ECOSOC) at its meeting in July 1977 and the United Nations Transport and Communications Decade in Africa was officially proclaimed by the General Assembly in December 1977. ECA was designated as the lead agency entrusted with the preparation of the groundwork for the Decade. In this endeavour, ECA was assisted by financial support of the United Nations Development Programme (UNDP) and by the technical advice of all specialized and other agencies of the United Nations as well as African inter-governmental organizations with competence in transport and communications. The outcome of these efforts was the formulation of a Global Strategy and a Plan of Action for developing transport and communications in Africa. The Strategy and the Plan of Action were approved by the Conference of African Ministers of Transport, Communications and Planning in May 1979.

3/ When account is taken of Bank-financed transport projects in north Africa, and of the transport components in projects for other sectors of economic activity, e.g., agriculture and rural development, it seems that nearly one-half of all Bank financed transport projects and a quarter of the transport lending went to Africa in the period concerned.

5. The principal goals of the Strategy for the Decade have been re-affirmed on many occasions since; they are that African countries should work towards:

- (a) promoting the integration of transport and communications infrastructure with a view to increasing intra-African trade;
- (b) ensuring the co-ordination of the various transport systems in order to increase their efficiency;
- (c) opening up of land-locked countries and isolated regions;
- (d) harmonizing national regulations and eliminating physical and non-physical barriers with the aim of facilitating the movement of persons and goods;
- (e) stimulating the use of local human and material resources;
- (f) standardizing networks and equipment;
- (g) research and dissemination of techniques appropriate to the African context in transport and communications;
- (h) expanding the manufacture of transport and communications equipment;
- (i) mobilizing technical and financial resources for the development and modernization of transport and communications; and
- (j) restructuring the transport and communications sectors to ensure that African trade with the rest of the world takes place under conditions most favourable for the continent.

6. These goals were to be realized through the implementation of policies, plans and projects at the national, subregional and regional decision making levels, with the main burden being borne by the African countries themselves. To complement and reinforce their efforts, it was agreed that there would be an ECA co-ordinated regional effort based on projects classified in the following order of priority:

- (a) regional projects, subregional projects, and national projects having regional and subregional implications;
- (b) projects for the least developed, land-locked, newly independent, island, and front-line countries; and
- (c) purely national projects (i.e., national projects of countries other than those mentioned in (b) above).

Strategies

7. The 1979 Conference of Ministers also decided to implement the Decade programme in two phases:

Phase I (1980-1983) with the programme consisting of:

- (a) completion of ongoing projects;
- (b) implementation of projects already identified and studied but awaiting finance;
- (c) technical, feasibility and related economic studies for other projects and a search for their financing.

Phase II (1984-1988) with the programme envisaged as covering:

- (a) completion of projects begun in the course of the first phase;
- (b) financing and implementation of new projects;
- (c) continued identification and study of future projects.

8. As to the manner in which the programme would be financed, it was envisaged that, in addition to the resources they normally provide, bilateral and multilateral donors would increase their assistance for transport and communications substantially. To this end, ECA was expected to initiate a dialogue with the major donors in order to mobilize the additional resources needed. African financing bodies and those within the United Nations system were to play a particularly active role not only by earmarking more of their resources for transport and communications but also by assisting ECA in the search for additional resources. The primary responsibility for resource mobilization, however, was to remain with the African Governments themselves.

Phase I programme and its execution

9. At the beginning of the first phase of the Decade 771 projects at a cost of \$9 billion were identified; of these 610 costing \$8.3 billion were in the transport sector and the balance in the communications sector. Over time the programme underwent modification as some projects were added, some revised and yet others abandoned. As at August 1982 - the cut-off date for any changes - that were 1,091 projects estimated at \$15.44 billion with the transport sector's share being 779 projects with an investment value of \$14.3 billion or 93 per cent of the cost of the entire programme.

10. Early on in the Decade, the first effort to find financing was made by the Secretary-General of the United Nations when he convened a

Pledging Conference in New York in November 1979. Although some useful information was gained concerning the donors' intentions during the Decade, not many pledges were made and the Pledging Conference was abandoned as a method of resource mobilization. Instead, a less ambitious method was tried in the form of a series of technical consultative meetings that brought together representatives of donor countries and financial institutions and African Governments in order to examine a selected number of projects and to allow the representatives of donors and lenders an opportunity to express their interest in them. Altogether four such meetings were organized and they have revealed that \$940 million is potentially available for financing projects if the African Governments follow up the expression of interest made by donors at these meetings.

11. The world economic recession of recent years has adversely affected the level of assistance for the Decade programme from developed countries. Out of \$7 billion financing secured, only \$1.8 billion or approximately 25 per cent was contributed by donors while the balance was by African Governments. This is a noble effort by these governments in the face of a grim economic climate.

12. Overall, the execution of the Phase I programme can be considered as an achievement, although it has been less satisfactory than expected at the beginning of the Decade. In particular the inter-country projects have attracted less financing than national projects despite the highest priority accorded to them. International support for national projects has also been by far less than expected at the beginning. Apart from financial resource constraints, an important lesson that has been learnt from the execution of the first phase is that the programme had certain inherent weaknesses such as magnitude and poor design of some projects. An effort has been made, when preparing the second phase programme, to overcome these shortcomings.

B. Preparation of the second phase programme

13. By resolution ECA/UNITADA/Res.81/14 adopted during the second Conference of African Ministers of Transport, Communications and Planning, ECA was assigned the task of drawing up the programme for the second phase of the Decade covering the period 1984-1988. It should be emphasized that although ECA played a vital role in the preparation of the programme, the projects were identified and selected mainly by the African countries themselves so that they are an expression of their will.

14. ECA consultants undertook field missions to African countries from April to June 1982 to collect information on the status of implementation of the first phase programme and to identify new projects in consultation with the Governments concerned.

15. The first draft of the programme was examined in September 1982 by the Working Groups of the Inter-agency Co-ordinating Committee (IACC) and

by the IACC itself in October 1982. Subsequently it was considered by the third Meeting of Transport, Communications and Planning Experts in January 1983 and by the third Conference of African Ministers of Transport, Communications and Planning in March 1983.

16. The Conference of Ministers approved ECA's proposal to hold a round-table in Paris (21 to 24 June 1983) in collaboration with the Government of France at which a group of independent high-ranking experts from Africa and elsewhere would critically review the draft programme and make recommendations on the best method of presentation. Among the principal recommendations of the Paris Round-table was to emphasize the importance of maintenance of existing assets and of training for management and maintenance. In addition, the Conference of Ministers endorsed recommendations for the second phase programme by the third Meeting of Experts. These recommendations which are of a general nature as well as specific ones for each transport mode are an important refinement of the Global Strategy and they are that:

(a) Master Plans should be drawn up at the subregional and regional levels for all modes of transport which do not as yet have them. A Master Plan integrating all the transport modes should also be prepared;

(b) Governments, inter-governmental agencies and ECA should continue to accord a high priority to subregional projects concerned with transport infrastructure;

(c) Governments should allocate adequate funds for the maintenance of existing infrastructure and equipment and should improve their management;

(d) Governments, inter-governmental agencies and ECA should examine 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;

(e) Governments, with the assistance of ECA, UNCTAD, other United Nations agencies and inter-governmental agencies, should work towards the removal of administrative and customs barriers to inter-State trade, particularly with respect to land-locked countries;

(f) ECA should ensure better co-ordination between the various modes of transport in order to avoid undesirable competition;

(g) Subregional and regional training programmes and institutions should be created with special emphasis on training in management and maintenance;

(h) With the assistance of inter-governmental agencies, Governments should monitor subregional projects at each stage of their development, i.e. identification, studies, search for funds and implementation;

(i) An effort should be made to standardize equipment and the design of infrastructure;

(j) The African Development Bank should play a more active role in the Decade, especially in respect of financing subregional projects;

(k) Transit countries should take the needs of neighbouring land-locked countries into account when preparing their transit development programmes, especially with respect to the establishment, maintenance and management of the corridors serving the land-locked countries.

17. The general thrust of these recommendations is to re-emphasize the need for effective co-ordination of the development of different transport modes and in the planning of subregional systems. Other important elements are the emphasis on maintenance and training and the continued need to ensure the sound financing of the second phase programme.

18. The recommendations of the Paris Round-table as to the format of presentation of the second phase programme were approved by the fourth Conference of African Ministers of Transport, Communications and Planning which was held in Conakry, Guinea, from 7 to 11 February 1984. These recommendations were that the programme should be seen to emphasize inter-relationships among projects as components of a transport system along corridors, to single out maintenance and rehabilitation as priority activities and to lay greater stress on manpower training and technical assistance. Although the Paris Round-table had been devoted to inland transport, the integrated approach to the presentation of the transport programme was applied to such modes as air transport and maritime transport. Furthermore, in the second phase programme maintenance and rehabilitation as well as training and technical assistance have been given special prominence.

19. On the basis at the above guide-lines and recommendations ECA drew up a programme which was considered by the Inter-agency Co-ordinating Committee during its meeting in January 1984 and presented to the fourth Meeting of Experts and the fourth Conference of African Ministers of Transport, Communications and Planning held in Conakry from 30 January to 11 February 1984, during which the programme was formally adopted by the Ministers.

Chapter 2

THE GENERAL TRANSPORT SITUATION IN AFRICA

20. This chapter is intended to serve as a general background to the more detailed discussions of the second phase programme of the Decade contained in subsequent chapters. It provides, first, an overall perspective regarding the growth of transport demand in Africa generally and the outlook for financial resources to cope with this demand. Attention is then given to five important tasks facing the transport sector in Africa in the 1980s: (i) strengthening transport planning and maintenance capacities; (ii) improving the performance of institutions and operating agencies in the sector; (iii) increasing energy efficiency in transport; (iv) expanding rural transport networks and improving rural transport services; and (v) supporting the growth of international trade both within and outside Africa.

A. Transport demand and investment

21. The over-all demand for transport in African countries in general is likely to continue growing faster than their Gross National Product (GNP). This is particularly so on the passenger side where there is considerable evidence worldwide that in countries with low levels of per capita income demand for mobility often increases faster than that for any other major class of goods or services. Personal travel movements appear to increase about twice as fast as increases in per capita income in poor countries. The picture is more complex on the freight side, but with the dominance of agriculture, rapid urbanization and the growth in regional development, freight traffic typically grows faster than GNP in the early stages of development also.

22. The growth of passenger transport demand is largely determined by three key factors: the rate of population increase, the rate of increase in per capita incomes, and the elasticity of demand for travel with respect to increases in income. Freight transport demand increase is governed by the rate of growth of GNP and the elasticity of freight demand with respect to GNP, or the ratio between increases in achieved freight movements and in GNP. Employing past and projected population and per capita income data, ^{4/} and using reasonable estimates of passenger and freight demand elasticities, the following broad picture can be drawn of the evolution of transport demands in Africa:

^{4/} From the 1983 World Development Reports, World Bank.

Table 1. Growth in personal travel and freight movement, 1960-1995
(in percentage)

<u>Growth in personal travel</u>		<u>Growth in freight movement</u>	
Low income countries (% p.a.)	Middle income countries (% p.a.)	Low income countries (% p.a.)	Middle income countries (% p.a.)
1960-73	5.5	13.5	5.5
1973-80	-	6.0	2.0
1980-82	-	6.5	1.0
1982-85	-	7.0	4.5
1985-95	2.5	13.5	5.0
			8.0

23. These broad averages hide significant past and prospective national differences. For example, over the period 1960-1981 GDP per capita increased by between 2 to 4 per cent yearly in 12 African countries and under 2 per cent a year in 13 others. In four countries (Botswana, Gabon, Lesotho and Swaziland) per capita incomes increased by 5 per cent a year or more. These and other countries with good economic performance experienced significant increases in passenger and freight traffic. By contrast, per capita incomes unfortunately declined in over 10 countries over the period. In these, there was no increase in the total amount of personal travel and, in line with the trends in their economies, freight traffic increases were very modest, if they took place at all.

24. The recession afflicting the international economy since 1980 has had serious impacts on the transport sector in Africa and, as the above figures illustrate, especially on the oil importing middle income countries (i.e., those with over \$400 per capita income). This adverse impact has not only reduced traffic and revenues for many transport enterprises; it has also had drastic effects on the supply of foreign exchange available to buy spare parts and fuel and to replace equipment. Shortages in some instances are becoming a major brake on development. In other cases, serious re-examination as to the priority or timing of major investment projects is taking place.

25. If during the years 1985 - 1995 industrialized countries return to average growth rates of nearly 4.0 per cent a year, Africa's economy would expand also and generate over-all traffic demands of the orders of magnitude illustrated above. The broad figures say nothing about countries, modal distribution, commodity composition, urban or rural location, etc. Nevertheless, they do suggest the heavy pressures on the transport systems of many countries in the region will require efficiency improvements, capacity increases and selective network extensions of the kind included in the second phase programme of the Decade. In anticipation of such demand increases, preparations must start now to plan, design, and execute in a

timely way the physical improvements needed. Hence many studies are included in the programme as well as priority investment projects.

26. Future transport investment needs are determined not only by expected traffic growth but also by inheritances from the past. A major renewal and rehabilitation cycle is imminent (and in some cases overdue) in the transport sectors of many African countries because of the large equipment purchases and infrastructure works carried out in the 1960s immediately following the attaining of independence by most of Africa. There are also strong political and social, as well as economic needs both to improve conditions in rural areas and to increase the subregional and regional integration of Africa envisaged in the Lagos Plan of Action and re-affirmed more recently in the perspective study "ECA and Africa's development: 1983-2008".

27. Despite the substantial contribution by international and bilateral financing institutions and other aid donors to the transport sector in Africa over the past decade or so, the bulk of funds used for maintenance, investment and operations has come from the African countries themselves. Since in many countries domestic resources and foreign exchange are unlikely to be as easily available to the sector in the 1980s as they were up to the mid-1970s, the transport sector can expect to face increased competition from deserving claimants in other sectors. This means, *inter alia* that transport enterprises will have to achieve greater levels of financial self-sufficiency by holding down costs and by increasing revenues of both expanded activities and better pricing practices. Strict planning of investment is also needed, with closer attention to timing and high-yielding projects so as to generate quickly the surpluses needed for reinvestment in transport and to contribute to the needs of the social services sectors. Selective private investment in the sector generally and the Decade's activities in particular would supplement the efforts of governments and aid donors as well as ease the budgetary and management strains on the public sector. Container-handling facilities in some ports, for example, could well be financed by the private sector, whether domestic or foreign.

B. Strengthening planning and maintenance capacity

28. Sound planning of transport investments and of maintenance remains the exception rather than the rule in many African countries, despite the sector often being the largest single user of public funds. The current and prospective scarcity of resources makes it more important to overcome this problem quickly. More rigorous application is required of the principle of maximum social profitability stated in the Global Strategy. 5/ Closer

5/ See United Nations Transport and Communications Decade for Africa, 1978-1988 Volume I: Global Strategy and Plan of Action (United Nations publication, E/CN.14/726, E/CN.14/TRANS/147), p.3.

attention is required at the time of major investment decisions, including those financed by external sources and donors, to the future recurrent expenditure and physical maintenance implications involved. Too often additions have been made to the stock of transport assets, whatever the mode, without careful consideration. As a result, new investment have a short productive life or low output, or both.

29. Existing transport assets must be used more productively and made to last longer in the light of resource constraints. Regular preventive maintenance and timely remedial intervention is needed rather than the too common practice of deferring maintenance to the point where more costly rehabilitation or replacement is necessary. This policy is no longer the easy option for many countries. Steady re-inforcement is required, therefore, of institutions and organizations responsible for maintenance in all transport modes. Mechanisms for maintenance budget planning and financing need overhaul. And higher performance has to be achieved by manpower at all levels in maintenance, planning execution, supervision and evaluation.

30. Africa cannot afford low utilization and unavailability of expensively acquired transport fleets - whether trucks, locomotives, ships or aircraft. Almost new units are sometimes out of service for lack of spare parts or maintenance know-how. Low productivity in the transport sector adversely affects other sectors. For example, the health services system in one African country is said to be operating at only a fraction of its capacity because of the high cost of vehicles and gasoline and the difficulty of obtaining spare parts. It is also evident that in a number of cases the effectiveness of administration and other public services has declined because of transport difficulties.

31. Concerted action is also needed by African Governments, foreign lenders and aid donors to reduce the uneconomic proliferation of different equipment makes and models acquired through tied aid but which compound the maintenance problem. Effective maintenance is a question of effective capacity to do the work. In railways, routine maintenance is sufficiently specialized and tied to operational movements that most of it needs to be done 'in-house'. But in other transport modes there are often many maintenance functions that could be contracted out. Nigeria and Kenya, for example, are finding this effective for some road maintenance. Contracting out a steady annual maintenance load to specialized enterprises also offers a base for the development of engineering enterprises and the spread of industrial skills, as envisaged in the Lagos Plan of Action. The large infrastructure component in transport similarly offers opportunities to encourage the participation of local contracting enterprises - public or private - in maintenance.

32. Two other aspects that affect maintenance and which need attention in many countries are safety and, in the roads subsector, axle load control. Rapid expansion of highway traffic has given rise to serious road safety

problems in some countries with annual losses of as much as 1.0 per cent of GNP, according to some studies. Accidents have many causes, but a major contributory factor is poor maintenance of infrastructure and equipment. The use and over-loading of trucks with axle-load capacities exceeding the design standards of roads seriously compounds the maintenance problem in some countries. More effective load control is essential for the preservation of existing pavements, otherwise massive capital consumption will be entailed. The growth of a "maintenance culture" will be a slow process; nevertheless there are important items in the second phase programme of the Decade which aim at furthering this process.

C. Improving institutional performance and operating efficiency

33. Long and sustained efforts have been made in some countries, often with technical assistance, to improve the effectiveness of government departments responsible for transport and to increase the efficiency of operating agencies in all modes. It remains important in most countries, however - and is of overriding importance in some - to get higher productivity in organizations such as railway corporations, port and airport authorities and parastatal trucking and shipping companies. This is partly a matter of more and better training in the technical aspects of their work and, at the managerial level, in the use of modern financial planning and control processes.

34. In many parts of the transport system in Africa public responsibility and service to the public have come to be empty slogans. Thus, it is important to re-structure responsibilities in a way that provides staff with incentives to efficiently fulfill their tasks. This applies at the level of allocating responsibilities among transport agencies as well as within them. The management of transport service enterprises and agencies need to be given clear over-all financial targets and as much flexibility as possible in deciding how to meet them. Too often, managements are bogged down by archaic regulations and procedures which inhibit initiative and erode managerial responsibilities. As a result, too many state-owned transport agencies and enterprises run more like outmoded public administrations than as efficient, cost-conscious service agencies for the public.

35. Thus, policy reform and institutional changes are needed in some countries (a) to clarify and tighten the responsibilities of state-owned transport enterprises; (b) to enhance managements' freedom of action for fulfilling these responsibilities and running their affairs efficiently, without excessive outside intervention; and (c) to open up the transport sector to new initiatives and enterprise arrangements. Policy reform is a long and slow process of taking a step at a time in the right direction. It also requires sound analysis before being formulated and implemented.

Thus the creation of more well staffed and qualified investment planning units is required. 6/ Increased attention is also required to strengthening costing units in, for example, railways, ports and airline companies. Equally important is the need to put road user taxation on an efficient basis. Policy reforms of this type will help to steer transport demands more efficiently and hence stimulate investment requirements. A number of aspects of the second phase programme are related to these needed improvements in a variety of ways, especially those concerned with studies and training.

D. Increasing energy efficiency in transport

36. Crude oil consumption in Africa grew at an average of 8.7 per cent a year in the early 1970s and then decelerated sharply to about 4.9 per cent annually in the late 1970s. In per capita terms, real consumption increased by 60 per cent although the annual rate of growth was only 2.0 per cent in the second half of the decade. These increases in consumption, a substantial portion of which was for transport, were accompanied by higher crude oil prices. As a result, all African countries except the six net oil exporters have been faced with much higher import bills for fuel, and at a time when, for many, the prices of their exports were falling. These countries depend on oil imports in the range of 27 to 86 per cent of the total commercial energy requirements. Higher oil import bills have "posed severe constraints on the region ... indeed, in many countries an increasing number of productive activities are almost at a complete halt because of (the resulting) energy shortage and balance of payment difficulties". 7/ continued expansion of many economies is dependent upon holding down the rate of growth in expenditures on petroleum products by the transport sector.

37. There is considerable scope for reducing the transport sector's energy use in many African countries by considerably more than 5 per cent by better vehicle operation and maintenance (including driver and mechanic training), by more efficient utilization of vehicle fleets (e.g., empty back-hauls, including those caused by policy rules or regulations), by the gradual conversion of fleets to more energy efficient ones, by marginal shifts of traffic to less energy intensive modes and by better urban transport management. Since trucks and buses normally account for about half of the transport sector's energy consumption in developing countries, they warrant the most attention in Africa. And for these changes to take place at an efficient pace fuel prices have to reflect real supply costs and vehicle

6/ The dearth of reliable, up-to-date statistical and other information about transport operations in Africa is a serious handicap to all concerned with policy formulation, transport planning, project preparation and evaluation. This state of affairs, among others things, adds unnecessarily to the cost of feasibility studies and increases risks of investment mistakes.

7/ ECA document "ECA and Africa's Development: 1983-2008", p. 10 from which this para. is largely constructed.

taxation systems must not distort equipment renewal patterns. In one African country, for example, the structure and level of vehicle taxes does little more than induce people to buy small pick-up trucks rather than more fuel-efficient automobiles. Information on the opportunities for low cost fuel saving methods need to be better distributed in Africa both by governments and outside organizations. Care is also required in introducing policy decisions or administrative controls which, in fact turn out to be inefficient ways of saving fuel or not to save it at all.

38. The burden of the effort to conserve energy and utilize it more efficiently will be borne by ECA member Governments. 8/ Projects included in the second phase programme also contribute in their own ways to these objectives. Better infrastructure reduces operating costs as does new, more energy-efficient equipment.

E. Improving rural transport conditions

39. "Africa's food situation is by now the single most critical area of concern in the region". 7/ Over-all food production trends have not kept pace with population expansion. Thus Africa has had to import increasing amounts of food either on a trade or aid basis. Between 1970 and 1980 food imports increased at an annual rate of 8.4 per cent. Food grains alone totalled 20 million tons in 1980, costing Africa more than \$5.0 billion, excluding ocean transport costs. The increasing imports put burdens on ports and inland distribution systems. All growth scenarios must, of necessity, allow for increased food production, distribution and importation. The transport sector, therefore, has an important role and responsibility to be efficient in meeting these needs.

40. Local transport everywhere accounts for the large majority of rural movements. More attention needs to be given therefore to building simple tracks and encouraging the use of non-conventional, multi-purpose vehicles such as those common in China and elsewhere. The expected doubling of urban populations will also require improvements in short distance networks in their immediate hinterlands. In addition, as ECA has pointed out "countries should conceive their food production plans in such a way that there is some complementarity with other neighbouring countries." 9/ This will require improvement in inter-State and subregional links. Equally, international food imports will require improvements in both ports performance and long distance inland distribution systems.

8/ The World Bank has estimated a 5 per cent saving on a \$37 billion energy bill for transport in developing countries in 1980 would have released an amount of foreign exchange about equal to all Bank lending for transport in that year.

9/ "ECA and Africa's Development: 1983-2008", p. 61.

41. Rural access roads and transport services have great potential for triggering employment increases both in agriculture and related activities. Labour-intensive rural road construction and maintenance techniques - whether under the management of contractors, local communities or public works departments - can not only be more efficient and lower in cost but also more reliable since they depend less on imports. Experience in Ethiopia, Kenya, Tunisia and several West African countries has demonstrated the feasibility and effectiveness of increased local participation in rural transport improvement in ways that ease the financial burdens on central government budgets. These include designs better attuned to local circumstances and improved chances of adequate maintenance.

42. Few of the projects included in the second phase programme can be clearly identified as important direct contributors to alleviating the rural transport and food deficiency problem. It is clear, however, that many do contribute in a host of indirect ways, including opening up new areas, new markets and reducing costs in ways that will give higher prices to producers.

F. Supporting international trade

43. Efficient, low cost transportation is important for Africa's inter-regional and international trade. Although the value of Africa's external trade increased sixteenfold to \$90 billion in 1980, performance in exports in 1970-1980 was sluggish with an annual growth rate of only 0.6 per cent in real terms as compared with 6.0 per cent attained during 1960-1970. Real imports continued to increase by 5.8 per cent yearly between 1970-1980. Thus there was a wide gap in the visible balance of trade for the non-oil exporting African countries amounting to nearly \$9.0 billion in 1980. Also "most serious is the present stagnation or decline in the growth of recorded intra-African trade mainly because of poor transport and communications ..." ^{10/} among other factors.

44. For Africa to achieve its growth and development objectives trade must increase and be carried out efficiently. This is likely to impose larger requirements for transport investments as volumes increase, exports are diversified, self-sufficiency improves and trade movements are re-oriented within Africa. The search for new energy sources is also giving rise to large investments in the production of fuels which will need transporting to export or intra-African markets. The containerization revolution is spreading more rapidly than expected some years ago and requires substantial improvements in many facets of the transport sector of a number of African countries. Finally, international trade across land borders is also likely to increase with the growing complementarity and specialization of African economies.

^{10/} "ECA and Africa's Development: 1983-2008", p. 14. Other figures in this paragraph are drawn from p. 13 of the same study.

45. Thus substantial investments will be required in bulk handling facilities, in conversion of ports to handle containers efficiently, in expansion of airports, in strengthening road and rail facilities and so on. Efficient planning and staging of these investments will be particularly important since large capital costs are often involved and their timely availability can be a determining factor in successful trade expansion.

46. The capital-intensive nature of the new techniques for transport in international trade puts an increased premium on operating efficiency in ports and at other intermodal exchange points. Slow, bureaucratic procedures and restrictive labour practices must change if the benefits of new transport technology are to be gained. In addition, increased efforts are clearly necessary in Africa to spread more fully the trade and transport facilitation measures that have been developed and successfully applied elsewhere - simplification of trade documents and border crossing facilities, international vehicle licensing and insurance arrangements, transit agreements, harmonization of driving rules and signs, axle-load reciprocity agreements, simple immigration and customs procedures for personal travellers, etc. ECA itself has a significant role to play in this process and very many of the projects are intimately associated with reducing the costs and improving the efficiency of the growth of international trade both expected of, and necessary for Africa.

Chapter 3

GENERAL PRESENTATION OF THE SECOND PHASE PROGRAMME

47. The programme of the second phase, adopted by the fourth Conference of African Ministers of Transport, Communications and Planning was prepared on the following basis:

(a) draft programme of the second phase presented to the third Conference of African Ministers of Transport, Communications and Planning, held in Cairo, Egypt in March 1983;

(b) guide-lines given by that Conference for the finalization of the programme;

(c) recommendations of the Paris Round-table on methods to present the programme;

(d) additional criteria for selection of projects, including the time factor;

(e) amendments made by the fourth Meeting of Experts and the fourth Conference of African Ministers of Transport, Communications and Planning.

48. The transport programme adopted for the second phase consists of 581 projects at a total estimated cost of \$14,429 million.

49. Financing already provided or committed by African countries in their national development plans for the transport programme amounts to \$4,286 million or about 30 per cent of the total cost.

50. It should be noted however that some African countries are financing most or in some cases all of their projects. The external financing so far secured is by far less significant, being approximately \$1,089 million or about 7 per cent of the total programme cost. In total, the financing secured is about \$5,375 million or 37 per cent of the programme. Thus financing to be sought is about \$9,053 million.

51. The new presentation of the programme consists of grouping of projects into five main categories:

- maintenance and rehabilitation;
- training and technical assistance;
- inter-State links;

- regional and subregional projects;
- national priority projects.

The last three categories do not include projects already classified under maintenance and rehabilitation, training or technical assistance.

52. This classification assists in illustrating how the programme responds to the key transport problems in Africa, i.e., maintenance and rehabilitation of the existing transport infrastructure and equipment; training of African personnel at various levels and in various fields of specialization to improve efficiency at managerial and technical levels; improvement of inter-State transportation as a pre-requisite for greater political, social and economic integration of the region; co-ordination and integration of the whole transport system through regional/subregional and national priority projects.

53. The main emphasis in the programme (as shown in table 2), in terms of total costs, is on maintenance and rehabilitation (21 per cent), on improvement and development of inter-State links (28 per cent) and on national priority projects (43 per cent). Training and technical assistance (with a share of 2 per cent) can be considered as a modest beginning of a major effort needed in Africa.

54. On the basis of transport modes it is shown in table 3 that, in terms of costs, 75 per cent of the programme is devoted to the rail and road transport subsectors (39 per cent and 36 per cent respectively). Ports account for 13 per cent and air transport for 6 per cent. The maritime transport and inland water transport sub-sectors have a very low share in the programme (3.3 per cent and 2.3 per cent respectively). Multimodal transport has a minimal share of only 0.18 per cent.

55. The importance of maintenance and rehabilitation in the programme has been emphasized in the Global Strategy for the Decade, in the guidelines of the third Conference of Ministers, and by the Paris Round-table. Its impact on preserving existing transport assets and ensuring the smooth operation of the transport system cannot be over-estimated (see also Chapter 4).

56. The second phase programme in this field consists mainly of maintenance and rehabilitation of transport infrastructure - largely roads and railway tracks, some maritime ports and a few airports. It also includes the purchase of equipment and spare parts required for maintenance and repair, the acquisition of dredging equipment, construction of ship repair yards, other repair workshops, and repair and rehabilitation of vessels, etc. In terms of costs the main emphasis is on railways (45 per cent) and roads (30 per cent) followed by maritime ports, airports and inland water with a share of about 7 to 8 per cent each (see table 3).

57. In the field of roads (table 5), the maintenance and rehabilitation programme consists of 42 projects at a total estimated cost of \$927 million for which financing to be sought is \$624 million and is devoted mainly to maintenance, repair, rehabilitation and reconstruction of about 6,000 km of roads. Although most of the road maintenance and rehabilitation projects have been submitted as national projects, and the length of roads to be improved are shown within national boundaries, a substantial part of these projects consists of sections of trans-African highways and/or their feeder links and plays an important role in ensuring smooth, safe and reliable international transport throughout the year.

58. Other road maintenance and rehabilitation projects deserving special attention relate to the organization and planning of road maintenance, e.g., the study and implementation of a road maintenance programme in the Gambia (ROP-17-001) or the maintenance and rehabilitation of the national road network as part of the Upper Volta's fourth road plan (ROP-47-013). Such projects aiming at preventing the deterioration of existing national road networks help to avoid high costs of rehabilitation/reconstruction.

59. In railways (table 5), the maintenance and rehabilitation programme consists of 36 projects estimated at about \$1,404 million for which the financing to be sought is about \$1,036 million. This programme provides for rehabilitation and/or modernization of about 5,500 km of railway track, or about 9 per cent of the whole railway network in Africa. The programme also includes projects for the purchase of spare parts for rolling stock, construction of a railway mechanical workshop, and modernization of safety and telecommunication installations, etc.

60. In the field of maritime transport there are only five projects estimated at \$21 million for maintenance and rehabilitation consisting of purchase of various equipment, studies and/or construction of ship yards. The 17 port maintenance and rehabilitation projects estimated at \$250 million provide for rehabilitation and extension of ports (establishment or extension of dry docking facilities, maintenance workshop, repair of lighthouses, extension and/or rehabilitation of berthing facilities, modernization of port equipment, purchase of cargo-handling equipment, of a dredger, etc.).

61. In the air transport sub-sector, the maintenance and rehabilitation programme consists of 20 projects estimated at \$275 million and provides mainly for rehabilitation and reconstruction of airports, purchase of spare parts and equipment, modernization of navigational aids, establishment of maintenance centres, etc.

62. The inland water transport programme provides for extension of ports, construction of river shipyards, rehabilitation and modernization of vessels, improvement of navigational aids, etc. It consists of 13 projects estimated at \$214 million.

63. There are no maintenance and rehabilitation projects as yet in the field of multimodal transport, which is of great potential, but only beginning in Africa.

64. The share of the maintenance and rehabilitation programme as a percentage of total cost of the programme for the various transport modes is the most important in inland water transport (66 per cent), followed by air transport and railways (30 and 25 per cent respectively); it is much lower for roads and ports (18 per cent and 13 per cent), minimal for maritime transport (4 per cent) and nil for multimodal transport (table 4).

65. The second group of projects is concerned with training and technical assistance. Included in those are the establishment of new training centres and expansion of existing ones; provision of fellowships, managerial and organizational improvements and direct technical assistance.

66. Table 5 illustrates that training and technical assistance projects are more important, in terms of costs, in maritime transport (\$117 million) and in air transport (\$87 million) than in railways (\$51 million). In the roads, ports and multimodal transport sub-sectors, the cost of training and technical assistance is much lower (\$15 million, \$10 million and \$5 million respectively). It is minimal in inland water transport (\$1.5 million). It should be noted however (table 4) that in roads, railways, ports and inland water transport, the share of the training programme expressed as a percentage of the total cost of these respective programmes is very low (below 1 per cent), while it is relatively high in maritime transport (24 per cent), in multimodal transport (19 per cent) and in air transport (9 per cent). In view of the high priority accorded to training and technical assistance in the Global Strategy and in the guide-lines of the Conference of Ministers, as well as in the light of the present scarcity of skilled manpower and inadequacy of existing training institutions, the programme is extremely modest and its implementation warrants being given a very high priority.

67. The third group of projects - those aimed at improvement and development of inter-State links - comprises those items which were grouped into transport corridors, trans-African highways and intra-African air-links. These are projects responding to the principal goals of the Global Strategy for the Decade, i.e., "promoting the integration of transport and communications infrastructures with a view to increasing intra-African trade", "ensuring the co-ordination of the various transport systems in order to increase their efficiency", and "opening up of land-locked countries and isolated regions". 11/

11/ Document E/CN.14/726, E/CN.14/TRANS/147, para. 58.

68. The 105 transport corridors projects estimated at \$2,354 million are devoted to improvement and development of existing and potential inter-State transport corridors. In particular they will improve access to the sea for the 14 land-locked African countries. Projects include the upgrading and construction of new sections of road and railway links, the construction of transit warehouses in ports for land-locked countries and the construction of container and transit terminals and new facilities in maritime and inland water ports.

69. The trans-African highways programme, consisting of 82 projects estimated at \$1,695 million, largely comprises those for the upgrading and/or construction of sections of inter-State highways or of feeder roads to them and studies.

70. With regard to intra-African air-links, there are 13 regional/subregional projects estimated at \$54 million devoted to the improvement of co-operation and co-ordination in international air transport in Africa and national projects for improvement, modernization and development of international airports and purchase of equipment for them.

71. There is a total of 200 projects for the improvement and development of inter-State links, estimated at \$4,104 million, and for which financing to be sought is \$2,392 million. This programme consists mainly of roads (126 projects estimated at \$2,909 million), ports (13 projects estimated at \$692 million) and railways (21 projects estimated at \$328 million). The share of other transport modes in the development of inter-State links is much lower (table 4).

72. Regional and subregional projects, other than those classified under the above groups, consists mainly of railway projects (60 per cent of the cost) followed by maritime transport (21 per cent) and roads (17 per cent); the share of other transport modes is below 1 per cent each. It include projects for construction of two road sections (588 km), studies on harmonization of international road traffic regulations, a study for the harmonization of inland waterways legislation, and another on the harmonization of port tariffs, establishment of multinational institutions such as a subregional maritime transport company, an intra-African agency for financing the purchase of aircraft as well as the establishment of a regional transport institute. This group also includes a project aimed at preventing and combating pollution in inland waterways and inland water ports, as well as projects relating to the development and standardization of transport equipment, and improvement of management in road transport. There are also four railway projects in this group out of which three are for feasibility studies on railway links and one on the construction of a railway link involving two countries.

73. The relatively low cost of this regional and subregional group of 33 projects (\$750 million) is largely due to the fact that it consists mainly of studies. Nevertheless its potential impact on the improvement

of operations and the integration of Africa's transport system exceeds by far its share in the cost of the programme. The share of this group of projects in the total cost of the programme for the various transport modes is important in maritime transport (33 per cent) and multimodal transport (25 per cent). It is much lower in railways (8 per cent), very low in roads (2 per cent) and minimal in the other modes (below 1 per cent).

74. The last group of projects consists of national priority projects and contains a variety of project types - upgrading or construction of roads important for the countries concerned, construction of railway links, the purchase of ships, a study of navigability of rivers, improvement and extension of ports and of port productivity, the construction and/or development of national airports, etc. In general, however, the projects are devoted mainly to the improvement, modernization and further development of the existing transport infrastructure, rather than adding to it.

75. These projects are considered as priority items because (a) a substantial part of them are for least developed or other disadvantaged countries, (b) they are included in the national development plans with many of them already financed in part or in total, or (c) they are in the stage of implementation. As shown in table 2, the total cost of these national priority projects amounts to \$6,196 million or 43 per cent of the total second phase programme. Some \$3,757 million in external financing is required for them. They consist mainly of railway projects (55 per cent of the total cost), followed by roads (20 per cent), ports (14 per cent) and air transport (8 per cent).

76. The share of national priority projects in the total programme for the various transport modes is important for most of the modes, being 60 per cent for railways, 55 per cent for air transport, 48 per cent for ports, 36 per cent for maritime transport, and 24 per cent for roads; its share is minimal only for inland water and for multimodal transport, being 4 per cent and 0.45 per cent respectively.

77. A more detailed analysis of the broad elements of the second phase transport programme is presented in Chapters 4-8, where each group of projects is considered in its wider context. To complete this general presentation of the transport programme, however, below is a brief description by grouping projects by transport modes, and nature showing the structure of the programme for each transport mode, and finally by countries and transport mode.

78. The structure of the programme by transport modes and by nature of projects is shown in tables 4 and 6.

79. In the field of roads, the main emphasis is on inter-State links (56 per cent of the cost of the road programme), followed by national projects (24 per cent), and maintenance and rehabilitation projects

(18 per cent). The main part of the local financing secured (53 per cent) is devoted to the inter-State links projects, while the external financing is secured mainly for national priority projects and inter-State links.

80. The railway programme comprises mainly national priority projects (60 per cent of the total cost), followed by maintenance and rehabilitation (25 per cent); regional projects have a share of 8 per cent, inter-State links only about 6 per cent, and the training and technical assistance programme is below one per cent. It should also be noted that the main part of both local and external financing secured is for national priority projects, amounting jointly to 48 per cent of the total cost of these projects, while financing secured for maintenance and rehabilitation covers only 26 per cent of its cost.

81. The maritime transport programme consists mainly of national priority projects (36 per cent) and regional projects (33 per cent); an important share of training projects (24 per cent) should also be noted. The total financing secured so far amounts to only 12 per cent of the total cost of the maritime transport programme.

82. As far as ports are concerned, the programme includes in the main three groups, that is national priority projects (48 per cent), inter-State links (37 per cent) and maintenance and rehabilitation (13 per cent). Training and regional projects have a joint share of less than one per cent. External financing secured so far for the port programme is minimal (4 per cent of the total cost) while local financing is substantial (30 per cent).

83. In the field of air transport most of the programme consists of national priority projects (55 per cent of cost), followed by maintenance and rehabilitation projects (30 per cent). It should be noted that the training programme is quite substantial (9 per cent), while inter-State links have a very low share of 6 per cent, and regional projects are negligible (0.02 per cent). Total financing secured so far amounts to about 16 per cent (local financing 11 per cent and external financing 5 per cent).

84. The major portion of the inland water transport programme is for maintenance and rehabilitation projects (66 per cent of cost), followed by inter-State links (29 per cent), the remaining 5 per cent being shared by national priority projects (4 per cent) and training, technical assistance and regional projects (jointly one per cent). Financing so far secured for the programme is rather low (local financing 15.6 per cent and external financing a minimal 0.4 per cent).

85. The multimodal transport programme comprises only 11 projects estimated at \$26.52 million and includes inter-State links projects (55.5 per cent of cost), regional projects (25 per cent) and training

and technical assistance (19 per cent). It should be noted that there are no maintenance and rehabilitation projects. Some local financing has been secured (\$0.99 million) for inter-State links projects only.

86. The distribution of the programme by country is set out in table 7 which shows the number and cost of projects for each country, the local and external financing received, and the financing gap to be filled in each country. To draw any meaningful conclusions from the figures a comprehensive analysis should be made which requires much more information than is at present available. Nevertheless, some broad observations can be made.

87. First, the programme is unevenly spread among the African countries, with the financing required by some of them being in excess of \$500 million for the five-year period of the second phase. For six African countries the financing sought for each is in the range of \$400-1,500 million with the total involved being \$4,405 million or 49 per cent of all the financing required. Secondly, some external financing has been ensured for projects in 24 countries, ranging from \$0.35 million to \$58 million for 22 countries and from \$210 million to \$302 million for two countries. Thirdly, 44 African countries have already made provision for some financing two projects with the sums involved ranging from small contributions to over \$800 million. One country (Nigeria) plans to finance all its projects included in the programme from its own resources. In some other countries a very substantial part of the financing received for their projects is also being provided locally. Fourthly, two countries (Botswana and Tunisia) have not submitted any transport projects for inclusion in the programme.

88. The structure of the programme both by countries and by transport mode is shown in tables 8 to 14. Indications are given on how many and which countries are interested in the development of a particular transport mode. The tables indicate, inter alia, that almost all countries have road projects, while projects for other transport modes have been presented by a much lower number of countries. For example, road projects have been presented by 42 countries, air transport projects by 34 countries, port projects by 32 countries, railway projects by 23 countries, inland water transport projects by 14 countries, maritime transport projects by 13 countries and multimodal transport projects by five countries.

Table 2. Projects by nature: All transport modes

Nature of projects	Number of projects	Total cost	Financing received		\$ million Financing to be sought
			External	Local	
Maintenance and rehabilitation	133	3,092.31	124.24	640.07	2,328.00
Training and technical assistance	75	286.83	26.86	80.68	179.29
Inter-State links:	200	4,103.67	342.73	1,370.02	2,381.92
Transport corridors	105	2,354.12	174.88	927.97	1,251.27
Trans-African Highways and feeder roads	82	1,695.39	162.35	437.39	1,095.65
Intra-African air-links	13	54.16	5.50	13.66	35.00
Regional/subregional projects	33	750.39	32.70	310.09	407.60
National priority projects	140	6,195.95	562.54	1,876.42	3,756.99
TOTAL	581	14,429.15	1,039.07	4,286.28	9,053.80

<u>Percentage</u>					
Maintenance and rehabilitation	22.89	21.43	11.41	14.93	25.71
Training and technical assistance	12.91	1.99	2.47	1.88	1.98
Inter-State links	34.42	28.44	31.47	32.17	26.31
Regional/subregional projects	5.68	5.20	3.00	7.24	4.50
National priority projects	24.10	42.94	51.65	43.78	41.50
TOTAL	100.00	100.00	100.00	100.00	100.00

Table 3. Projects by transport mode

Transport mode	Number of projects	Total cost	Financing External	\$ million	
				received Local	Financing to be sought
ROP	239	5,204.25	477.20	1,519.94	3,207.11
RAP	84	5,616.84	460.00	2,015.41	3,141.35
SHP	38	482.93	19.00	39.25	424.68
HAP	70	1,849.89	81.20	559.64	1,209.05
AIP	94	923.04	50.31	100.09	772.64
INP	45	325.68	1.28	50.96	273.44
MMP	11	26.52	-	0.99	25.53
TOTAL	581	14,429.15	1,089.07	4,286.28	9,053.80

Transport mode	Percentage	Total cost	Financing External	received Local	Percentage
ROP	41.14	36.06	43.82	35.46	35.42
RAP	14.46	38.93	42.24	47.02	34.70
SHP	6.54	3.35	1.74	0.92	4.69
HAP	12.05	12.82	7.46	13.05	13.36
AIP	16.18	6.40	4.62	2.34	8.53
INP	7.74	2.26	0.12	1.19	3.02
MMP	1.89	0.18	-	0.02	0.28
TOTAL	100.00	100.00	100.00	100.00	100.00

Table 4. Total cost of projects by transport mode and by nature

Transport mode	Million \$					
	Mainte- nance & rehabilit.	Training and tech. assist.	Inter- State links	Regional S/regional projects	National projects	Total cost
ROP	927.43	15.12	3,909.36	124.55	1,227.79	5,204.25
RAP	1,404.65	50.81	328.48	452.50	3,380.40	5,616.84
SHP	20.91	116.99	11.70	158.03	175.30	482.93
HAP	249.60	10.19	691.64	6.68	891.78	1,849.89
AIP	275.26	87.21	54.16	0.20	506.21	923.04
INP	214.46	1.51	93.61	1.75	14.35	325.68
MMP	---	5.00	14.72	6.68	0.12	26.52
TOTAL	3,092.31	286.83	4,103.67	750.39	6,195.95	14,429.15

Per cent (total by nature - 100)

ROP	29.99	5.27	70.90	16.00	19.82	36.07
RAP	45.42	17.71	8.00	60.30	54.56	38.93
SHP	0.68	40.80	0.29	21.06	2.83	3.35
HAP	8.07	3.55	16.85	0.89	14.39	12.82
AIP	8.90	30.40	1.32	0.03	8.17	6.48
INP	6.94	0.53	2.28	0.23	0.23	2.26
MMP	---	1.74	0.36	0.89	0.00	0.18
TOTAL	100.00	100.00	100.00	100.00	100.00	100.00

Per cent (total by mode 100)

ROP	17.82	0.29	55.90	2.39	23.60	100.00
RAP	25.01	0.90	5.85	8.06	60.18	100.00
SHP	4.33	24.23	2.42	32.72	36.30	100.00
HAP	13.49	0.55	37.39	0.36	48.21	100.00
AIP	29.82	9.45	5.87	0.02	54.84	100.00
INP	65.85	0.46	28.74	0.54	4.41	100.00
MMP	---	18.85	55.51	25.19	0.45	100.00

Table 5. Projects by nature and transport mode

Transport mode	Number of projects	Total cost	Financing External	\$ million	
				received Local	Financing to be sought
Maintenance and rehabilitation					
ROP	42	927.43	56.26	247.06	624.11
RAP	36	1,404.65	63.98	304.68	1,035.99
SHP	5	20.91	---	10.00	10.91
HAP	17	249.60	4.00	15.69	229.91
AIP	20	275.26	---	14.90	260.36
INP	13	214.46	---	47.74	166.72
MMP	---	---	---	---	---
TOTAL	133	3,092.31	124.24	640.07	2,328.00

Training and technical assistance

ROP	9	15.12	1.00	0.96	13.16
RAP	9	50.81	5.10	30.73	14.98
SHP	19	116.99	12.00	13.25	91.74
HAP	7	10.19	---	---	10.19
AIP	26	87.21	8.76	35.74	42.71
INP	4	1.51	---	---	1.51
MMP	1	5.00	---	---	5.00
TOTAL	75	286.83	26.86	80.68	179.29

Inter-State links

ROP	126	2,909.36	187.95	1,161.24	1,560.17
RAP	21	328.48	92.00	70.15	166.33
SHP	3	11.70	---	3.50	8.20
HAP	13	691.64	56.00	126.90	508.74
AIP	13	54.16	5.50	13.66	35.00
INP	17	93.61	1.28	2.58	89.75
MMP	7	14.72	---	0.99	13.73
TOTAL	200	4,103.67	342.73	1,379.02	2,381.92

\$ Million					
Transport Mode	Number of projects	Total cost	Financing External	received Local	Financing to be sought

Regional/subregional projects

ROP	7	124.55	29.00	10.00	85.55
RAP	4	452.50	--	300.05	152.45
SHP	7	158.03	--	--	158.03
HAP	6	6.68	3.70	--	2.98
AIP	2	0.20	--	--	0.20
INP	5	1.75	--	0.04	1.71
MMP	2	6.63	--	--	6.63
TOTAL	33	750.39	32.70	310.09	407.60

National priority projects

ROP	55	1,227.79	202.99	100.68	924.12
RAP	14	3,380.40	299.00	1,309.80	1,771.60
SHP	4	175.30	7.00	12.50	155.80
HAP	27	891.78	17.50	417.05	457.23
AIP	33	506.21	36.05	35.79	434.37
INP	6	14.35	--	0.60	13.75
MMP	1	0.12	--	--	0.12
TOTAL	140	6,195.95	562.54	1,876.42	3,756.99
GRAND TOTAL	581	14,429.15	1,089.07	4,206.28	9,053.80

Table 6. Products by transport mode and by nature

					\$ Million
Transport mode nature of projects	Number of projects	Total cost	Financing External	received Local	Financing to be sought
Roads and road transport					
Maintenance and rehabilitation	42	927.43	56.26	247.06	524.11
Training and Tech.Asst.	9	15.12	1.00	0.96	13.16
Inter-State links	126	2,909.36	187.95	1,161.24	1,560.17
Regional/subregional projects	7	124.55	29.00	10.00	85.55
National priority projects	55	1,227.79	202.99	100.68	924.12
TOTAL	239	5,204.25	477.20	1,519.94	3,207.11
Railways and rail transport					
Maintenance and rehabilitation	36	1,404.65	63.98	304.68	1,035.99
Training and Tech.Asst.	9	50.81	5.10	30.73	14.98
Inter-State links (transport corridors)	21	328.48	92.00	70.15	166.33
Regional/subregional projects	4	452.50	--	300.05	152.45
National priority projects	14	3,380.40	299.00	1,309.80	1,771.60
TOTAL	84	5,616.84	460.08	2,015.41	3,141.35
Maritime transport					
Maintenance and rehabilitation	5	20.91	--	10.00	10.91
Training and Tech.Asst.	19	116.99	12.00	13.25	91.74
Inter-State links (transport corridors)	3	11.70	--	3.50	8.20
Regional/subregional projs.	7	158.03	--	--	158.03
National priority projects	4	175.30	7.00	12.50	155.80
TOTAL	38	482.93	19.00	39.25	424.68

Transport mode nature of projects	Number of projects	Total cost	Financing External	received Local	Financing to be sought
Ports					
Maintenance and rehabilitation	17	249.60	4.00	15.69	229.91
Training and Tech.Asst.	7	10.19	--	--	10.19
Inter-State links (transport corridors)	13	691.64	56.00	126.90	508.74
Regional/subregional projects	6	6.68	3.70	--	2.98
National priority projects	27	891.78	17.50	417.05	457.23
TOTAL	70	1,849.89	81.20	559.64	1,209.05

Air transport

Maintenance and rehabilitation	20	275.26	--	14.90	260.36
Training and Tech.Asst.	26	87.21	8.76	35.74	42.71
Inter-State links (Intra-African air links)	13	54.16	5.50	13.66	35.00
Regional/subregional projects	2	0.20	--	--	0.20
National priority projects	33	506.21	36.05	35.79	434.37
TOTAL	94	923.04	50.31	100.09	772.64

Transport mode	Number of projects	Total cost	Financing External	received Local	Financing to be sought
Inland water transport					
Maintenance and rehabilitation	13	214.46	---	47.74	166.72
Training and Tech.Asst.	4	1.51	---	---	1.51
Inter-State links (transport corridors)	17	93.61	1.28	2.58	89.75
Regional/subregional projects	5	1.75	---	0.04	1.71
National priority projects	6	14.35	---	0.60	13.75
TOTAL	45	325.68	1.28	50.96	273.44
Multimodal transport					
Maintenance and rehabilitation	---	---	---	---	---
Training and Tech.Asst.	1	5.00	---	---	5.00
Inter-State links (transport corridors)	7	14.72	---	0.99	13.73
Regional/subregional projects	2	6.68	---	---	6.68
National priority projects	1	0.12	---	---	0.12
TOTAL	11	26.52	---	0.99	25.53
GRAND TOTAL	581	14,429.15	1,089.07	4,286.28	9,053.00

Table 7. Projects by country - all modes of transport

Code	Country	Number of projects	Total Cost	Financing External	\$ million	
					received	Financing to be sought
					Local	
01	Algeria	3	609.00	--	600.00	9.00
02	Angola	11	64.60	--	8.5	56.10
03	Benin	8	100.10	7.10	2.7	90.30
05	Burundi	13	163.17	16.50	1.00	145.67
06	Cameroon	17	641.10	58.00	175.27	407.83
07	Cape Verde	14	74.96	22.60	0.06	52.30
08	CAR	9	61.72	--	--	61.72
09	Chad	7	22.55	--	--	22.55
10	Comoros	9	41.04	12.10	9.78	19.16
11	Congo	10	426.22	12.77	127.14	286.31
12	Djibouti	10	77.24	25.46	2.45	49.33
13	Egypt	2	32.00	--	7.50	24.50
14	Eq. Guinea	11	26.09	1.50	0.01	24.58
15	Ethiopia	19	533.77	--	111.03	422.74
16	Gabon	9	1,674.63	302.20	695.98	676.45
17	The Gambia	9	75.50	51.30	1.70	22.50
18	Ghana	25	716.06	--	160.80	555.26
19	Guinea	15	457.63	210.55	25.15	221.93
20	Guinea-Bissau	5	47.87	6.00	0.20	41.67
21	Ivory Coast	10	214.59	46.00	42.60	125.99
22	Kenya	10	185.76	45.10	--	140.66
23	Lesotho	3	101.50	--	40.20	61.30
24	Liberia	10	46.45	--	0.50	45.95
25	Libya	9	443.50	--	313.50	130.00
26	Madagascar	8	227.12	2.50	12.00	212.62
27	Malawi	10	20.96	--	2.02	18.94
28	Mali	21	120.46	25.58	0.09	94.79
29	Mauritania	5	6.86	--	0.02	6.84
30	Mauritius	3	1.86	--	0.24	1.62
31	Morocco	14	1,598.10	--	34.50	1,563.60
32	Mozambique	3	344.70	--	78.30	266.40
33	Niger	13	251.80	--	0.25	251.55
34	Nigeria	8	849.98	--	849.98	--
35	Rwanda	12	91.01	45.00	17.41	28.60
36	Sao Tome/Principo	2	1.63	--	0.15	1.48
37	Senegal	5	76.20	9.00	5.00	62.20
38	Seychelles	1	5.80	--	0.50	5.30
39	Sierra Leone	8	13.94	0.35	0.17	13.42
40	Somalia	6	127.00	8.00	2.90	116.10
41	Sudan	31	972.25	--	193.20	779.05
42	Swaziland	4	47.80	--	--	47.80

Code	Country	Number of projects	Total Cost	Financing External	\$ million	
					received	Financing to be sought
					Local	
43	Tanzania	8	182.10	24.70	35.60	121.80
44	Togo	5	140.35	48.00	23.05	69.30
46	Uganda	19	325.66	--	76.96	248.70
47	Upper Volta	11	213.79	22.69	63.29	127.81
48	Zaire	20	428.64	54.60	129.00	245.04
49	Zambia	17	227.15	--	13.33	213.82
50	Zimbabwe	5	24.72	--	2.60	22.12
60	Regional	94	1,292.22	31.47	419.65	841.10
TOTAL		581	14,429.15	1,089.07	4,286.28	9,053.80

Table 8. Projects by country and transport modeRoads and road transport

Code	Country	Number of projects	Total cost	Financing External	\$ million	
					received Local	Financing to be sought
01	Algeria	1	6.00	-	-	6.00
02	Angola	5	9.50	-	-	9.50
03	Benin	6	89.40	7.10	1.60	80.70
05	Burundi	6	137.69	16.50	-	121.19
06	Cameroon	13	528.40	1.00	156.27	371.13
07	Cape Verde	8	22.86	10.10	0.06	12.70
08	CAR	6	41.62	-	-	41.62
09	Chad	5	22.30	-	-	22.30
10	Comoros	1	27.70	12.10	7.90	7.70
11	Congo	3	168.60	-	67.60	101.00
12	Djibouti	3	41.65	1.16	0.75	39.74
14	Equatorial Guinea	3	20.68	-	-	20.68
15	Ethiopia	10	257.86	-	109.60	148.26
16	Gabon	4	225.45	-	-	225.45
17	The Gambia	7	69.50	45.50	1.50	22.50
18	Ghana	15	581.54	-	128.92	452.62
19	Guinea	8	338.85	210.00	25.15	103.70
20	Guinea-Bissau	3	17.75	6.00	0.20	11.55
21	Ivory Coast	7	70.59	1.00	25.60	43.99
22	Kenya	9	180.16	41.00	-	139.16
23	Lesotho	3	101.50	-	40.20	61.30
24	Liberia	7	32.95	-	0.50	32.45
26	Madagascar	1	0.30	-	-	0.30
27	Malawi	2	3.45	-	0.15	3.30
28	Mali	11	58.15	25.00	-	33.15
29	Mauritania	2	4.00	-	-	4.00
31	Morocco	6	131.50	-	34.50	97.00
32	Mozambique	1	1.00	-	0.10	0.90
33	Niger	5	180.65	-	-	180.65
34	Nigeria	5	766.48	-	766.48	-
35	Rwanda	6	66.73	45.00	16.45	5.28
37	Senegal	3	26.20	-	-	26.20
39	Sierra Leone	2	0.86	0.35	-	0.51
40	Somalia	4	96.40	8.00	0.40	88.00
41	Sudan	12	256.30	-	50.30	206.00
43	Tanzania	5	57.50	23.70	9.40	24.40
44	Togo	3	20.75	-	0.25	20.50
46	Uganda	2	131.76	-	33.36	98.40

						\$ million
Code	Country	Number of projects	Total cost	Financing External	received Local	Financing to be sought
47	Upper Volta	6	177.80	22.69	39.00	116.11
48	Zaire	2	7.50	-	-	7.50
49	Zambia	8	191.10	-	1.10	190.00
50	Zimbabwe	5	24.72	-	2.60	22.12
60	Regional	10	8.55	1.00	-	7.55
TOTAL		239	5,204.25	477.20	1,519.94	3,207.11

Table 9. Projects by country and transport mode:Railways and rail transport

						\$ million
Code	Country	Number of projects	Total cost	Financing External	received Local	Financing to be sought
01	Algeria	1	600.00	-	600.00	-
02	Angola	2	42.00	-	6.00	36.00
03	Benin	1	7.50	-	1.10	6.40
06	Cameroon	1	80.00	57.00	18.00	6.00
11	Congo	1	120.60	-	26.10	94.50
16	Gabon	2	1,293.00	299.00	690.00	304.00
18	Ghana	3	35.60	-	27.99	7.61
19	Guinea	1	105.00	-	-	105.00
21	Ivory Coast	2	60.00	29.00	17.00	14.00
22	Kenya	1	5.60	4.10	-	1.50
25	Libya	5	N.A.	N.A.	N.A.	N.A.
26	Madagascar	1	152.00	-	12.00	140.00
27	Malawi	1	8.40	-	0.90	7.50
28	Mali	5	30.13	0.58	0.09	29.46
31	Morocco	2	1,235.00	-	-	1,235.00
37	Senegal	1	25.00	9.00	-	16.00
41	Sudan	8	475.00	-	91.00	384.00
42	Swaziland	3	17.80	-	-	17.80
43	Tanzania	1	13.00	1.00	5.60	6.40
46	Uganda	7	148.13	-	43.20	104.93
47	Upper Volta	1	23.60	-	23.60	-
48	Zaire	4	252.60	54.60	79.00	119.00
49	Zambia	4	5.30	-	0.55	4.75
60	Regional	26	881.58	5.80	373.28	502.50
TOTAL		84	5,616.84	460.08	2,015.41	3,141.35

Table 10. Projects by country and transport mode:Maritime transport

Code	Country	Number of projects	Total cost	Financing External	\$ million	
					received Local	Financing to be sought
01	Algeria	1	3.00	-	-	3.00
03	Benin	1	3.20	-	-	3.20
07	Cape Verde	1	7.00	7.00	-	-
09	Chad	1	0.15	-	-	0.15
14	Eq. Guinea	1	0.80	-	-	0.80
15	Ethiopia	1	3.50	-	-	3.50
19	Guinea	1	0.36	-	-	0.36
25	Libya	1	142.50	-	12.50	136.00
31	Morocco	1	25.00	-	-	25.00
33	Niger	1	8.00	-	-	8.00
34	Nigeria	2	13.50	-	13.50	-
39	Sierra Leone	1	0.37	-	-	0.37
48	Zaire	4	5.08	-	-	5.08
60	Regional	21	270.47	12.00	13.25	245.22
TOTAL		38	482.93	19.00	39.25	424.68

Table 11. Projects by country and transport mode:

Ports

Code	Country	Number of projects	Total cost	Financing External	% Million Financing	
					received Local	to be sought
02	Angola	1	5.00	-	-	5.00
05	Burundi	1	4.60	-	1.00	3.60
06	Cameroon	1	1.00	-	1.00	-
07	Cape Verde	3	29.40	5.50	-	23.90
09	Chad	1	0.10	-	-	0.10
10	Comoros	2	0.60	-	-	0.60
11	Congo	3	45.00	12.00	17.90	15.10
12	Djibouti	2	2.39	-	-	2.39
14	Equatorial G.	1	4.55	1.50	-	3.05
15	Ethiopia	5	124.20	-	0.60	123.60
16	Gabon	1	140.18	-	5.18	135.00
18	Ghana	4	68.45	-	2.19	66.26
19	Guinea	4	11.20	-	-	11.20
20	Guinea B.	1	30.00	-	-	30.00
21	Ivory Coast	1	84.00	16.00	-	68.00
24	Liberia	2	12.50	-	-	12.50
25	Libya	3	301.00	-	301.00	-
26	Madagascar	2	45.00	2.50	-	42.50
28	Mali	1	6.08	-	-	6.08
31	Morocco	3	104.00	-	-	104.00
32	Mozambique	2	343.70	-	78.20	265.50
33	Niger	1	3.90	-	-	3.90
34	Nigeria	1	70.00	-	70.00	-
35	Rwanda	1	10.20	-	0.20	10.00
37	Senegal	1	25.00	-	5.00	20.00
39	Sierra Leone	3	3.10	-	0.17	2.93
40	Somalia	2	30.60	-	2.50	28.10
41	Sudan	2	50.00	-	13.00	37.00
43	Tanzania	1	102.60	-	18.10	84.50
44	Togo	1	106.80	40.00	22.80	44.00
47	Upper Volta	1	2.66	-	-	2.66
48	Zaire	3	64.60	-	20.80	43.80
60	Regional	9	17.48	3.70	-	13.78
TOTAL		70	1,849.89	81.20	559.64	1,209.05

Table 12. Projects by country and transport mode:Air transport

						\$ million
Code	Country	Number of projects	Total cost	Financing External	received Local	Financing to be sought
02	Angola	3	8.10	-	2.50	5.60
05	Burundi	4	11.08	-	-	11.08
06	Cameroon	1	31.00	-	-	31.00
07	Cape Verde	2	15.70	-	-	15.70
08	CAR	1	18.70	-	-	18.70
10	Comoros	6	12.74	-	1.88	10.86
11	Congo	1	59.42	-	15.14	44.28
12	Djibouti	5	33.20	24.30	1.70	7.20
13	Egypt	2	32.00	-	7.50	24.50
14	Equatorial G.	1	0.06	-	0.01	0.05
15	Ethiopia	3	148.21	-	0.83	147.38
16	Gabon	1	4.00	3.20	0.80	-
17	Gambia	1	5.50	5.30	0.20	-
18	Ghana	3	30.47	-	1.70	28.77
19	Guinea	1	2.22	0.55	-	1.67
24	Liberia	1	1.00	-	-	1.00
26	Madagascar	4	29.82	-	-	29.82
27	Malawi	3	5.96	-	0.63	5.33
28	Mali	2	11.23	-	-	11.23
29	Mauritania	3	2.86	-	0.02	2.84
30	Mauritius	3	1.86	-	0.24	1.62
31	Morocco	2	102.60	-	-	102.60
33	Niger	3	36.88	-	0.15	36.73
35	Rwanda	2	1.68	-	0.66	1.02
36	Sao Tome and P.	2	1.63	-	0.15	1.48
38	Seychelles	1	5.80	-	0.50	5.30
39	Sierra Leone	2	9.61	-	-	9.61
41	Sudan	6	75.45	-	20.40	55.05
42	Swaziland	1	30.00	-	-	30.00
44	Togo	1	12.80	8.00	-	4.80
46	Uganda	4	41.71	-	0.40	41.31
47	Upper Volta	1	8.00	-	-	8.00
48	Zaire	3	12.80	-	-	12.80
49	Zambia	5	30.75	-	11.68	19.07
60	Regional	10	88.20	8.96	33.00	46.24
TOTAL		94	923.04	50.31	100.09	772.64

Table 13. Projects by country and transport mode:

Inland water transport

Code	Country	Number of projects	Total cost	Financing External	\$ Million	
					received Local	Financing to be sought
05	Burundi	2	9.80	-	-	9.80
06	Cameroon	1	0.70	-	-	0.70
08	CAR	2	1.40	-	-	1.40
11	Congo	2	32.60	0.77	0.40	31.43
16	Gabon	1	12.00	-	-	12.00
17	Gambia	1	0.50	0.50	-	-
27	Malawi	3	2.10	-	0.14	1.96
28	Mali	2	14.87	-	-	14.87
33	Niger	3	22.37	-	0.10	22.27
35	Rwanda	2	5.30	-	-	5.30
41	Sudan	3	115.50	-	18.50	97.00
43	Tanzania	1	9.00	-	2.50	6.50
46	Uganda	4	3.92	-	-	3.92
48	Zaire	4	86.06	-	29.20	56.86
60	Regional	14	9.56	0.01	0.12	9.43
TOTAL		45	325.68	1.28	50.96	273.44

Table 14. Projects by country and transport mode:

Multimodal transport

Code	Country	Number of projects	Total cost	Financing received		\$ million
				External	Local	Financing to be sought
20	Guinea B.	1	0.12	-	-	0.12
27	Malawi	1	1.05	-	0.20	0.85
35	Rwanda	1	7.10	-	0.10	7.00
46	Uganda	2	0.14	-	-	0.14
47	Upper Volta	2	1.73	-	0.69	1.04
60	Regional	4	16.38	-	-	16.38
TOTAL		11	26.52	-	0.99	25.53

Chapter 4

MAINTENANCE AND REHABILITATION

89. It is becoming increasingly recognized by many African Governments that priority attention should be given to the often seriously deteriorating maintenance conditions. The Global Strategy clearly stated that "As there is no economic substitute for timely basic maintenance... no effort should be spared by road authorities in African countries and international agencies involved in road development to protect the existing road network from deterioration and destruction". ^{12/} This observation applies equally to the other transport modes. The second phase programme therefore, addresses this issue in a number of ways, including rehabilitation projects whose purpose is to make up for the absence of proper maintenance in the past.

90. In addition, the international community is making efforts to encourage good maintenance planning and practices. For example, ECA in collaboration with the African Development Bank, the World Bank, the Governments of France, the Federal Republic of Germany and the United Kingdom are organizing a series of seminars designed for road maintenance specialists. ECA and the World Bank are also organizing seminars on road maintenance for officials at the decision-making levels in Ministries of Finance and Planning. UNCTAD has organized seminars and produced valuable studies on maintenance of port equipment. Similar maintenance improvement efforts are being made in the aviation, railways and water transport sub-sectors.

91. The current major problem of maintenance in much of Africa emerges from a combination of factors - physical, economic, institutional and attitudinal. Physically, the continent covers a quarter of the earth's land mass and its population of some 450 million is widely scattered, reflecting the rural agricultural base. Thus, transport links are often long and equipment widely dispersed. This requires extensive maintenance operations that are difficult to organize and supervise, as well as being costly per unit. The topographic and climatic conditions of a number of countries, deserts, tropical forests, heavy rains and hot sun - challenge maintenance activities, even where funds are available. Equipment designed for less challenging environments often requires more and more frequent maintenance in Africa than elsewhere.

^{12/} Document E/CN.14/726, E/CN.14/TRANS/147, para. 178.

92. Other aspects of Africa's transport maintenance problem can be summarized as follows:

(a) inappropriate, or absent, policies for regular and periodic maintenance as well as for the rehabilitation or replacement of transport assets;

(b) weak organizations for the efficient planning and execution of maintenance;

(c) shortage of both skilled and experienced manpower and training facilities;

(d) inadequate budgetary allocations and costly, time-consuming procurement procedures;

(e) scarcity of spare parts as and when required;

(f) insufficient standardization of equipment;

(g) over-aged and obsolete facilities and equipment that are difficult to maintain but needed because new alternatives are not available; and

(h) personal and political attitudes that are not supportive of the need for sound maintenance.

93. Resolution of the problems of maintenance requires governmental actions on all of the above financial, institutional and human causes. While not all can be addressed simultaneously with strong counteracting efforts, more determined collaborative efforts are required by African Governments and donors. "Aid suppliers," for example, "in addition to financing projects oriented to maintenance as such - construction of regional offices and workshops, periodic maintenance, and training - should include components contributing to the development of maintenance capacity, even in projects mainly concerned with new construction. Ministries and their consultants should pay special attention to designing projects ... in such a way as to minimize total system costs (i.e., construction, maintenance and operations)." ^{13/} The same source encourages aid supplying countries to "take a liberal attitude towards financing recurrent costs, local or foreign, of routine maintenance". This is particularly important to ensure good supplies of spare parts and to encourage the greater participation by local contractors or community groups as well as the better use of employment creating labour-based techniques.

^{13/} Accelerated development in sub-Saharan Africa, World Bank, 1983, p. 106.

Maintenance and rehabilitation projects

94. In the second phase programme there are 133 maintenance and rehabilitation projects (23 per cent of the total number of transport projects) at an estimated cost of \$3,092 million (21 per cent of the total estimated cost of all transport projects). These projects mainly concern roads, railway tracks, maritime and river/lake ports and some airports. Of the 133 projects, 83 are concerned with direct maintenance and rehabilitation of transport infrastructure, 32 are for purchase of new transport equipment and/or spare parts, 16 are study projects and two are technical assistance projects.

Maintenance and rehabilitation projects by category

<u>Nature of project</u>	<u>Number of projects</u>	<u>Cost (in million \$)</u>
Direct maintenance/rehabilitation	83	2,481.35
Purchase of new transport equipment and/or rehabilitation	32	569.88
Study	16	34.99
Technical assistance	2	6.09
<u>Total</u>	<u>133</u>	<u>3,092.31</u>

95. African Governments have earmarked \$640 million for these projects, with the external financing secured so far being \$124 million. In other words, out of the total estimated cost of \$3,092 million for these projects, some \$2,328 million remains to be raised from local and external sources during the second phase. These important projects will help to prolong the life of existing assets, improve their productivity and avoid increases in the costs of transport services that would seriously retard development efforts.

Direct maintenance and rehabilitation projects

96. There are 83 direct maintenance and rehabilitation projects at an estimated cost of \$2,481 million. They consist mainly of maintenance, rehabilitation and reconstruction of roads and of railway tracks, and include also projects on rehabilitation and expansion of airports and maritime ports, and of transport equipment. Examples of these projects are:

ROP-22-003 Maintenance and rehabilitation of 112 km of a section of the Lagos-Mombasa Trans-African Highway in Kenya

- RAP-60-006 Rehabilitation of Addis Ababa-Djibouti railway line (781 km);
- HAP-14-001 Maintenance and rehabilitation of the ports of Malabo and Bata in Equatorial Guinea;
- AIP-46-003 Rehabilitation and maintenance of Entebbe airport; and
- INF-48-001 Rehabilitation of the ONATRA fleet (Zaire).

Purchase of new transport equipment and/or spare parts

97. Purchase of new equipment and spare parts is one of the important aspects of maintenance and rehabilitation activities which consist of replacement or repair of equipment. In order to cover this aspect 32 projects have been identified at an estimated cost of \$569 million, and include, inter alia:

- RAP-60-014 Replacement of 30 locomotive motors for TAZARA Railway;
- SHP-07-001 Purchase of ferry boats for inter-island connections in Cape Verde;
- HAP-60-005 Purchase of dredging equipment for a dredging pool for the West and Central African subregion; and
- AIP-02-003 Purchase of spare parts, fire fighting and rescue equipment for Angola.

Study projects

98. Some of the maintenance and rehabilitation projects require studies before actual works can be carried out, to assess the cost and the feasibility of the project and prepare the programme of work to be executed. There are 16 study projects estimated at \$35 million in the programme; they include, inter alia:

- ROP-60-003 Prefeasibility study on the protection of the coasts of Benin, Togo and Ghana against erosion;
- RAP-19-001 Study on rehabilitation, replacement of ballast and rails, miscellaneous equipment, etc., for Guinea;
- HAP-60-006 Study on the creation of dredging pool for Eastern/Southern African ports.

Technical assistance projects

99. This group consists of two projects at an estimated cost of \$6 million; they are:

ROP-07-003 Organization of a road maintenance crew for
Cape Verde;

ROP-14-001 Establishment of a national roads and public works
enterprise in Equatorial Guinea.

Chapter 5

TRAINING AND TECHNICAL ASSISTANCE

100. The long-term objectives of African development as expressed in the Lagos Plan of Action and explored in the document "ECA and Africa's development: 1983-2008", require of the transport as well as of other sectors, a more efficient use of the continent's scarce resources - human and capital, managerial and technical, domestic and foreign. Thus, the efficient provision and maintenance of transport infrastructure and the daily operation of services will place increasingly growing demands on the technical, administrative and managerial capacities of Africa's people. As highlighted in chapter 2, many facets of the effort needed to improve transport conditions in Africa require "software" (in human and institutional features) rather than "hardware" (physical) answers. Africa has to cope with high technology in some parts of the transport sector (e.g., avionics) and in others, techniques and arrangements that effectively utilize labour-based rural road construction and maintenance. Innovative policy responses are also needed to the current and perspective resource constraints facing the sector. These responses will require thorough preparation, analysis and formulation.

101. For Africa to effectively to play its growing role in international transportation matters including conventions and other legal arrangements, the supply of skilled and well-trained staff must increase. Thus, there is an urgent need to improve the quality of human resources at all levels throughout the sector, and also for them to be effective in the administrative and cultural environment in which they operate. Support from the international community is a priority contribution to African countries in their efforts to improve the quality of managers and technicians at all levels and modes in the sector. The development of such skills will, for example, reduce the high maintenance costs incurred by returning equipment to its developed country source for maintenance, or the bringing of experts from their home countries.

A. The present situation

102. Almost all African countries have their own training institutions of some kind covering one or more fields of transport. Many of these institutions, big or small, are operating at national levels for lower and middle-level staff. A number of them are run by transport agencies themselves as "training wings" e.g., the Railway Training School in Egypt, run by Egyptian Railways, the Bandari College in Mombasa, Kenya, run by Kenya Ports Authority, etc. There are some transport training institutions in Africa which are subregional in character e.g., the Multinational Civil Aviation Training Centre in Addis Ababa for training of aircraft maintenance technicians and pilots. The curricula of these institutions, particularly those under transport agencies, are tailor-made to the specific manpower requirements of the countries/agencies running them. Those which admit nominees on sub-regional basis are international in nature and are established to provide

skills which are basically international, i.e. training of pilots, maintenance engineers, etc.

103. The demand for trained manpower at all levels in the transport sector is continuing to increase and the existing training institutions cannot satisfy it. As a result of this, overseas training often supplements local requirements even in fields where the region should be self-sufficient. Provision of technical assistance in the form of attachment of transport specialists from overseas to ministries of transport and to transport agencies under bilateral or multilateral arrangements is still common in African countries.

104. Besides the inadequacy of existing institutions, another area of concern is the inadequacy of training equipment. As transport technology keeps on changing, the existing training institutions have to be equipped accordingly. Without proper equipment and teaching aids the quality of training deteriorates and the duration of training periods gets longer. Another weakness in existing African institutions which needs attention is the question of qualified instructors. The main problem is their shortage. There is also the need to expose the few qualified ones to modern pedagogical techniques and effective utilization of appropriate teaching aids. Their conditions of work are sometimes not attractive, as their promotion opportunities are limited and remunerations are in most cases low. The net result is a high turn-over, resources wastage, and lack of continuity in the training standards and trainees' work. In cases where instructors are from overseas, the disadvantage is lack of African experience, and apart from the expenses involved, the hiring of expatriates undermines the efforts required to achieve self-sufficiency in skilled and experienced African trained manpower. These problems are compounded by the fact that there are disparities in many African countries between the wages offered in the transport sector and those in the private sector or government ministries. As a result of this disparity, trained staff in the transport sector often move to the private sector at a time when their contributions to transport are badly needed. This is common among specialists in finance, engineering and administration departments of various transport agencies - a notable exception being ports. Governments have to find solutions to these problems if the transport sector is to retain qualified staff.

105. National training institutes so far cover only training requirements of lower level technicians, supervisory staff, and in a few cases cater for middle management staff. Training for top managers and executives is inadequate in the transport sector in Africa. The main reason for this is lack of institutions of the type that can conduct top management courses. The Eastern and Southern African Management Institute (ESAMI) based in Arusha, United Republic of Tanzania, is the only subregional institute which conducts high-level transport seminars and workshops in the transport sector covering transportation projects management, transport economics, and general transport management for transport planners, engineers, economists and senior

managers. The capabilities and capacities of institutes of ESAMI's type require strengthening to cover all anglophone countries and the establishment of a similar institute should be considered for francophone countries. Support contributions from the international community will be required for the development of such institutions.

106. The stage of establishment of new institutions of the 1960s has now to be replaced by institutional strengthening whereby governments and aid donors need to concentrate on improving the quality of trainers, teaching methods and equipment of the existing institutions. In this context, partnership arrangements between similar donor and recipient institutions can give good results and need further exploration in Africa's transport sector, apart from the "twinning" concept discussed below.

107. A novel, but effective way of transferring know-how, training staff and building up management capabilities is the "twinning" of institutions in developing countries with similar but more mature organizations in other parts of the world. For the client, a relationship with the twin allows "hands-on" learning in a variety of ways from a credible source - i.e., another entity actively and successfully engaged in the same work as the client. Arrangements of this kind are proving effective for some developing country railways, port authorities and management institutes, among other entities. Greater efforts are needed by African Governments and donor countries to encourage wider use of this practice in the transport sector. Technical assistance under twinning arrangements is not exclusively provided by traditional aid donors. Twinning among developing countries such as the Port of Singapore, Indian Railways and, in another sector, the Tunisian Water Authority, benefit the client by increasing the likelihood of transferring appropriate technologies and, for the twin, enhanced prestige, foreign exchange and professional and personal rewards to its staff. International financing agencies have already shown their willingness to finance such arrangements. They too should be encouraged to do more in this direction.

B. Training and technical assistance projects

108. Requests from the African Governments and transport agencies for the financing of second phase manpower development requirements and technical assistance including those originated by international organizations can be grouped into five broad areas:

- (a) Fellowships;
- (b) Technical assistance;
- (c) Establishment of new training institutions;
- (d) Expansion of existing training institutions; and
- (e) Managerial and organizational improvement.

109. The programme reflects the inadequacy of existing training institutions in satisfying the demands for trained manpower in the transport sector. The requests put forward by the Governments for the establishment of new training institutions and expansion of the existing ones is, therefore, genuine and is moderate enough to draw the attention of donor and aid agencies.

C. Financing of manpower development and technical assistance projects

Table 15. Breakdown of financing

					\$ million
	Number of projects	Total cost	Financing secured External	Local	Financing to be sought
Fellowships	5	10.96	-	0.01	10.95
Technical assistance	25	23.70	0.50	-	23.20
Establishment of new institutions	18	188.77	22.86	64.99	100.92
Expansion of existing institutions	19	51.95	3.50	13.28	35.17
Managerial and organizational improvements	8	11.45	-	2.40	9.05
TOTAL	75	286.83	26.86	80.68	179.29

110. The above table shows that fellowships projects have so far not attracted external financing, whereas technical assistance projects have not been financed at all from local sources. A relationship exists between the two which requires further consideration by both donor agencies and African Governments if both are to receive financial support for the mutual benefit of both parties. The relationship arises from the fact that although technical assistance can help overcome particular scarcities in the short run, its major purpose should be training and building up of institutions. The implementation of the second phase programme can, for example, be effectively used for the development and manpower skills in project management, which is one of the areas where management skills are badly required in the region. A successful approach could be made by strengthening project-oriented training, emphasizing on-the-job training, including, where necessary, training outside Africa, and shifting technical assistance more decisively in the direction of training.

111. In terms of actual figures, out of the total cost of \$286.83 million, regional projects account for \$189.84 million. External financing secured for this category of projects is \$20.76 million and corresponding local financing secured is \$48.58 million. African Governments have not been able yet to raise the balance of \$120.50 million which they need in foreign exchange. For national projects the total requirement is \$96.99 million of which \$6.10 million has been secured from external financing, and \$32.10 million from local financing. The balance of \$58.79 million is required

from external sources. The total external financing which governments are in need of to cover their manpower development and technical assistance requirements is \$179.29 million.

112. Requests for the establishment of new institutions have secured about 50 per cent of the required funds, but greater efforts have to be made to achieve the targets set since subscriptions to these areas will help minimize the requirements for training outside Africa in areas where the region should be self-sufficient.

113. The nature of requests differs by mode and by function. Actual requests for technical assistance cover such areas as assistance to the Civil Aviation Administration (AIP-10-003), requested by the Government of the Comoros. A typical example of new institution African Governments are asking for is the railway training school requested by the Governments of Ethiopia and Djibouti (RAP-60-007). Projects for air transport are mainly fellowships, e.g., 29 fellowships for the training overseas of Burundi air transport specialists (AIP-05-002). Since inefficiency in the management of transport enterprises is common in the region, ECA and the Union of African Railways have submitted a project on the reorganization of management structures and the introduction of new technologies to managers at subregional and regional levels (RAP-60-002). Although projects dealing with the improvements of manpower skills are not many in the second phase programme, this does not mean that lack of qualified manpower is not recognized by the Governments and transport agencies. Many requests falling under fellowships and technical assistance are directly concerned with manpower development.

114. The shortage of transport institutions should not automatically mean that fellowships offered should only be utilized overseas. There are already institutions in Africa which are not purely transport oriented, but are offering good training in engineering, finance, economics and administration. They include such ECA-sponsored institutions as the African Regional Centre for Engineering Design and Manufacture, the African Institute for Higher Technical Training and Research in addition to various polytechnics, colleges of technology and commercial schools already established in many African countries. Governments should consider sending trainees in selected fields to such institutions and bursaries financed by bilateral and multilateral aid should, therefore, be free from restrictions on countries where training is to be offered.

115. Possibilities for intra-African co-operation in training should be explored in depth and the type of training packages like TRAINMAR, which is conducted by UNCTAD for the improvement of port operations, is a typical example of how courses should be conducted for groups of countries within the African environment. The workshops which ECA conducts jointly with the World Bank on road maintenance is another example to be followed in the development of manpower skills.

116. The share of training and technical assistance projects is only 2 per cent of the total cost of the transport programme, and about 12 per cent of the total number of projects presented. Although the required investment is low even if compared with that in developed countries, the situation in Africa is quite different since the gap to be filled in the development of manpower is much wider; therefore, a comparison between developed countries and Africa based only on the percentage of investment can be misleading because the case of UNTACDA indicates initial commitments which the African countries urgently require to be settled. The actual requirements in terms of trainers, training facilities, equipments, and other related infrastructure are much higher in Africa compared to developed countries.

117. Donor countries and agencies should urgently provide tailor-made types of training such as those already mentioned for groups of countries, either at modal or sectoral levels to facilitate institutional building and the development of manpower skills within the African context. Contributions by donor countries to training and building of training institutions will play an important role in the development of self-sufficiency in trained personnel for the transport sector in the region and will have an impact on the improvement of transport services which are required by all sectors of economic development in Africa.

Chapter 6

INTER-STATE LINKS

Introduction

118. The primary objective of the Transport and Communications Decade is the development, integration and co-ordination of transport and communication infrastructures among African countries so as to improve their capacity and efficiency in servicing an increased and expanded regional economy. While such is the general objective, the practical approach to achieving this aim must be economically and financially sound and justifiable. In other words, the integration and co-ordination of transport and communication infrastructures and services, respectively, cannot be carried out on an ad hoc basis or simply for its sake, but on the assumption that current or potential traffic exists and that taking the region as a whole or looking at the African subregions, there is clear evidence that certain inter-State transport corridors, links or arterials exist which tend to play or have the potential to play a dominant role in the integration of the region and on which greater attention must be focussed during the second phase.

119. Within the context of the second phase programme, the inter-State transport links which meet the above criteria and to which greater attention would be given are (a) the existing and potential transport corridors, mostly serving land-locked countries; (b) the trans-African highways system, which has been designed to enable all African mainland countries to be linked by road; and (c) intra-African air transport links, which have been similarly designed to enable regular, frequent and reliable air connections in the region. Opinion is unanimous that these three categories of projects will not only play the major role, but are the critical elements in any effort to physically integrate Africa. These are briefly discussed and analyzed below as they apply to the second phase programme.

120. While inter-State transport corridors, links or arterials are common all over the world, they are of special significance in Africa due to the fact that some 14 land-locked countries ^{14/} depend entirely on one or several of these corridors for the transportation of their exports and imports. In addition to these numerous special land-locked corridors there are the trans-African highways system and air-links which currently or would potentially serve several countries which are not necessarily land-locked but such links are necessary and indispensable for the physical integration of the region.

^{14/} Botswana, Burundi, the Central African Republic, Chad, Lesotho, Mali, Malawi, the Niger, Rwanda, Swaziland, Uganda, the Upper Volta, Zambia and Zimbabwe.

121. Although the main emphasis of the programme remains the provision of transport and communications links among African countries, the rationale during the preparation of the Global Strategy was that regional and subregional projects would play a predominant role in the physical integration of the continent. Experience gained and observations made during the implementation of the first phase programme have not only confirmed this assumption, but have also revealed that physical integration of the region could best be accomplished on the basis of viable inter-State links rather than by arbitrary and ad hoc links among African countries.

122. It is therefore in this respect that existing and potential inter-State transport links comprising transit-transport corridors, the trans-African highways and intra-African air-links are being given special attention in the second phase programme and projects in various transport modes are being highlighted as long as they complement, supplement and increase the capacity and efficiency of a transport corridor. It should be pointed out that there are some projects which fall within a corridor, but at first sight appear completely out of context, because they are not components of the dominant or main transport mode in the corridor. This is because the main mode is fed by other modes of transport and in most cases, the viability and justification of the principal mode depends on the traffic fed into or evacuated from an area by the other transport modes. For example, the Abidjan-Upper Volta corridor consists mainly of a railway, yet there are road and maritime projects on this corridor in the second phase programme, because they all feed into the railway system.

123. With few exceptions, all the land-locked African countries are served by more than one transport corridor and it will be noticed from the second phase programme analysis which follows that the development of all alternative corridors, the trans-African highways and the intra-African air-links are being equally promoted strongly by ECA. In view of the lack of adequate financial resources and the high cost of most transport projects on the inter-State links and corridors, it might seem rational to minimize investment by developing only the main or principal corridors and postpone investments on the alternative corridors until a suitable future date.

124. Such an assumption is not quite applicable to the transit corridors in Africa for the following reasons:

(a) Most of the investment takes place in the transit countries for the primary purpose of serving the hinterland of the transit countries themselves;

(b) The investment decisions are made primarily by the transit country, mostly without consultations with, or the consent of, the land-locked countries;

(c) The classification into "principal" and "alternative" corridors is based solely on the share of a land-locked country's traffic passing on the corridors;

(d) The share of traffic volume might not correspond to the value of the traffic to the land-locked country's economy;

(e) The supplementary investment necessitated by the extension of services to a land-locked country may be quite negligible when compared with the investment already made or designed to serve the hinterland of transit nations, thus the incremental benefits might usually exceed the incremental costs;

(f) Occasional instability in a transit country, break-down of facilities, congestion at the port, or poor relations between the land-locked and transit country could completely disrupt services on a corridor and paralyze the economy of the land-locked country in the absence of an alternative corridor; and

(g) Disregarding the land-locked situation of many African countries, current policy, as advanced in the Lagos Plan of Action, calls for economic integration in Africa through the physical integration of the region - thus inter-State connections among African countries are general and not confined to transit and land-locked countries only.

125. While alternative transit corridors are beneficial and provide a measure of assurance to the land-locked countries, their primary existence and justification is not based solely on the land-locked countries' needs, because, with few exceptions, they are designed to provide access to the hinterland regions of the transit countries themselves and their additional use by the land-locked countries indeed simply improves their economic viability.

126. There are about 17 major transport corridors in the region with the main characteristics being that they provide access to land-locked countries and to distant remote areas in the transit countries. The projects making up each of these corridors consist mainly of road, railway, port, inland water transport and multimodal modes. As already explained above, these various modes fit into the corridor because of the critical transportation services they jointly provide on the corridor, without which the corridor might be unjustifiable. These 17 corridors, the trans-African highways and intra-African air-links are briefly analyzed below to show their importance and consistency with the objectives of the second phase programme of the Decade and the major role they play in the physical integration of the region.

A. Transit-transport corridors

(a) Mombasa - Nairobi - Uganda - Rwanda - Burundi

127. This major transport corridor serves the land-locked countries of Uganda, Rwanda and Burundi both by road and (up to Uganda only) rail. The total distance by road from Mombasa to Burumbura is about 2,022 km and by

rail from Mombassa to Kasese (Uganda) is about 1,672 km. The two modes are used alternatively by Uganda and in combination by Rwanda and Burundi.

128. Activities in the second phase programme designed to improve this corridor include two railway projects in Uganda (RAP-46-001 and 002) one road project (81 km) in Kenya (ROP 22-006) one in Burundi (ROP-05-002) (92 km) as well as the construction of a warehouse for Rwanda at the port of Mombasa (HAP-35-001); Uganda would modernize port facilities on Lake Victoria (INP-46-001) and carry out a study on a transit warehouse at Kampala (INP-46-002), construct container and transit terminals at Tororo, Kampala and Kasese (MMP-46-001).

(b) Dar-es-Salaam - Rwanda - Burundi

129. This corridor serves the land-locked countries of Burundi and Rwanda by a combination of rail, road and lake transport modes. The route from Dar-es-Salaam to Bujumbura consists of 1,255 km of rail and 175 km of lake transport. For traffic destined for Rwanda via Bujumbura, there is an additional 285 km of road. The alternative route for Rwanda's direct traffic consists of 982 km of rail to Isaka and 496-km of road from Isaka to Kigali via Lusahunga and Rusumo Falls.

130. The second phase projects which will improve the capacity and efficiency of this corridor involve 92 km of a road in Burundi (ROP-05-001) and an 8-km road construction project in Rwanda (ROP-35-006). With regard to ports, Burundi and Rwanda will construct warehouses at the port of Dar-es-Salaam (HAP-05-001 and HAP-35-001) and the United Republic of Tanzania will make expansions to the port of Dar-Es-Salaam (HAP-43-001). In the inland water transport mode, Burundi will construct a transit warehouse at Kigoma (INP-05-002) and the United Republic of Tanzania will study lake transportation on Lakes Tanganyika and Victoria and purchase new lake vessels and equipment (INP-43-001). With respect to Rwanda, a transit warehouse will be constructed at Isake (MMP-35-001).

(c) Dar-es-Salaam - Zambia

131. The transport infrastructure of the Tanzania-Zambia corridor consists of a parallel road and railway of about 2,000 km. Most of the facilities are in good condition and during the second phase programme, Zambia will bitumenize 590 km of two roads (ROP-49-002 and 006) and will also carry out studies on the Mpulungu-Kasama railway (RAP-49-001). The United Republic of Tanzania will expand the port of Dar-es-Salaam (HAP-43-001) and execute seven railway projects (RAP-60-013, 015, 016, 020, 021, 023 and 025) involving acquisition of 42 locomotives and 1000 wagons, construction of a new station, terminal, warehouse and improving signalling and communications on the line.

(d) Nacala - Malawi - Zambia

132. This corridor from the Mozambican port of Nacala serves the two land-locked countries of Malawi and Zambia by both rail and road modes. The rail and road distance from Nacala to Zimba, Malawi is about 700 km, and the road distance from Litwende, Malawi to Lusaka is about 991 km.

133. Improvements to this corridor during the second phase programme will involve 147 km of two road studies in Malawi (ROP-27-001 and 002). Studies will also be carried out for the improvement of transport services and facilities on Lake Malawi (INP-60-004) and for the construction of transit terminals at Blantyre, Lilongwe and Balaka (MMP-27-001), all in Malawi. Mozambique will expand port facilities at Nacala (HAP-32-001).

(e) Beira - Zimbabwe - Zambia - (Malawi)

134. The facilities on this corridor consists of a 1,055-km parallel rail and road from Beira through Zimbabwe to Zambia. Zimbabwe is also connected to Malawi by a 1,042-km road and there is a direct railway line of about 600 km from Beira to Limbe in Malawi. Given the existing road and rail transport links among the three Mozambican ports (Nacala, Beira and Maputo) as well as the three land-locked countries (Malawi, Zambia and Zimbabwe), each of the Mozambican ports and corridors provide transit services to all three land-locked countries.

135. The second phase programme would improve transport services on this corridor through the following projects: feasibility study of a road by-pass of Mutare (ROP-50-005) and expansion of the port of Beira already mentioned in the preceding corridor (HAP-32-001).

(f) Maputo - Zimbabwe - Zambia

136. The main transport infrastructure on this corridor is a 1,200-km railway line from Maputo to Harare, Zimbabwe and about 1,710 km to Lusaka, Zambia. As already mentioned above, this is one of three Mozambican alternative corridors serving Malawi, Zambia and Zimbabwe.

137. Improvement to services on this corridor under the second phase programme shall be achieved through a road study in Mozambique (ROP-32-001), study and construction of a 314 km road in Zimbabwe (ROP-50-004), and expansion by Mozambique of the port of Maputo (HAP-32-002).

(g) Maputo - Swaziland

138. Of all African land-locked countries, Swaziland is unique in that it has the shortest transit link of barely 220 km of a good railway line from Maputo to Mbabane. The corridor is quite efficient and in good condition and the expansion of the Maputo port facilities and purchase of rolling stock by Swaziland (RAP-42-001) is envisaged to improve services on this corridor during the second phase programme.

(h) Lobito - Zaire + Zambia

139. The main transport facilities on this corridor consist of a parallel rail and road from the Angolan port of Lobito through the copperbelts of south-eastern Zaire and Zambia and thus provide a shorter and more economical transit route for the land-locked interior of south-eastern Zaire and western Zambia, compared with the Indian Ocean alternative routes in Mozambique. The facilities are about 2,000 km long.

140. Planned activities during the second phase programme to improve this corridor will involve two (898 km) road studies in Angola (ROP-02-004 and 005) and a 336-km road paving project in Zambia (ROP-49-005) as well as a railway study by Zambia (RAP-49-004), all of which are designed to greatly improve the efficiency and reliability of the road transport mode for transit services to and from south-eastern Zaire and western Zambia.

(i) Pointe Noire - Central African Republic - Chad

141. This important subregional corridor which serves the land-locked countries of the Central African Republic and Chad and semi-land-locked Zaire consists of a combination of rail, river and road transport modes. The 400 km Congolese railway from Pointe Noire to Brazzaville provides transit services to Kinshasa, Zaire directly across the river. The same railway in combination with 1,400 km of river transport mode provide transit services and access to the sea for the Central African Republic from Bangui. An additional road transport project of about 1,000 km connects Bangui to Ndjamena, Chad and constitutes an alternative transit route for Chad.

142. Under the second phase programme, the following projects are envisaged to improve services on the corridor. The Central African Republic will upgrade two roads (ROP-08-004 and 006) while the Congo will study and construct a 403-km road (ROP-11-001); a warehouse for Chadian traffic will be constructed at the port of Pointe Noire (HAP-09-001) and, in the inland water transport mode, the Congo will construct new port facilities at Pointe Noire (INP-11-001), increase the capacity of the port of Brazzaville and construct other new river ports (JNP-11-001) and CAR/Congo/Zaire will study navigability and other transport arrangements of the Oubangui river.

(j) Douala - Central African Republic - Chad

143. This corridor provides transit services to Bangui, Central African Republic through a 1,400 km combination rail and road modes and to N'Djamena, Chad by a similar 2,000-km combination of rail and road mode services.

144. Improvements to this corridor during the second phase programme will consist of studies and construction of five international roads or sections totalling about 1,727 km in Cameroon (ROP-06-002, 004, 007, 009 and 010),

realignment of the railway by Cameroon (RAP-06-001); maintenance of the 611-km Sarh-Abeche road in Chad (ROP-09-005); and construction of a warehouse for Chad at the port of Douala (HAP-09-001).

(k) Port Harcourt - Chad

145. The Nigerian port of Port Harcourt provides transit services to Chad through a 1,750-km road or combination of rail and road modes, but this traffic has to transverse Cameroon territory from Fotokol to Kousseri.

146. Facilities in Nigerian territory are fairly good and where any difficulties exist, the Nigerian Government will carry out necessary improvements under its national programme. Thus, under the second phase programme, the only project on this corridor will involve a study of the 102-km Fotokol-Kousseri road in Cameroon (ROP-06-001).

(l) Lagos - Niger - Chad

147. This corridor provides transit services to the Niger and Chad either through road or a combination of road and rail transport. The distances from Lagos to Maradi, Niger and N'Djamena, Chad are about 1,406 km and 2,065 km respectively.

148. During the second phase programme, Nigeria will upgrade the following three road sections: Ibadan-Ilorin (179 km), Kaduna-Zaire-Kano (262 km) and Kano-Katsina (175 km) (ROP-34-001, 003 and 004) from 2- to 4-lane highways and the Niger will construct two river port facilities at Niamey (INP-33-001) and Gaya (INP-33-003). A study of railway connection between the Niger and Nigeria (RAP-60-010) will be carried out.

(m) Cotonou - Niger

149. The port of Cotonou in Benin serves as the major transit point for traffic to the Niger and also as a minor transit point for the Upper Volta. The facilities on this corridor consist of (440 km) rail and (620 km) road from Cotonou to Niamey and a further 870 km by road to Ouagadougou, Upper Volta.

150. During the second phase programme, the following projects will be implemented to improve services and expand capacity on this corridor. Benin will carry out studies on a bridge (ROP-03-003) and (230 km) road (ROP-03-004); the Niger and Benin will jointly construct the 637-km Parakou-Niamey railway extension (RAP-60-003); the Niger will purchase a cargo ship (SHP-33-001); and the Niger will construct two river ports at Niamey (INP-33-001) and at Gaya (INP-33-003).

(n) Lome - Upper Volta - Niger

The port of Lome, Togo handles a reasonable volume of transit services to Ouagadougou and smaller volumes to the Niger and Mali. A 1,024-km

road from Lome to Ouagadougou is the main transport infrastructure. The road distance from Lome to Niamey via Koupela, Upper Volta (by passing Ouagadougou) is about 1,253 km and to Bamako via Ouagadougou is about 2,067 km. The distance between Ouagadougou and Bamako could be reduced by about 140 km if the road from Bobo-Dioulasso to Sikasso were improved so that the southern instead of the northern route could be used.

152. To improve transport service on this corridor during the second phase programme, the Upper Volta will construct two roads totalling about 450 km (ROP-47-003 and 004) and construct a warehouse at Lome (HAP-47-001) and Mali will carry out a study and construct a warehouse at Lome (HAP-28-001).

(o) Abidjan - Upper Volta - Niger

153. This is one of the most important transit corridors in Africa, serving the land-locked countries of the Upper Volta, the Niger and Mali. The transport facilities on this corridor are a parallel road (1,260 km) and rail (1,159 km) from Abidjan to Ouagadougou. Ouagadougou and Niamey are connected by a 512-km road, making the total distance from Abidjan to Niamey by road about 1,772 km and by a combination of road and rail about 1,662 km.

154. Activities envisaged for the improvement of this corridor during the second phase programme include the construction of the 220-km Niamey - Gotheye-Tera (Upper Volta border) road by the Niger (ROP-32-002), construction by the Upper Volta of the 375-km Ouagadougou-Tambao-Tin Hrassan railway line (RAP-47-001), and a feeder road (ROP-47-006), expansion of port facilities in Abidjan by the Ivory Coast (HAP-21-001 and 002), the construction of transit warehouses for the Niger and the Upper Volta at Abidjan (HAP-33-001 and HAP-47-001), respectively; technical and financial assistance to establish a cargo-handling company for the Upper Volta (MMP-47-001), a study on the establishment of structures to manage container fleet for the Upper Volta (MMP-47-002).

(p) Abidjan - Mali

155. Mali is served from Abidjan by a combination of rail and road modes through the Upper Volta. The rail distance to Bobo-Dioulasso is about 762 km and the road distance from Bobo-Dioulasso to Bamako is about 868 km via the northern route, for a total of about 1,630 km from Abidjan to Bamako.

156. The projects designed under the second phase programme for the improvement of this corridor are a study by the Ivory Coast of the (166 km) more direct route into Mali from Ferkessedougou through Ouagadougou to the Malian border (ROP-21-001), a study of the 117-km Odienné-Malian border road (ROP-21-003) by the Ivory Coast, reconstruction of the 44-km Sikasso-Koloko

(ROP-28-002) and the 156 km Bamako-Bougouni (ROP-28-004) roads by Mali, and a road study by Mali (ROP-28-005) all meant to considerably improve road transportation on the corridor to Mali. In the railway mode, the Ivory Coast and Mali will jointly carry out a study to determine the feasibility of interconnecting the two national railway lines (RAP-60-005), the Ivory Coast will realign and double track sections of line (RAP-21-001 and 002). With regard to ports, Mali will construct a transit warehouse in Abidjan (HAP-28-001) and the Ivory Coast will expand port facilities in Abidjan, as already mentioned under (c) above.

(q) Dakar - Mali

157. Land-locked Mali largely relies on this 1,289 km railway line from Dakar to Bamako for a major part of its international traffic. There is a dirt road of about 1,323 km between Dakar and Bamako, but its condition is so poor that it cannot be used for any international traffic purpose.

158. During the second phase programme, the following projects will be implemented to improve access on this corridor for Mali: Mali will construct the 124-km Kolokani-Bamako road (ROP-28-001) and will study the feasibility of the 308-km Nioro du Sahel-Diema-Kolokani (ROP-28-003), the 105-km Kayes-Senegal border (ROP-28-007), the 625-km Bamako-Kita-Kenleba to Senegal border (ROP-28-008) and the 250-km Kayes-Nioro (ROP-28-009) roads. In the ports sub-sector, Senegal will construct the first phase of a container terminal at Dakar (HAP-37-001). Mali will transfer the railway goods station from Bamako to Korofina (RAP-28-002). Two inland water transport projects for Mali (INP-28-001 and 002) may augment internal transport services but do not directly relate to the corridor. The Gambia will study the feasibility of river transport services (INP-17-001).

Subregional projects of importance to some corridors

159. While it has been possible to fit most of the projects into individual corridors, there are a number of subregional projects which directly benefit and enhance transportation on several corridors within a subregion or in two subregions simultaneously and cannot be classified under any one corridor. The projects which fall under this category are briefly analyzed below.

160. Shipping plays a very major role in the transportation of Africa's exports and imports. Some Eastern and Southern African countries own small national shipping lines but there is no co-operation in or co-ordination of their activities. These shipping lines are largely responsible for supplying and evacuating traffic on the various corridors in the Eastern and Southern African subregions. During the second phase programme, member countries of the Southern African Transport and Communications Commission (SATOC) (Mozambique, the United Republic of Tanzania, Angola, Botswana, Lesotho, Zimbabwe, Zambia, Malawi and Swaziland) will, through project SHP-60-007, study possible areas of co-operation in shipping and the possibility of establishing a subregional shipping line. The establishment of such a subregional shipping company and/or close co-operation among

existing national shipping lines will directly contribute to the efficiency of the following corridors: Dar-es-Salaam-Rwanda-Burundi, Dar-es-Salaam-Zambia, Nacala-Malawi-Zambia, Beira-Zimbabwe-Zambia, Maputo-Zimbabwe-Zambia Maputo-Swaziland and Lobito-Zaire-Zambia.

161. Burundi, Rwanda and Zaire, member countries of the Economic Community of the Great Lakes (CEPGL), are interested in improving transport links among themselves and one of the projects being contemplated during the second phase programme is a feasibility study on the construction of a railway link among them (RAP-60-009). Such a link could interconnect the Mombasa-Uganda railway with the Dar-es-Salaam-Mwanza railway line and would therefore effectively enhance services on the Mombasa-Uganda-Rwanda-Burundi and the Dar-es-Salaam-Burundi-Rwanda corridors.

162. The same Great Lakes countries will set up a joint transport company on Lakes Tanganyika and Kivu (INP-60-006). This project will similarly facilitate and enhance services on the two above-mentioned corridors.

163. Apart from specific problems on each of the transport corridors in the West and Central African subregions, there are certain common problems which affect only the land-locked countries. These problems have been fully identified by an UNCTAD project (RAF/78/038) which provided assistance to West and Central African land-locked countries in transit transport matters. During the second phase programme, project SHP-60-007 will provide technical assistance in the formulation and implementation of appropriate measures for resolving the problems identified in the above study. The Ministerial Conference of West and Central African States on Maritime Transport will constitute an ad hoc committee for this purpose. The land-locked countries of the Central African Republic for Chad, the Niger, Mali and the Upper Volta will benefit from this project through the following corridors: Pointe-Noire-Central African Republic-Chad, Douala-Central African Republic -Chad, Port Harcourt-Chad, Lagos-Niger-Chad, Cotonou-Niger, Lome-Niger, Abidjan-Upper Volta-Niger, Abidjan-Mali and Dakar-Mali.

164. Cameroon, Nigeria and Chad will, during the second phase programme, carry out a study on the development of River Chari and Lake Chad for navigation (INP-60-010) none of the four corridors (Douala-Chad, Port Harcourt-Chad, Lagos-Niger-Chad and Pointe Noire-Central African Republic-Chad) is directly associated with this project, but it is apparent that the development of lake and river transport around the Lake Chad basin will contribute to the efficiency of these corridors.

B. Trans-African Highways

165. In 1962, only four years after it was formed, ECA formulated the trans-African highways programme under which a number of continental all-weather highways were to be established. At present the programme includes the Lagos-Mombasa Highway linking East and West Africa; the Lagos-Nouakchott-

Tangiers Highway, crossing the countries in West Africa; ^{15/} the Dakar-N'Djamena-Djibouti Highway, running from Dakar on the west coast, across the Sahel to N'Djamena in Chad and on to Djibouti through the Sudan and Ethiopia, the Trans-Sahara Highway (Algiers-Lagos), linking Algeria and Nigeria across the Sahara; and the Cairo-Gaborone Highway, running from Egypt in the northern tip of Africa to Botswana in the south. Furthermore, ECA is promoting the establishment of other highways which will complete the linking of all African subregions. The trans-African highway network, with an extensive feeder roads system, is a most important challenge to African policy-makers in their effort to bring about the physical integration of Africa. As part of its responsibilities, ECA has drawn up schemes for the development of the various highways as part of a regional inter-modal network with a view to strengthening intra-African economic co-operation.

166. The trans-African highways system best portrays the aims of the Decade in that it is designed to provide durable transport links among all the African subregions. However, the physical progress in the construction of these highways since 1978 has not been substantial because most donors have been reluctant to finance construction of new roads, preferring the maintenance of existing ones. Indeed, as pointed out in chapters 2 and 4, road maintenance is a major problem which requires urgent and continuous action but new roads are equally important if the continent is to be physically integrated. Most financial institutions generally consider funding road projects linking two countries only if the countries concerned submit a joint request for the entire financial package, with the result that there have been very few such projects actually implemented.

167. Although little progress was made during the first phase in physical works on the highways, notable progress was made in institution building, with the result that Authorities for the Lagos-Mombasa Trans-African Highway and the Cairo-Gaborone Trans-East African Highway were established, and an inventory of the former highway carried out. It is apparent that when fully operational, these Authorities will accelerate implementation of the highway projects. For the West African highways network, i.e., Lagos-Nouakchott and Dakar-N'Djamena, the ECOWAS secretariat has assumed responsibility for them and greater emphasis will be given them in the current programme phase than in the first during which attention was on the telecommunications network. The ECOWAS Fund is committed to financing the upgrading of the network to all-weather standard and is actively seeking the co-operation and assistance of other financing institutions in this respect.

^{15/} Plans are underway to extend this highway beyond Tangiers to Europe through the proposed permanent fixed link between Morocco and Spain across the Strait of Gibraltar.

168. The second phase programme contains 82 projects dealing with improvement of the trunk and feeder roads to the various trans-African highways. There are 40 primary and 42 secondary road projects related to the various trans-African highways as follows, respectively: Lagos-Mombasa, 5 and 9; Cairo-Gaborone, 5 and 12; Lagos-Tangiers, 20 and 11, Dakar-Djibouti, 4 and 6, Tripoli-Windhoek, 2 and 4; Trans-Saharan, 3 and 0, and Rabat-Cairo, 1 and 0. The estimated cost of these projects is \$1,695.39 million. Since most of these projects are critical to the physical integration of the region, their implementation is regarded as a high priority during the second phase programme.

C. Intra-African air links

169. It is generally assumed that the optimal way of physically integrating Africa is by surface transport modes, only because the role of air transport is erroneously underestimated. The 1977 report of the International Civil Aviation Organization (ICAO) showed that civil aviation can contribute to the development of African economies. The report identified many opportunities, which advantage was not being taken of such as cut flowers, meat and handicrafts and pointed to the increased demand which would result from economic integration activities and the need to improve intra-African air transport services to meet this demand.

170. At present, several activities are being pursued through the ICAO Regional Plan, the African Airlines Association Grid System, the African Civil Aviation Commission plan for the optimum development of air services in Africa and the joint ECA/AFCAC/OAU/AFRAA African air tariff conference, all of which are designed to improve over-all air transport services and facilities in the region.

171. ICAO Regional Air Navigation Plans have been established for each of the nine regions into which the world is divided for air navigation purposes. Besides establishing detailed facilities, services and procedures, these Regional Air Navigation Plans also contain recommendations to individual governments regarding the provision of additional national air navigation facilities and services, compatible with the regional system. The geographical scope of a plan may extend beyond the defined boundary of a region, where facilities and services are required to meet the need of international air navigation within a region.

172. Under the auspices of the above system, the Africa Indian Ocean (AIO) Plan has been designed to improve air transport physical facilities and the African Airlines Association (AFRAA) has developed plans to improve African airlines operations and ensure frequent inter-connections among all major African cities.

173. The proposed AFRAA Grid System will consist of the following four east/west routes:

(a) Northern band connecting Cairo, Tripoli, Tunis, Algiers and Casablanca;

(b) Sahelian band connecting Djibouti, Addis Ababa, Khartoum, N'Djamena, Niamey, Ouagadougou, Bamako, Conakry, Bissau, Banjul, Nouakchott, Dakar and Praia;

(c) Equatorial band connecting Seychelles, Dar-es-Salaam, Kigali, Bujumbura, Bamako, Banjul, Mogadiscio, Douala, Lagos, Cotonou, Lome, Accra, Abidjan, Monrovia and Freetown;

(d) Southern band connecting Port Louis, Moroni, Antananarivo, Maputo, Mbabane, Maseru, Gaborone, Windhoek, Blantyre, Harare, Lusaka, Luanda, Kinshasa, Libreville, Sao Tome and Bata.

174. All African capitals or major cities lie on these four bands, or on variations of them, and most or nearly all of these capitals can be directly connected to one another from east to west and vice versa. If daily flights, using the most appropriate equipment, are guaranteed on each band in both directions, any landing at one of the cities on the band will provide connections to all the cities on that band.

175. The African Civil Aviation Commission policies and plans for the optimum development of air transport services in Africa involve freedom of the air, acquisition of aircraft and equipment, aircraft servicing and maintenance facilities, and the transfer of airline funds. A joint ECA/AFAC seminar on these issues was conducted in 1982 and its recommendations will be implemented during the second phase programme.

176. In order to harmonize tariffs and therefore improve air transport services and increase demand in the region, an African Air Tariffs Convention was adopted by a joint ECA/AFAC/OAU/AFRAA conference. During the second phase programme, the ongoing activities relating to signature and ratification of the Convention will be vigorously pursued so that the Convention can come into effect as soon as possible.

177. In order to develop the capacity and improve the efficiency of the air transport mode in Africa during the second phase programme, there are 13 projects designed to accomplish this and all of them conform to the AFI Plan. Three of the projects are regional and subregional in nature while the remaining 10 are national projects. The total cost of the 13 projects is \$54.36 million of which \$51.66 million is for the 10 national projects and only \$2.7 million is for the three regional/subregional projects. Some of the important regional/subregional projects include the Flight Information Region (FRI) of Roberts Airport in Liberia which covers Sierra Leone and Guinea, feasibility study of air cargo services for Rwanda, Burundi and Zaire (CEPGL); and implementation of the AFRAA Grid System which will involve aspects of network structure, flight frequencies, schedule co-ordination and co-operation agreements.

Chapter 7

REGIONAL AND SUBREGIONAL PROJECTS

178. As was mentioned in chapter 1 the first Conference of African Ministers of Transport, Communications and Planning accorded the highest priority to regional and subregional projects. The importance of these projects lies in their ability to further the goals of regional co-operation and integration and the promotion of intra-African trade - goals which have been affirmed in the Lagos Plan of Action.

179. Regional co-operation is of singular importance in Africa where, because of the large number of countries with small populations, the markets for indigenous industrial products are small and hence offer little scope for large-scale industrial production. Expanded inter-country trade and industrial co-operation would, however, offer the only opportunities for viable industrial undertakings. Africa is also bedevilled by the large number of land-locked countries for which distances of 1,000 km to the nearest port are common. The result of these long distances is a heavy burden of high transport costs for the land-locked countries. Co-operation with neighbouring transit countries is essential to mitigate the disadvantages that land-locked countries must suffer.

180. A number of inter-governmental organizations such as the Economic Communities of West African States and the countries of the Great Lakes (ECOWAS and CEPGL), the Kagera Basin Organization (KBO), the Southern African Development Co-ordination Conference (SADCC) and the Union Douanière des Etats de l'Afrique Centrale (UDEAC) have committed themselves to inter-State co-operation in transport.

181. The projects that were discussed in chapter 6 (inter-State links) are all inter-country projects and are of the highest priority. Some of the maintenance and rehabilitation projects dealt with in chapter 4 as well as many of the training projects in chapter 5 are regional or subregional. There is, however, a residue of inter-country projects that do not fall into any of those groupings and yet they are of substantial importance either for the development or the improvement of transport operations in Africa. For example, apart from specific problems on each of the transport corridors in the West and Central African subregions, there are certain common problems that affect only the land-locked countries. These problems have been fully identified by an UNCTAD project study. (RAF/78/038) which provided assistance to West and Central African land-locked countries in transit-transport matters. During the second phase programme, project SHP-60-007 will provide technical assistance in the formulation and implementation of appropriate measures for resolving the problems identified in the study. The land-locked countries of the Central African Republic, Chad, the Niger, Mali and the Upper Volta will benefit from this project.

182. Similarly, the countries of North Africa, under the auspices of their Port Management Union have submitted five projects dealing with studies into various methods of improving port operations collectively. There are other projects for the countries of Eastern Africa in the fields of shipping and ports with the same effect. Continent-wide projects to enhance the efficiency and profitability of African air transport have also been designed by regional inter-governmental organizations such as the African Civil Aviation Commission and the African Airlines Association.

183. There are altogether 33 regional and subregional projects in this category estimated at \$750.39 million or 7 per cent of the total cost of the transport programme. Their number is small and their cost low because the majority of them are studies. Financing locally secured is \$310.09 million (41 per cent). The amount of external financing required is \$407.60 million.

Chapter 8

NATIONAL PRIORITY PROJECTS

184. In the analysis and presentation of the programme of the second phase, some projects have been classified as national priority projects for the following reasons:

- (a) They are for least developed countries (LDCs);
- (b) They are contained in the national development plans of the countries (LDCs and non-LDCs);
- (c) They are currently ongoing projects;
- (d) They are fully or partially funded by donors; and
- (e) They are fully or partially financed by the countries even if the project profiles are not yet completed.

185. All these projects are in conformity with the guide-lines of the third Conference of Ministers. Most of these projects are designed to improve or expand existing transport infrastructure and facilities and only a few of them are for the construction of new facilities or infrastructure.

186. Experience during implementation of the first phase programme showed that the major problem with the programme has been the lack of financial resources for most African countries to carry out even the most critical and most viable projects, let alone projects of lower priority. While this has been the general situation, a large number of African countries which, due to their location (land-locked, island) or economic condition (least developed countries) find it rather very difficult to obtain financing from most donors and lending agencies for their projects or to provide the local financial component for those projects which foreign donors are willing to finance.

187. Many valid reasons have been advanced for their inability to finance their national Decade projects or those elements of subregional projects which fall within their territories, including the following: least developed among developing countries (LDCs); land-locked; newly independent; front-line; island; Sahelian, etc. The common denominator of these countries is that they are comparatively less able to finance development projects and are therefore "disadvantaged" when compared with other African countries.

188. Countries which for one or more reasons fall within this "disadvantaged" category include: Benin, Botswana, Burundi, Cape Verde, Chad, the Central African Republic, the Comoros, Djibouti, Equatorial Guinea, Ethiopia,

The Gambia, Guinea, Guinea-Bissau, Lesotho, Mali, Malawi, the Niger, Rwanda, Sao Tome and Principe, Sierra Leone, Somalia, the Sudan, the United Republic of Tanzania, Togo, Uganda and the Upper Volta. All these 26 countries are officially classified by the United Nations as Least Developed Countries, and it will be noted that all the land-locked countries except Swaziland, Zambia and Zimbabwe are included in this list.

189. There are 140 project estimated at a total cost of \$6,195.95 million in the second phase programme classified as "National priority projects" for the reasons given above. Eighty out of the 140 projects belong to the LDCs while the remaining 60 projects are for the non-LDCs. However, in terms of cost, the 80 projects for LDCs cost only \$1,466.17 million whereas the 60 projects for the non-LDCs cost \$4,729.78 million. Despite the enormous cost disparity between LDC and non-LDC projects, available information indicates that most of the \$1,876.00 million local financing already available is for non-LDC projects. The amount of external financing required is \$3,756.99 million.

190. Evaluation of the first phase programme showed that it was this category of project and especially for the non-LDCs which received substantial financing, compared with other categories of projects or with the LDCs and this pattern is likely to hold during the second phase programme.

191. The reason for this analysis or categorization is to show the relatively poor condition of and problems faced by the LDCs in either obtaining external funding and/or providing domestic financing for Decade projects and therefore to point out to donor and financial institutions the poor and disadvantaged position and the need for special understanding to be shown to these countries in terms of concessional loans and other favourable terms of credit in funding Decade projects in these countries. The importance of these national priority projects is further shown by the fact that the non-LDCs have already earmarked some funds for their implementation.

192. In other chapters of this analysis, most transport projects affecting some of these countries have already been identified under regional, subregional, training, maintenance or transport corridors projects - projects to which high priority and preference is being given in the second phase programme, because of their inherent ability to enhance the physical integration of the continent in one way or the other. It is not the intention in this chapter devoted to national priority projects to duplicate the analysis or to put those projects falling within these countries in a new perspective. The fact is that projects of these countries included in the second phase programme have their priority within the over-all context of the programme as defined in the Global Strategy and priority ranking within regional, subregional, maintenance, inter-State links and the other categories.

193. It has been pointed out that in the case of regional and subregional if any portion of a project, no matter how small and for whatever reason, remains unimplemented, the entire project and its ultimate objectives would remain largely unrealized. For example, a missing section on any of the trans-African highways or on two railway networks with similar gauges renders the highway or through rail services inoperative. In essence, the success of the Decade in general and the second phase programme in particular could largely depend on the extent to which regional and subregional projects or their components within the LDCs have been successfully implemented. These weakest links, as they can be literally termed, are therefore the critical factors in the progress of the programme. While these countries find it difficult to attract financing for regional/subregional projects or components falling within their jurisdiction, it is very obvious that unless the components of these projects are implemented, the projects will largely remain dreams. The Cairo-Gaborone Trans-East African Highway is nothing but a dream unless and until one can drive from Egypt to Botswana on it. Thus if any section of this highway in the Sudan or Ethiopia cannot be constructed, there is in effect no Trans-East African Highway. It is in this context that special emphasis is being given to the priority projects of the LDCs during the second phase programme.

194. One reason for the special treatment of disadvantaged countries in the context of national priority projects is to show that the actual and potential role of those transport projects falling within their territories should be seen as links in a chain of policy and investment actions and not as individual isolated projects which either stand or fall on their own merits alone. The implications of the inability of the LDCs to implement projects or components of projects affect the entire region. It is in this context that donor countries, financial institutions and other bilateral and multilateral assistance organizations and institutions are being called upon during the second phase programme to give special consideration in their policies and programmes to providing concessionary assistance to these countries in the implementation of the high priority regional, subregional and national projects.

195. It is the conviction of the Economic Commission for Africa that it is the weakest and poorest among African countries (LDCs) that most deserve help and any assistance when it comes to measures and programmes designed to integrate the region and foster economic co-operation.

196. It needs be pointed out that the United Nations system has already recognized the disadvantaged situation of these countries and has classified them as "Least Developed Countries" or "land-locked" countries and special programmes and attention is therefore being given them at the highest international level in their development efforts. It is therefore only appropriate that the Decade programme should also recognize the special situation of these countries.

Chapter 9

CONCLUSIONS

A. The general transport situation in Africa

197. An analysis of the present general transport situation in Africa shows that in view of the problems the continent is facing emphasis should be on strengthening the planning and maintenance capacities in the transport sector; improvements to the performance of the sector's institutional and operating agencies; more efficient energy use in the sector; expansion of rural transport networks and services; and support to the growth of international trade both within and outside Africa. These priority areas have to be considered in relation to a number of the key priority development needs facing the region in general and the countries in particular. Projects identified for the second phase programme, if implemented, will effectively contribute to and support the region's efforts to improve living standards, increase food output, industrial growth and provide more employment along the lines of priority areas as discussed in chapter 2.

B. General conclusions on the second phase programme

198. The following general conclusions have been drawn:

(a) The transport programme approved by the fourth Conference of African Ministers of Transport, Communications and Planning consists of 581 projects estimated at \$14.4 billion, which is now more realistic.

(b) The programme has already secured \$4.3 billion or about 30 per cent of the total cost from African countries, and \$1.1 billion or 7.4 per cent from external resources, leaving about \$9 billion to be sought;

(c) The reduction has been achieved mainly by eliminating the cost of investments from projects without feasibility studies, while retaining only the cost of studies and by the adoption of additional criteria for selection of projects including the time factor;

(d) The new presentation of the programme has provided the opportunity to highlight the impact of the programme on solving the main problems in the transport sector (maintenance and rehabilitation, training, etc.) and on improvement and development the inter-State links.

C. Maintenance and rehabilitation

199. The resolutions of the third and fourth Conferences of African Ministers of Transport, Communications and Planning and the deliberations of the Paris Round-table all expressed serious concern with problems

regarding maintenance and rehabilitation of transport infrastructure and equipment.

200. In the second phase programme, emphasis is being accorded to maintenance and rehabilitation projects which constitute 21 per cent of the total cost of the programme and which are expected to contribute considerably to the improvement of the conditions of transport infrastructure and equipment in Africa.

D. Training and technical assistance

201. There is an urgent need to alleviate the manpower shortages which rapid development of transportation in Africa is likely to lead to in the 1980s and beyond. These shortages are seen as significant not only quantitatively but also qualitatively. African skilled manpower requirements in the transport sector cannot all be met by foreign educational and training institutions. Whilst high-level training can still be carried out outside Africa, it is not feasible for the large numbers of intermediate skills likely to be needed. Thus a great deal of institutional improvement and expansion will be needed for lower level skills. Even in respect of high-level training, it is doubtful whether the range and numbers likely to be needed can all be produced by institutions in advanced countries. There is the added risk of large losses at the high skill levels through the "brain-drain" to other sectors or developed countries. Taking these points against the background of the requirements in the growth of the transport industry in Africa, it seems reasonable to conclude that, whilst external assistance through executive manpower development programmes would be of great benefit, the bulk of the manpower problems in transport will have to be solved by institutional arrangements within the region. Technical assistance and institutional developments should, therefore, be geared towards development of training institutions within Africa. Both donor agencies and African Governments should seriously consider close association of institutions overseas and in Africa as an effective way of transferring appropriate technologies.

202. The second phase training and technical assistance programme will contribute to the improvement of levels and numbers of qualified African transport personnel but in view of its low share in the programme (about 2 per cent), it should be considered as a modest start only since increases in training and technical assistance investments will materialize in future.

E. Inter-State links

203. The 17 transport corridors in Africa run mainly from coastal countries to the hinterlands and play a major role in the development of transport in Africa. Other important inter-State links are the trans-African highways and intra-African air-links.

204. The second phase programme devotes 28 per cent of the total cost to improvement and development of inter-State links, and is responding to the needs for physical integration of the region and when implemented will complement, supplement and increase the capacity and efficiency of the transport corridors and alleviate the major transport problems of land-locked countries. It will also provide durable transport links among all African subregions through the development of trans-African highways and feeder roads and improve connections through the development of intra-African air-links. There are also efforts to ease transit-transport problems through the development of international multimodal transport.

F. Regional and subregional projects and economic groupings in Africa

205. Historic links such as various forms of preferential trade arrangements between countries of Africa and Europe continue to influence the large trade flows between the two regions. However, a gradual change is taking place in Africa especially with regard to subregional economic groupings which will influence sources of imports among the various subregions in the future. The subregional groupings are strongly restructuring their trade patterns in line with the objectives of the Lagos Plan of Action which emphasizes promotion of intra-African trade and self-sufficiency.

206. One of the obstacles which intra-subregional trade faces is the inadequacy of transport links between the existing subregional economic groupings. This reflects both the unsatisfactory development of links within individual countries and those that connect the various subregions. Transport problems therefore are a barrier to intra-subregional trade in Africa, and transport planning should be carried out in such a way that the African continent should be encouraged to set up a single economic entity. The regional and subregional projects submitted by the countries show Africa's concern with the establishment of modern infrastructure and equipment which constitute the fundamental basis for intra-subregional and inter-regional development and co-operation, as African Governments are aware that harmonization and co-ordination of transport at subregional and regional levels is destined to play a prominent role in co-operation with a view to economic integration of the region. Financing of regional and subregional projects, therefore, is of paramount importance for Africa's development.

G. National priority projects

207. The emphasis in the Global Strategy is to develop transport at regional and subregional levels. As this is not possible without development of transport at national levels, African Governments have submitted projects which are of high priority to the development of their transport systems. Among these countries are many least developed and land-locked countries facing the most serious and acute transport problems in Africa. High costs of transport, poor development of their infrastructure and other related problems are inhibiting trade and economic development of these least developed countries. Although they mostly depend primarily on their own

resources, and despite the enormous sacrifices they are capable of making, these countries should and must seek assistance from the industrially developed countries and international bodies in solving their problems. Projects submitted by these countries for inclusion in the second phase programme should, therefore, be given the priority they deserve.

INTRODUCTION

In the list of projects by transport mode projects are indicated by symbol, country, title and total cost.

The project symbol consists of three components: transport mode code, country code; project number.

Projects for each country and for each transport mode are thus easily identifiable.

The codes for the different modes of transport are as follows:

ROP: Roads and road transport
 RAP: Railways and railway transport
 SHP: Maritime transport
 IAP: Ports
 AIP: Air transport
 INP: Inland water transport
 MMP: Multimodal transport

The country codes, according to the English alphabetical order, with 60 for regional/subregional projects are as follows:

01	Algeria	26	Madagascar
02	Angola	27	Malawi*
03	Benin*	28	Mali*
04	Botswana*	29	Mauritania
05	Burundi*	30	Mauritius
06	Cameroon	31	Morocco
07	Cape Verde*	32	Mozambique
08	Central African Republic*	33	Niger*
09	Chad*	34	Nigeria
10	Comores*	35	Rwanda*
11	Congo	36	Sao Tome and Principe*
12	Djibouti*	37	Senegal
13	Egypt	38	Seychelles
14	Equatorial Guinea*	39	Sierra Leone*
15	Ethiopia*	40	Somalia*
16	Gabon	41	Sudan*
17	The Gambia*	42	Swaziland
18	Ghana	43	Tanzania*
19	Guinea*	44	Togo*
20	Guinea-Bissau*	45	Tunisia
21	Ivory Coast	46	Uganda*
22	Kenya	47	Upper Volta*
23	Lesotho*	48	Zaire
24	Liberia	49	Zambia
25	Libyan Arab Jamahiriya	50	Zimbabwe
		60	Regional

* Disadvantaged countries

Projects are numbered consecutively starting from 001 for each country and for each transport mode.

The list contains all the transport projects included in the second phase programme, that is:

Transport mode	Number of projects	Total cost (in million \$)
Roads and road transport	239	5,204.25
Railways and rail transport	34	5,616.84
Maritime transport	38	482.93
Ports	70	1,849.81
Air transport	94	923.04
Inland water transport	45	325.68
Multimodal transport	11	26.52

LIST OF PROJECTS BY MODE

(a) Roads and road transport

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-01-001	ALGERIA: Study on a highway link between Annaba-Constantine-Algiers-Oran (1200 km)	3	6.00
ROP-02-001	ANGOLA: Study on the Ombaca-Lucira road (402 km)	3	2.00
ROP-02-002	ANGOLA: Study on the Nova Chaves-Luau road (120 km)	3	0.60
ROP-02-003	ANGOLA: Study on the Negage-Maquela-Bansa-Sossa-Zaire border road (290 km)	2	1.45
ROP-02-004	ANGOLA: Study on the Cuito Cuanavale-Luiana road (650 km)	3	3.25
ROP-02-005	ANGOLA: Study on the Lucusse-Lumbala-Caripande road (248 km)	3	2.20
ROP-03-001	BENIN: Bitumen surfacing of the Savalou-Djougou road (221 km)	5	40.00
ROP-03-002	BENIN: Construction of two bridges on the Mono (240 m) and Sazue (90 m) rivers	3	7.60
ROP-03-003	BENIN: Study on the Seme-Cotonou-Godomey road (30 km) and the third Cotonou bridge	3	0.60
ROP-03-004	BENIN: Construction of the Dassa-Zoume-Parakou road (230 km)	3	40.00
ROP-03-005	BENIN: Study on the Abomey-Ketou-Illara road (115 km)	5	0.50
ROP-03-006	BENIN: Engineering study on the Djougou-Porga road (225 km)	5	0.70
ROP-05-001	BURUNDI: Study on the Gitega-Muyinga road (92 km)	3	0.64
ROP-05-002	BURUNDI: Construction of the Rugombo-Kayanza road (134 km)	5	61.70
ROP-05-003	BURUNDI: Study on the Nyanza Lac-Mutambara road (97 km)	3	2.00
ROP-05-004	BURUNDI: Construction of the Gitega-Ngozi road (81 km)	5	31.50
ROP-05-005	BURUNDI: Study on the Ruyigi-Kibondo road (47 km)	5	1.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-05-006	BURUNDI: Construction of the Nyanza Lac-Gihofi road (105 km)	5	40.85
ROP-06-001	CAMEROON: Construction of the Fotokol-Kousseri road (102 km)	3	69.30
ROP-06-002	CAMEROON: study on the Kribi-Yokadouma road (700 km)	3	7.00
ROP-06-003	CAMEROON: Study on the Sangmélina-Congo border road (300 km)	3	3.50
ROP-06-004	CAMEROON: Study and construction of the Ngaoundere-Chad border road (313 km)	3	73.90
ROP-06-005	CAMEROON: Construction of the Yaoundé-Mbalmayo-Ebolowa-Ambam-Gabon border road (286 km)	3	85.00
ROP-06-006	CAMEROON: Construction of the Ambam-Equatorial Guinea border road (30 km)	3	12.27
ROP-06-007	CAMEROON: Study and start of construction of the Yaoundé-Bertoua-Garoua-Bouali road (568 km)	3	26.30
ROP-06-008	CAMEROON: Construction of the Bamenda-Ekok-Mfum-Nigeria border road (187 km)	3	140.00
ROP-06-009	CAMEROON: Study on the Foumban-Tibati road (316 km)	3	2.00
ROP-06-010	CAMEROON: Study on the Meidougou-Garoua-Boulai road (98 km)	3	0.70
ROP-06-011	CAMEROON: Construction of the Yaoundé-Bafoussam road (Bafia-Bafoussam section: 268 km)	3	90.00
ROP-06-012	CAMEROON: Construction of a bridge over the Noun river	5	8.53
ROP-06-013	CAMEROON: Rehabilitation of the Bafoussam-Noun bridge-Foumban road (70 km)	1	9.90
ROP-07-001	CAPE VERDE: Emergency staff training programme in road transport	2	0.16
ROP-07-002	CAPE VERDE: Establishment of a national bureau of engineering studies	5	1.60
ROP-07-003	CAPE VERDE: Organization of road maintenance crews	1	0.62
ROP-07-004	CAPE VERDE: Installation of road signs and signals	5	0.12

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-07-005	CAPE VERDE: Construction of roads on Santo Antao and Sao Tiago islands (76 km)	5	13.50
ROP-07-006	CAPE VERDE: Construction of roads on Boa Vista and Maio islands	5	4.56
ROP-07-007	CAPE VERDE: Equipment for the construction of roads on Sao Nicolau island	5	1.00
ROP-07-008	CAPE VERDE: Equipment for the construction of roads on Sao Vicente island	5	1.30
ROP-08-001	CENTRAL AFRICAN REPUBLIC: Study on the Bossembélé-Garoua-Boulai road (440 km)	3	4.00
ROP-08-002	CENTRAL AFRICAN REPUBLIC: Study on the Sibut-Bambari-Bangassou road (560 km)	3	3.00
ROP-08-003	CENTRAL AFRICAN REPUBLIC: Repair of the Bangui-Mbaiki road (104 km)	1	8.60
ROP-08-004	CENTRAL AFRICAN REPUBLIC: Improvement of the Bossembélé-Bossangoa-Bedaoyo road	3	22.52
ROP-08-005	CENTRAL AFRICAN REPUBLIC: Study on the Mbaiki-Carnot road (324 km)	5	1.50
ROP-08-006	CENTRAL AFRICAN REPUBLIC: Study on the Sibut-Sido Kaga-Bandoro-Sido-Chad road (324 km)	3	2.00
ROP-09-001	CHAD: Rehabilitation of the Guelendeng-Sarh road (409 km)	1	5.50
ROP-09-002	CHAD: Rehabilitation of the Bongor-Lai road (200 km)	1	2.30
ROP-09-003	CHAD: Improvement of the Massaguet-Massakory-Mao-Bol road	1	10.00
ROP-09-004	CHAD: Study on the Moundou-Lere-Cameroon border road (116 km)	3	2.00
ROP-09-005	CHAD: Study on the Sarh-Abeche road (611 km)	3	2.50
ROP-10-001	COMOROS: Study, construction and maintenance of roads on Grande Anjouan and Moheli islands (113 km)	1	27.70
ROP-11-001	CONGO: Construction of the Owando-Bomassa section of the Brazzaville-Bomassa highway (403 km)	3	161.00
ROP-11-002	CONGO: Study on the Ketta-Cameroon border road (280 km)	3	2.60

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-11-003	CONGO: Study on a road between Kinkala, Louboane and the Gabon border (546 km)	3	5.00
ROP-12-001	DJIBOUTI: Repair of the Djibouti-Ethiopian border road with various link roads to Arta, Weah, Ali Sabieh, Dikhil (250 km)	1	21.57
ROP-12-002	DJIBOUTI: Study and construction of the Tadjoura-Obock road (75 km)	1	18.74
ROP-12-003	DJIBOUTI: Study on the Tadjoura-Randa-Dorra road (50 km)	3	0.60
ROP-12-004	DJIBOUTI: Study on the Dikhil-Aseyla road (38 km)	3	0.74
ROP-14-001	EQUATORIAL GUINEA: Establishment of a national roads and public works enterprise	1	2.09
ROP-14-002	EQUATORIAL GUINEA: Rehabilitation of the Malabo-Luba road (56 km)	1	1.58
ROP-14-003	EQUATORIAL GUINEA: Rehabilitation of the Luba-Riaba road (30 km)	1	2.16
ROP-14-004	EQUATORIAL GUINEA: Rehabilitation of the Moulala-Moka road (15 km)	1	1.07
ROP-14-005	EQUATORIAL GUINEA: Rehabilitation of the Malabo-Riaba road (60 km)	1	1.69
ROP-14-006	EQUATORIAL GUINEA: Rehabilitation of the Bata-Ncue road (130 km)	1	4.80
ROP-14-007	EQUATORIAL GUINEA: Rehabilitation of the Bata-Mbini road (77 km)	1	4.03
ROP-14-008	EQUATORIAL GUINEA: Rehabilitation of all laterite roads on the mainland (260 km)	1	3.26
ROP-15-001	ETHIOPIA: Construction of the Azezo-Metema road (217 km)	3	42.00
ROP-15-002	ETHIOPIA: Training of Ethiopian transport officers	2	4.20
ROP-15-003	ETHIOPIA: Study on a vocational training centre	2	0.26
ROP-15-004	ETHIOPIA: Strengthening the maintenance of main and rural roads (first phase)	1	125.00
ROP-15-005	ETHIOPIA: Strengthening of the Mojo-Awasa road (200 km)	3	25.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-15-006	ETHIOPIA: Strengthening of the Nekempte-Ghimbi road (160 km)	5	11.80
ROP-15-007	ETHIOPIA: Construction of the Arba Minch-Yabelo road (215 km)	5	26.00
ROP-15-008	ETHIOPIA: Construction of the Ghimbi-Kurmuk road (330 km)	5	8.80
ROP-15-009	ETHIOPIA: Technical assistance, studies and training for NATRACOR	2	4.80
ROP-15-010	ETHIOPIA: Rehabilitation and strengthening of the Awash-Miesso-Kulubi road	1	10.00
ROP-16-001	GABON: Study on the Lalara-Ebora section of the Libreville-Ebora road (375 km)	3	3.45
ROP-16-002	Gabon: Study on the Bifoun-Doussala road	5	4.00
ROP-16-003	GABON: Construction of a road to connect Alembe and Leoni (second phase: 103 km)	5	45.00
ROP-16-004	GABON: Construction of a road to connect Port Gentil and Bifoun	5	173.00
ROP-17-001	GAMBIA: Maintenance of roads in the Gambia	1	12.30
ROP-17-002	GAMBIA: Construction of the Laminkoto-Passimus road (151 km)	5	16.00
ROP-17-003	GAMBIA: Engineering study on a bridge barrage over the Gambia river	3	10.00
ROP-17-004	GAMBIA: Project on public transport	5	5.10
ROP-17-005	GAMBIA: Construction of the Banjul-Serrekunda road	5	20.00
ROP-17-006	GAMBIA: Construction of the Euniadu-Albreda-Kuntair road	5	3.60
ROP-17-007	GAMBIA: Construction of the Mandinaba-Selety road	3	2.50
ROP-18-001	GHANA: Rehabilitation of the Tema-Sogakofe section of the Tema-Aflao road (79 km)	1	85.79
ROP-18-002	GHANA: Study on the Tema-Akosombo road and access roads to the ports of Akosombo, Tenugaga and Tamala (78.5 km)	1	0.52
ROP-18-003	GHANA: Study on the Accra-Kumasi-Techiman-Tamale-Paga road (836 km)	1	2.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-18-004	GHANA: Rehabilitation of the Accra-Yamoransa road (113 km)	3	58.00
ROP-18-005	GHANA: Repair of the Takoradi-Axim road (60 km)	3	65.45
ROP-18-006	GHANA: Repair of the Salaga-Tamale road (110 km)	1	33.50
ROP-18-007	GHANA: Study on the Techiman-Ejura-Lake Volta road (240 km)	5	0.50
ROP-18-008	GHANA: Study on the Bolgatanga-Bawku road (79 km)	5	0.30
ROP-18-009	GHANA: Construction of the Cape Coast-Twifu Praso road (71.6 km)	1	26.60
ROP-18-010	GHANA: Rehabilitation and upgrading of the Aguna-Tarkina-Bogoso road (100 km)	1	34.88
ROP-18-011	GHANA: Bitumen surfacing of the Bamboi-Hamale road (367 km)	1	123.05
ROP-18-012	GHANA: Rehabilitation of the Yamoransa-Anwiankwanta road (162 km)	1	83.00
ROP-18-013	GHANA: Study on the Kpong-Asikuma Junction-Kpeve-Hohoe-Jasikan road	5	0.48
ROP-18-014	GHANA: Bitumen surfacing of the Jasikan-Kwanta-Bimbilla road (194 km)	5	67.27
ROP-18-015	GHANA: Study for setting up a vocational training centre for vehicle testing	2	0.20
ROP-19-001	GUINEA: Construction of the Gueckedou-Seredou-N'Zerkore-Liberia border road (303 km)	5	182.00
ROP-19-002	GUINEA: Construction of the Dubreka-Boke road	3	125.00
ROP-19-003	GUINEA: Reconstruction of the Conakry-Mamou road (255 km)	1	24.00
ROP-19-004	GUINEA: Study on the Mamou-Dabola-Kouroussa-Kankan road (410 km)	3	1.60
ROP-19-005	GUINEA: Study on the Kankan-Mandiana-Badogo road (287 km)	3	2.00
ROP-19-006	GUINEA: Study on the Bako-Quebo road (200 km)	3	2.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-19-007	GUINEA: Study on the Labe-Tambacounda road (425 km of which 300 km is in Guinea)	3	1.50
ROP-19-008	GUINEA: Study on the Forécariah-Pamelap road (43 km)	3	0.75
ROP-20-001	GUINEA-BISSAU: Construction of the Sao Vicente-Sao Domingos-M'Pak road (78 km)		12.00
ROP-20-002	GUINEA-BISSAU: Construction of the Xitole-Maputa-Contabone-Quebo road (38 km)	3	5.60
ROP-20-003	GUINEA-BISSAU: Study on a road to link Quebo and Bake via Gadamael (Guinea border) (60 km)	3	0.15
ROP-21-001	IVORY COAST: Study on the Ferkessedougou-Ouangelodougou-Mali border and the Ouangelodougou-Upper Volta border roads	3	1.00
ROP-21-002	IVORY COAST: Bitumen surfacing of the Guiglo-Toulepleu-Liberia border road (140 km) and the Daloa-Guetuzon road	3	61.00
ROP-21-003	IVORY COAST: Study on the Odienné-Mali border road (117 km)	3	0.90
ROP-21-004	IVORY COAST: Driver training units	2	2.50
ROP-21-005	IVORY COAST: Study on the Ghana-Abidjan-Sao Pedro-Tabou-Liberia coastal road (469 km)	3	4.19
ROP-21-006	IVORY COAST: Study on the Man-Danane road (120 km)	3	1.00
ROP-22-001	KENYA: Construction of the Lodwar-Sudan border road (244 km)	4	28.00
ROP-22-002	KENYA: Study on the Isiolo-Moyale road (517 km)	3	2.80
ROP-22-003	KENYA: Reconstruction of sections of the Lagos-Mombasa Trans-African Highway (112 km)	1	35.00
ROP-22-004	KENYA: Bitumen surfacing of the Thika-Garissa-Liboi road (553 km)	3	40.50
ROP-22-005	KENYA: Bitumen surfacing of the Garissa-Garsen-Malindi road (451 km)	3	20.00
ROP-22-006	KENYA: Bitumen surfacing of the Kisumu-Yala road (81 km)	3	11.86

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-22-007	KENYA: Study on a section of the Ahero-Kisii road (81 km)	5	1.50
ROP-22-008	KENYA: Bitumen surfacing of the Narok-Sotik road (119 km)	5	40.00
ROP-22-009	KENYA: Study on the Embu-Kangondu road (86 km)	5	0.50
ROP-23-001	LESOTHO: Reconstruction and strengthening of the Taung-Makhotlong-Sani Top road	5	46.00
ROP-23-002	LESOTHO: Strengthening of the Thaba Tseka-Taung-Mpiti road (154 km)	5	53.00
ROP-23-003	LESOTHO: Study on two pilot road maintenance centres	2	2.50
ROP-24-001	LIBERIA: Study on the Monrovia-Freetown road (223 km)	3	1.50
ROP-24-002	LIBERIA: Studies on the Ganta-Tapeta and Tapeta-Tobli road sections (154 km)	3	0.95
ROP-24-003	LIBERIA: Study for the improvement of the Paynesville-Kakata-Totota road (108 km)	3	1.00
ROP-24-004	LIBERIA: Bitumen surfacing of the Ganta-Saniquellie road (41 km)	3	26.40
ROP-24-005	LIBERIA: Engineering study on the Tobli-Zwedru road (64 km)	3	0.40
ROP-24-006	LIBERIA: Engineering study on the Gbarnga-Kolahun-Mendi Korma road (288 km)	3	1.40
ROP-24-007	LIBERIA: Study on the Buchanan-Greenville road (183 km)	5	1.30
ROP-26-001	MADAGASCAR: Training of transport management personnel	2	1.00
ROP-27-001	MALAWI: Study on the Blantyre-Mulanja-Mozambique border road (96 km)	3	2.10
ROP-27-002	MALAWI: Study on the Mangochi-Namwera-Mandimba road (51 km)	3	1.35
ROP-28-001	MALI: Reconstruction of the Kolokani-Bamako road (124 km)	3	17.00
ROP-28-002	MALI: Study on the Sikasso-Koloko road (44 km)	3	0.35

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-28-003	MALI: Engineering studies on the Nioro du Sahel-Diema-Kolokani road (308 km)	3	1.00
ROP-28-004	MALI: Reconstruction of the Bamako-Bougouni road (156 km)	3	30.00
ROP-28-005	MALI: Study on the Bougouni-Manankoro-Ivory Coast border road (145 km)	3	2.00
ROP-28-006	MALI: Engineering study on the Boungouni-Yanfolila-Guinea border road (135 km)	3	1.00
ROP-28-007	MALI: Study on the Kayes-Senegal border road (105 km)	3	0.50
ROP-28-008	MALI: Engineering study on the Bamako-Kita-Kaniba-Senegal border road (625 km)	3	2.60
ROP-28-009	MALI: Study on the Kayes-Nioro road (250 km)	3	1.00
ROP-28-010	MALI: Engineering study on the Gao-Kidal and Kidal-Bouressa road (356 km)	3	1.20
ROP-28-011	MALI: Study on the "Poisson" Sevare-Bandigara-Bankass-Kono-Upper Volta border road (183 km)	5	1.50
ROP-29-001	MAURITANIA: Study on the road between Nouakchott and Nouadhibou (450 km)	3	1.00
ROP-29-002	MAURITANIA: Purchase of road maintenance equipment	1	3.00
ROP-31-002	MOROCCO: Establishment of an African roads maintenance data bank	5	2.00
ROP-31-004	MOROCCO: Construction of the Kenitra-Larache road (100 km)	3	21.00
ROP-31-005	MOROCCO: Feasibility study on crossing the Strait of Gibraltar	3	3.00
ROP-32-001	MOZAMBIQUE: Feasibility study on the Moamba-Massingir-Mapai-Chicualacuala road	3	1.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-33-001	NIGER: Bitumen surfacing of the Tilabery-Gabou road (65 km)	3	16.00
ROP-33-002	NIGER: Construction of the Niamey-Gotheye-Tera-Upper Volta border road (220 km)	3	40.00
ROP-33-003	NIGER: Study on the Goure-Maine Soroa-Nguigmi road (420 km)	3	5.00
ROP-33-004	NIGER: Construction of the Arlit-Assamaka-Algerian border road (200 km)	3	39.65
ROP-33-005	NIGER: Construction of the Agadez-Tanout-Zinder road (430 km)	3	80.00
ROP-34-001	NIGERIA: Dualization of the Ibadan-Ilorin road (120 km)	3	170.00
ROP-34-002	NIGERIA: Dualization of the Benin-Asaka road (130 km)	3	136.00
ROP-34-003	NIGERIA: Dualization of the Kaduna-Zaria-Kano road (262 km)	3	262.00
ROP-34-004	NIGERIA: Dualization of the Kano-Katsina road (174 km)	3	174.00
ROP-34-005	NIGERIA: Construction of the Ntrigom-Edor road (40 km)	3	24.48
ROP-35-001	RWANDA: Construction of the Kayonza-Kagitumba road (127 km)	3	61.00
ROP-35-002	RWANDA: Study on the Gitarama-Kibuye road (91 km)	5	0.73
ROP-35-003	RWANDA: Study on the Kibuye-Ntendezi road (103 km)	5	0.45
ROP-35-004	RWANDA: Engineering studies on the Gitarama-Ruhengeri road	5	0.40
ROP-35-005	RWANDA: Engineering studies on the Kioukiro-Nemba road	5	0.65
ROP-35-006	RWANDA: Construction of the Rwanda section of the Rugombo-Bugarama road (8 km)	3	3.50
ROP-37.001	SENEGAL: Study on the Tambacounda-Guinea border road (100 km)	3	1.00
ROP-37-002	SENEGAL: Construction of the Tambacounda-Mali border road (360 km)	3	22.50

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-37-003	SENEGAL: Construction of the Ziguinchor-M'Pak-Guinea-Bissau border road (14 km)	3	2.70
ROP-39-001	SIERRA LEONE: Study on the Waterloo-Masiaka road (44 km)	3	0.51
ROP-39-002	SIERRA LEONE: Feasibility study on the Rogebre-Port Loko-Pamelap road (74 km)	3	0.35
ROP-40-001	SOMALIA: Study on the Berbera-Djibouti road (220 km)	3	2.00
ROP-40-002	SOMALIA: Study on the Somalia-Kenya road (260 km)	3	2.00
ROP-40-003	SOMALIA: Reconstruction of the Gelib-Kisimayo road (114 km)	3	24.00
ROP-40-004	SOMALIA: Construction of the Gelib-Bardera-Dinsor road (316 km)	5	68.40
ROP-41-001	SUDAN: Study on the Aswan-Khartoum section of the Wadi Halfa-Khartoum highway (1490 km)	3	8.00
ROP-41-002	SUDAN: Construction of the Juba-Mapoeta road (344 km)	4	90.00
ROP-41-003	SUDAN: Feasibility and engineering studies on the Kosti-El Obeid road (288 km)	3	5.00
ROP-41-004	SUDAN: Construction of the Gedaref-Suki road (180 km)	5	34.00
ROP-41-005	SUDAN: Reconstruction and bitumen surfacing of the Rabak-Renk road (167 km)	3	34.00
ROP-41-006	SUDAN: Construction of the Atbara-Haiya road (300 km)	3	42.00
ROP-41-007	SUDAN: Study on local road construction materials	1	6.50
ROP-41-008	SUDAN: Study on the Berenice-Port Sudan road (623 km)	3	5.00
ROP-41-009	SUDAN: Study on the Gedaref-Doka-Gallabat road (105 km)	3	1.50
ROP-41-010	SUDAN: Construction of the Wad El Huri-Sim-Sim road (77 km)	5	11.50
ROP-41-011	SUDAN: Construction of the Gedaref-Umbarakit road (110 km)	5	15.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-41-012	SUDAN: Study on the El Geneina-Zalingei road (160 km)	3	3.80
ROP-43-001	UNITED REPUBLIC OF TANZANIA: Study on the Mutukula-Bukoba road (232 km)	3	2.00
ROP-43-002	UNITED REPUBLIC OF TANZANIA: Study on the Arusha-Dodoma-Iringa road (681 km)	3	18.00
ROP-43-003	UNITED REPUBLIC OF TANZANIA: Study on the Masasi-Mbamba Bay road (605 km)	5	8.00
ROP-43-004	UNITED REPUBLIC OF TANZANIA: Study on the Kobero-Rusumu road (65 km)	1	0.50
ROP-43-005	UNITED REPUBLIC OF TANZANIA: Construction of the Lusahunga-Bukoba road	5	39.00
ROP-44-001	TOGO: Study on the Ghana border-Sokode road (50 km)	5	0.25
ROP-44-002	TOGO: Construction of the Ghana-Lomé-Benin coastal road (first phase)	3	20.00
ROP-44-003	TOGO: Purchase of road maintenance equipment	1	0.50
ROP-46-001	UGANDA: Maintenance of the Kangala-Masaka road (76 km)	1	20.00
ROP-46-002	UGANDA: Rehabilitation and construction of the Masaka-Lyantonde-Mbarara-Ntungama -Rubale and the Mbarara-Ishaka-Katunguru roads	1	111.76
ROP-47-001	UPPER VOLTA: Construction of the Ouagadougou-Yako-Ouahigouya-Mali border road (247 km)	5	42.00
ROP-47-002	UPPER VOLTA: Construction of the Ouagadougou-Kaya-Dori road (310 km)	3	36.00
ROP-47-003	UPPER VOLTA: Construction of the Fada N'Gourma-Pama road (140 km)	3	27.00
ROP-47-004	UPPER VOLTA: Upgrading of the Ouagadougou-Leo-Ghana border road (179 km)	5	29.00
ROP-47-005	UPPER VOLTA: Maintenance and rehabilitation of the national network (1050 km)	1	42.00
ROP-47-006	UPPER VOLTA: Construction of a feeder road to the Ouagarinter railway station	3	1.80
ROP-48-001	ZAIRE: Study on the Kisangani-Kasindi road (828 km)	3	6.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-48-002	ZAIRE: Study on the Kisangani-Bangassou road (717 km)	3	1.50
ROP-49-001	ZAMBIA: Bitumen surfacing of the Choma-Namwala road (170 km)	3	39.00
ROP-49-002	ZAMBIA: Study on Chitipa-Nakonde-Mbala road (250 km)	3	1.50
ROP-49-003	ZAMBIA: Bitumen surfacing of the Matumbo-Lundazi road (260 km)	3	98.00
ROP-49-004	ZAMBIA: Bitumen surfacing of the Kalabo-Kalongola road (180 km)	5	48.20
ROP-49-005	ZAMBIA: Study on the Kaoma-Zambezi-Chavuma road (336 km)	3	1.10
ROP-49-006	ZAMBIA: Study on the Mansa-Luwingu-Kasama road (340 km)	3	1.10
ROP-49-007	ZAMBIA: Study on the Mutamba-Zambezi road (455 km)	5	1.50
ROP-49-008	ZAMBIA: Study on the Mansa-Mwense-Nchelenge road (255 km)	5	0.70
ROP-50-001	ZIMBABWE: Reconstruction of the Bulawayo-Beit Bridge road (177 km)	1	21.10
ROP-50-002	ZIMBABWE: Study on 41 km of the Harare-Mutare road and construction of two road bridges over the railway	1	0.12
ROP-50-003	ZIMBABWE: Study on the Harare-Chirundu road (69 km)	1	0.10
ROP-50-004	ZIMBABWE: Study on the Zvishavane-Chicualacuala road (314 km)	3	3.20
ROP-50-005	ZIMBABWE: Feasibility study on a bypass at Mutare	3	0.20
ROP-60-001	SENEGAL/MAURITANIE: Bitumen surfacing of the Saint Louis-Nouakchott road via Diama dam	3	1.00
ROP-60-002	Study of customs arrangements in the 13 countries traversed by the Lagos-Mombasa Trans-African highway and its feeder roads	3	0.20
ROP-60-003	BENIN/TOGO/GHANA: Prefeasibility study on the protection of the Benin-Togo-Ghana coast against erosion	1	0.45

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
ROP-60-004	Study on the harmonization of international traffic regulations	4	0.75
ROP-60-005	UNSO: Study on secondary roads in the Sahel region	1	0.15
ROP-60-006	ECA: Study on road transport management improvement	4	0.30
ROP-60-007	ECA: Study on training needs for road transport management personnel	2	0.20
ROP-60-008	MALI/MAURITANIA: Feasibility and engineering studies on the Aioun-Nioro du Sahel road	4	1.50
ROP-60-009	MALI/MAURITANIA: Study on the Nara-Nema road	4	2.00
ROP-60-010	MALI/MAURITANIA: Study on the Kayes-Kifa road	4	2.00
239 projects	TOTAL		5,204.25

(b) Railways and rail transport

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
RAP-01-001	ALGERIA: Engineering studies for the construction of a railway line in the Highland Plateau region and implementation of the first phase	5	600.00
RAP-02-001	ANGOLA: Moçamedes Railway: Renewal of the track and sleepers between Entroncamento and Menongue (321 km)	1	6.00
RAP-02-002	ANGOLA: Luanda Railway: renovation, ballasting and realignment (385 km)	1	36.00
RAP-03-001	BENIN: Ballasting of the track between Savé and Parakou (179 km)	1	7.50
RAP-06-001	CAMEROON: Realignment of the track between Douala and Yaoundé: Esaka-Maloume section	3	80.00
RAP-11-001	CONGO: Rehabilitation and modernization of 342 km of the Congo-Océan Railway	1	120.60
RAP-16-001	GABON: Trans-Gabon Railway: Construction of the Booué-Franceville section (331 km)	5	853.00
RAP-16-002	GABON: Trans-Gabon Railway: Construction of the Booué-Belingua section	5	440.00
RAP-18-001	GHANA: Establishment of a railways training school	2	23.06
RAP-18-002	GHANA: Mechanization of railway track maintenance	1	10.81
RAP-18-003	GHANA: Modernization of breakdown trains	1	1.73
RAP-19-001	GUINEA: Renewal of ballast and rails, miscellaneous equipment; training; modernization (stations, telecommunications) for the entire railway (662 km) (second phase)	1	105.00
RAP-21-001	IVORY COAST: Régie Abidjan-Niger: Realignment of the track between Petionara and Tafire	3	33.00
RAP-21-002	IVORY COAST: Régie Abidjan-Niger: Doubling of the track between Anyama and Bouaké	3	27.00
RAP-22-001	KENYA: Establishment of a centre for training in railway management techniques	2	5.60

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
RAP-25-001	LIBYAN ARAB JAMAHIRIYA: Establishment of a railway training school	2	n.d.
RAP-25-002	LIBYAN ARAB JAMAHIRIYA: Construction of a Tripoli-Ras El Jedir railway line (170 km)	5	n.d.
RAP-25-003	LIBYAN ARAB JAMAHIRIYA: Construction of a Tripoli-Misurata railway line	5	n.d.
RAP-25-004	LIBYAN ARAB JAMAHIRIYA: Construction of a Misurata-Sebha railway line	5	n.d.
RAP-25-005	LIBYAN ARAB JAMAHIRIYA: Studies on the proposed Bu-gren/Musa'ad (Egyptian border) railway line (about 1300 km)	5	n.d.
RAP-26-001	MADAGASCAR: Construction of the Antsirabe-Fianarantsoa railway (250 km)	5	152.00
RAP-27-001	MALAWI: Rehabilitation and improvement of the track and structures between Balaka and Salima	1	8.40
RAP-28-001	MALI: Purchase of transport facilities for permanent way staff	1	0.63
RAP-28-002	MALI: Transfer of the Bamako goods station to Korofina	3	5.00
RAP-28-003	MALI: Rehabilitation of the track between Bamako and Koulikoro (59 km)	1	3.33
RAP-28-004	MALI: Replacement of 58 turnouts (second phase)	1	1.17
RAP-28-005	MALI: Renewal and strengthening of transport stock	1	20.00
RAP-31-001	MOROCCO: Construction of the Marrakech-Tarfayah railway line (first phase)	5	1,100.00
RAP-31-002	MOROCCO: Construction of a railway link for the Nador complex (123 km)	5	135.00
RAP-37-001	SENEGAL: Renewal and modernization of the track between Maleme Hodar and Kidira (374 km)	1	25.00
RAP-41-001	SUDAN: Renewal and modernization of the Khartoum-Sennar line (150 km)	1	35.00
RAP-41-002	SUDAN: Rehabilitation of the track on the El Obeid-Sennar-Kassala-Haiya line (700 km)	1	63.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
RAP-41-003	SUDAN: Renewal of track on the Sennar-Ed Damazin section	1	42.00
RAP-41-004	SUDAN: Rehabilitation and modernization of the Baboussa-Nyala section: Phase II (700 km)	1	60.00
RAP-41-005	SUDAN: Improvement of signalling and telecommunications facilities	5	45.00
RAP-41-006	SUDAN: Mechanization of track maintenance and repairs on the Khartoum-Atbara-Haiya line	1	70.00
RAP-41-007	SUDAN: Purchase of rolling stock for renewal and modernization (first phase)	1	100.00
RAP-41-008	SUDAN: Renewal of track, rail welding, purchase of miscellaneous equipment for the Port Sudan-Haiya line (203 km)	1	60.00
RAP-42-001	SWAZILAND: Purchase of rolling stock	3	4.40
RAP-42-002	SWAZILAND: Dieselization of Swaziland Railway	5	11.40
RAP-42-003	SWAZILAND: Purchase of road and rail breakdown equipment	1	2.00
RAP-43-001	UNITED REPUBLIC OF TANZANIA: Improvement of railway training facilities	2	13.00
RAP-46-001	UGANDA: Modernization of the signalling and telecommunications system from Tororo to Kasese and from Tororo to Pakwach	3	6.10
RAP-46-002	UGANDA: Purchase of wagons and carriages	3	25.00
RAP-46-003	UGANDA: Renewal and realignment of the northern corridor network track (228 km)	1	40.50
RAP-46-004	UGANDA: Purchase of spare parts for rolling stock and electrical installations	1	3.35
RAP-46-005	UGANDA: Construction of a railway mechanical workshop	1	72.00
RAP-46-006	UGANDA: Studies on the establishment of a permanent way depot and on the construction of a concrete sleeper factory	1	0.53
RAP-46-007	UGANDA: Study on the establishment of a railway training school	2	0.65

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
RAP-47-001	UPPER VOLTA: Construction of the Ouagadougou-Tambao-Tin Hrassan railway (375 km): First phase Ouagadougou-Kaya	3	23.60
RAP-48-001	ZAIRE: Rehabilitation of the Lubumbashi-Ilebo railway: first phase (210 km)	1	200.00
RAP-48-002	ZAIRE: Training of SNCZ staff	2	2.60
RAP-48-003	ZAIRE: Supply of equipment for the SNCZ (second phase)	5	42.00
RAP-48-004	ZAIRE: Renewal of 65 km of track on the Matadi-Kinshasa railway (third phase)	1	8.00
RAP-49-001	ZAMBIA: Study on a proposed railway line to be constructed between Mupulingu and Kasama	3	2.00
RAP-49-002	ZAMBIA: Improvement of the wagon braking system	5	2.00
RAP-49-003	ZAMBIA: Feasibility study on the construction of new railway lines linking Zambia with neighbouring countries (and ports)	4	0.50
RAP-49-004	ZAMBIA: Feasibility study on a proposed railway linking Chigola-Chililabombwe with the Angola network	3	0.80
RAP-60-001	GUINEA/MALI: Updating of the feasibility study on the Kouroussa-Bamako (via Siguiri) rail link	4	1.00
RAP-60-002	UAR/ECA: Improvement in the management and organization of African railways	2	2.00
RAP-60-003	BENIN/NIGER: Extension of the Cotonou-Parakou railway to Niamey (637 km): engineering studies	3	5.80
RAP-60-004	BURUNDI/RWANDA/ZAIRE: Feasibility study on a railway link between the eastern and western networks of the CEPGL countries	4	1.00
RAP-60-005	IVORY COAST/MALI: Studies on the inter-connection of the railway networks of the two countries (650 km)	3	3.33
RAP-60-006	ETHIOPIA/DJIBOUTI: Rehabilitation of the Djibouti-Addis Ababa railway (781 km)	1	184.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
RAP-60-007	DJIBOUTI/ETHIOPIA: Establishment of a technical training centre in Djibouti	2	2.60
RAP-60-008	EGYPT/SUDAN: Construction of a railway link between Egypt and the Sudan	4	450.00
RAP-60-009	KBO: Engineering studies on a proposed railway link between Rwanda, Burundi and the United Republic of Tanzania	3	5.80
RAP-60-010	NIGER: Feasibility studies on providing the Niger with access to the sea: Dori-Niamey and Kano-Maradi links	3	0.15
RAP-60-011	UAR: Feasibility study on the establishment of railway equipment manufacturing units in the five subregions	1	4.00
RAP-60-012	WAEC: Construction of a joint wagon factory	1	8.00
RAP-60-013	TAZARA: Purchase of 36 diesel electric main line locomotives (first phase)	3	26.00
RAP-60-014	TAZARA: Replacement of 30 locomotive engines	1	10.00
RAP-60-015	TAZARA: Purchase of 1000 wagons (first phase)	3	23.00
RAP-60-016	TAZARA: Purchase of six 1000 h.p. shunting locomotives	3	3.30
RAP-60-017	TAZARA: Various activities aimed at track rehabilitation (earthworks, rail welding, introduction of mechanized maintenance)	1	44.00
RAP-60-018	TAZARA: Repair of damage caused by rain in 1978/1979 between Mlimba and Makubako	1	22.00
RAP-60-019	TAZARA: Draining of 98 km of track between Gwata and Fuga	1	14.50
RAP-60-020	TAZARA: Construction of 43 villas at the new Kapiri Mposhi station	3	2.00
RAP-60-021	TAZARA: Construction of a miscellaneous goods warehouse at Dar-es-Salaam	3	1.20
RAP-60-022	TAZARA: Purchase of quarry equipment	1	6.60
RAP-60-023	TAZARA: Construction of terminals at the new Kapiri Mposhi station for the storage and handling of goods	3	15.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
RAP-60-024	TAZARA: Purchase of two breakdown cranes, two wheel lathes and handling equipment	1	9.00
RAP-60-025	TAZARA: Provision of signalling and telecommunications equipment	3	36.00
RAP-60-026	TAZARA: Setting up of training facilities and financing of training abroad in new technologies and management	2	1.30
84 projects	TOTAL		5,616.84

(c) Maritime transport

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
SHP-01-001	ALGERIA: Study on the construction of a new ship repairyard	1	3.00
SHP-03-001	BENIN: Construction of a ship repairyard at Cotonou	1	3.20
SHP-07-001	CAPE VERDE: Purchase of a ferry to provide maritime transport services within the archipelago	5	7.00
SHP-09-001	CHAD: Technical assistance for strengthening maritime administration and launching of a transport users' council	2	0.15
SHP-14-001	EQUATORIAL GUINEA: Reorganization of sea trade	5	0.80
SHP-15-001	ETHIOPIA: Fellowship programme for training maritime transport personnel	2	3.50
SHP-19-001	GUINEA: Technical assistance for the improvement of maritime transport administration	2	0.36
SHP-25-001	LIBYAN ARAB JAMAHIRIYA: Purchase of container ships	5	142.50
SHP-31-001	MOROCCO: Purchase of trading ships	5	25.00
SHP-33-001	NIGER: Purchase of a cargo ship	3	8.00
SHP-34-001	NIGERIA: Study on the construction of ship building yards at Lagos, Port Harcourt and Burutu	1	10.00
SHP-34-002	NIGERIA: Feasibility study for the extension of operations of the Nigerian National Shipping Line to West African coastal ports	3	3.50
SHP-39-001	SIERRA LEONE: Maritime transport programme (fellowships)	2	0.37

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
SHP-48-001	ZAIRE: Purchase and maintenance of machinery and equipment for the RVM (beaconing, dredging, pilotage, shipyard)	2	2.41
SHP-48-002	ZAIRE: Technical assistance and training of RVM staff	2	0.19
SHP-48-003	ZAIRE: Technical assistance for the Zaire shipping company (CMZ)	2	0.18
SHP-48-004	ZAIRE: Purchase of a hydraulic clay cutter dredger	1	2.30
SHP-60-001	Construction and equipment of the Academy of Marine Science and Technology for the French-speaking countries of West and Central Africa	2	58.00
SHP-60-002	GHANA: Financial assistance and provision of a ship simulator for the Regional Academy of Marine Science and Technology at Accra	2	48.00
SHP-60-003	UNCTAD: TRAINMAR Project: Manpower Development programme in the field of maritime transport	2	0.50
SHP-60-004	Assistance to the Ministerial Conference of West and Central African States on maritime transport	2	0.30
SHP-60-005	East Africa: Subregional maritime transport development	4	1.87
SHP-60-006	MINCONMAR: Technical assistance to find solutions to the problems listed in the UNCTAD study RAF/78/038	3	0.15
SHP-60-007	EAST AND SOUTHERN AFRICA: Study on the establishment of a shipping line for East and Southern Africa	3	0.20
SHP-60-008	CEAO: Establishment of a joint CEAO shipping line	4	154.23
SHP-60-009	ECA: Technical assistance to North and East African countries for the establishment of a ministerial conference on maritime transport	2	

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
SHP-60-010	MINCOMAR: Technical assistance in defining a maritime transport programme	2	0.20
SHP-60-011	MINCOMAR: Technical assistance for improving business administration in national and multinational shipping lines	2	0.30
SHP-60-012	MINCOMAR: Technical assistance for the establishment and efficient operation of regional consortia for transport operations	2	0.08
SHP-60-013	MINCOMAR: Technical assistance for the drafting legislation of African countries	2	0.55
SHP-60-014	MINCOMAR: Fellowship programme for the training of African personnel in maritime administration and in radio-telephone telecommunication systems	2	2.00
SHP-60-015	MINCOMAR: Seminars and workshops on maritime transport	2	0.10
SHP-60-016	MINCOMAR: Study of the rationalization of ocean-going shipping	4	0.10
SHP-60-017	MINCOMAR: Feasibility and engineering study for a trial use of barges and tugs for coastal shipping	4	1.25
SHP-60-018	MINCOMAR: Feasibility study on the proposed establishment or modernization of ship building yards	4	0.25
SHP-60-019	MINCOMAR: Feasibility study on the establishment of a multinational shipping line for West and Central African States	4	0.13
SHP-60-020	MINCOMAR: Feasibility study on the establishment of multinational bulk cargo shipping companies	4	0.20
SHP-60-021	MINCOMAR: Training fellowships for trainers	2	5.00
38 projects	TOTAL		482.93

(d) Ports

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
HAP-02-001	ANGOLA: Activities for relieving congestion in the port of Luanda (short term)	5	5.00
HAP-05-001	BURUNDI: Construction of warehouses at Dar-es-Salaam port	3	4.60
HAP-06-001	CAMEROON: Study on the construction of a port at Rocher-du-Loup	5	1.00
HAP-07-001	CAPE VERDE: Studies, repairs, construction and purchase of equipment for secondary ports	5	23.20
HAP-07-002	CAPE VERDE: General inspection and preparation of programme of action for improvement of facilities in ports (Porto Grande and Porto Novo)	5	0.40
HAP-07-003	CAPE VERDE: Repair to the wharf and study of Porto Grande Master Plan	1	5.80
HAP-09-001	CHAD: Study on the construction of warehouses for Chad at Douala and Pointe Noire	3	0.10
HAP-10-001	COMOROS: Study on the establishment of a dry dock and a maintenance workshop	1	0.10
HAP-10-002	COMOROS: Training in maritime transport (shipping and ports)	2	0.50
HAP-11-001	CONGO: Study on the expansion of the port of Pointe Noire	3	2.00
HAP-11-002	CONGO: Construction and equipment of a fishing mole at the port of Pointe Noire	5	25.00
HAP-11-003	CONGO: Construction and equipment of a ship repair yard	1	18.00
HAP-12-001	DJIBOUTI: Training of port personnel	2	0.09
HAP-12-002	DJIBOUTI: Construction of two administrative buildings at the port of Djibouti	5	2.30
HAP-14-001	EQUATORIAL GUINEA: Rehabilitation of the ports of Malabo and Bata; establishment of an autonomous management body	1	4.55
HAP-15-001	ETHIOPIA: Reconstruction and expansion of the port of Assab	5	14.40
HAP-15-002	ETHIOPIA: Rehabilitation and extension of ship repair yard at Massawa	1	14.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
HAP-15-003	ETHIOPIA: Repair and reconstruction of nine lighthouses	1	3.60
HAP-15-004	ETHIOPIA: Training of port personnel	2	1.20
HAP-15-005	ETHIOPIA: Rehabilitation and expansion of berthing facilities in the port of Massawa	1	91.00
HAP-16-001	GABON: Expansion of the port of Ovendo; rehabilitation of a dry dock	5	140.18
HAP-18-001	GHANA: Rehabilitation of a dry dock and a shipyard at the main port of Tema	1	5.25
HAP-18-002	GHANA: Rehabilitation of equipment of Tema and Takoradi ports; renovation of plant	1	8.00
HAP-18-003	GHANA: Expansion of the main port of Tema	5	55.00
HAP-18-004	GHANA: Study on improvement of Takoradi port	5	0.20
HAP-19-001	GUINEA: Study on the reconstruction of secondary ports along the Guinean coast	5	0.50
HAP-19-002	GUINEA: Fellowships for training port personnel	2	2.00
HAP-19-003	GUINEA: Maintenance of maritime signalling facilities	1	0.70
HAP-19-004	GUINEA: Purchase of dredging equipment	1	8.00
HAP-20-001	GUINEA-BISSAU: Comprehensive port development project	5	30.00
HAP-21-001	IVORY COAST: Expansion of the port of Abidjan	3	84.00
HAP-24-001	LIBERIA: Technical assistance for port manpower training	2	0.50
HAP-24-002	LIBERIA: Increase in port productivity	5	12.00
HAP-25-001	LIBYAN ARAB JAMAHIRIYA: Expansion of Misurata port: construction of three new quays	5	83.00
HAP-25-002	LIBYAN ARAB JAMAHIRIYA: Expansion of Berga port (oil terminal)	5	118.00
HAP-25-003	LIBYAN ARAB JAMAHIRIYA: Expansion of the port of Tripoli	5	100.00

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
HAP-26-001	MADAGASCAR: Improvement of navigation conditions in ports: dredging, buoying and hydrographic studies	1	20.00
HAP-26-002	MADAGASCAR: Purchase of cargo-handling equipment for Malagasy ports	1	25.00
HAP-28-001	MALI: Construction of warehouses for Mali at the ports of Dakar, Cotonou and Abidjan	3	6.08
HAP-31-001	MOROCCO: Extension of Agadir port towards Anza	5	40.00
HAP-31-002	MOROCCO: Construction of a semaphoric tower in Casablanca port	5	4.00
HAP-31-003	MOROCCO: Expansion of Casablanca port and construction of a container terminal	5	60.00
HAP-32-001	MOZAMBIQUE: Increase in capacity of the ports of Beira and Nacala	3	193.70
HAP-32-002	MOZAMBIQUE: Increase in capacity of the port of Maputo	3	150.00
HAP-33-001	NIGER: Construction of warehouses for the Niger at Lomé and Abidjan ports and purchase of handling equipment	3	3.90
HAP-34-001	NIGERIA: Construction of an ocean terminal near Apapa	5	70.00
HAP-35-001	RWANDA: Construction of warehouses for Rwanda at Kibumba port	3	10.20
HAP-37-001	SENEGAL: Construction of a container terminal at the port of Dakar (first phase)	3	25.00
HAP-39-001	SIERRA LEONE: Purchase of a maintenance dredger for Freetown port	1	0.10
HAP-39-002	SIERRA LEONE: Increase in productivity of the port of Freetown	5	2.30
HAP-39-003	SIERRA LEONE: Purchase of fire fighting equipment and a generator for emergency lighting; construction of a protective wall	5	0.70
HAP-40-001	SOMALIA: Increase in productivity of all Somali ports	5	30.00
HAP-40-002	SOMALIA: Training of port personnel	2	0.60

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
HAP-41-001	SUDAN: Rehabilitation of the old Suakin port	1	40.00
HAP-41-002	SUDAN: Increase in capacity and efficiency of Port Sudan	5	10.00
HAP-43-001	UNITED REPUBLIC OF TANZANIA: Expansion of the port of Dar-es-Salaam	3	102.60
HAP-44-001	TOGO: Expansion of the port of Lomé and construction of an access road	3	106.80
HAP-47-001	UPPER VOLTA: Construction of warehouses at the ports of Abidjan, Lomé, Tema and Cotonou and equipment	3	2.66
HAP-48-001	ZAIRE: Construction of the port of Banana (first phase)	5	50.00
HAP-48-002	ZAIRE: Expansion of the port of Matadi	5	5.00
HAP-48-003	ZAIRE: Construction of a landing stage for cereals at the port of Matadi	5	9.60
HAP-60-001	NORTH AFRICA: Study on the planning and development of North African ports	4	1.00
HAP-60-002	NORTH AFRICA: Establishment of a sub-regional training centre for port personnel	2	5.30
HAP-60-003	NORTH AFRICA: Study on tariff harmonization in North African ports	4	0.50
HAP-60-004	NORTH AFRICA: Study on the development of port infrastructure in North Africa	4	0.50
HAP-60-005	WEST/CENTRAL AFRICA: Study on the establishment of a dredging pool and purchase of equipment	1	4.50
HAP-60-006	EASTERN/SOUTHERN AFRICA: Study on the establishment of a dredging pool for Eastern/Southern African ports	1	1.00
HAP-60-007	EASTERN/SOUTHERN AFRICA: Study on the harmonization of signalling facilities	4	0.68
HAP-60-008	DJIBOUTI: Development of a free zone in the port of Djibouti	4	3.70
HAP-60-009	WEST/CENTRAL AFRICA: Study on the establishment of container and Ro/Ro terminals	4	0.30
70 projects	TOTAL		1,849.89

(c) Air transport

<u>Project Number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
AIP-02-001	ANGOLA: Study on the rehabilitation and expansion of three provincial airports	1	0.10
AIP-02-002	ANGOLA: Civil aviation training centre	2	3.00
AIP-02-003	ANGOLA: Purchase of spare parts, fire-fighting and rescue equipment	1	5.00
AIP-05-001	BURUNDI: Study on the construction of domestic airports	5	0.55
AIP-05-002	BURUNDI: Technical assistance to the civil aviation authority and the national airline company	2	1.76
AIP-05-003	BURUNDI: Construction of a maintenance hanger	2	3.47
AIP-05-004	BURUNDI: Construction of a technical block at Bujumbura airport	5	5.30
AIP-06-001	CAMEROON: Development of provincial airports	5	31.00
AIP-07-001	CAPE VERDE: Expansion of the Praia and Mindelo airports	5	9.00
AIP-07-002	CAPE VERDE: Development of civil aviation	5	6.70
AIP-08-001	CENTRAL AFRICAN REPUBLIC: Extension of Bangui-M'Poko airport	5	18.70
AIP-10-001	COMOROS: Assistance for the development of Moheli airport	5	0.65
AIP-10-002	COMOROS: Assistance for the development of Anjouan airport	5	1.00
AIP-10-003	COMOROS: Assistance to the civil aviation authorities	2	0.15
AIP-10-004	COMOROS: Training of civil aviation and airport supervisory personnel	2	1.50
AIP-10-005	COMOROS: Immediate provision of additional equipment for Mahaya, Ouani and Fomboni airports	3	0.78

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
AIP-10-006	COMOROS: Improvement of installations at Mahaya airport	3	8.60
AIP-11-001	CONGO: Rehabilitation and construction of six provincial airports	5	59.42
AIP-12-001	DJIBOUTI: Equipment and strengthening of infrastructure for improving safety	1	3.20
AIP-12-002	DJIBOUTI: Extension of the Djibouti airport passenger terminal	5	24.30
AIP-12-003	DJIBOUTI: Development of the free industrial zone of the airport	1	2.20
AIP-12-004	DJIBOUTI: Extension of the airport freight depot	3	2.00
AIP-12-005	DJIBOUTI: Training and refresher courses for technical personnel	2	1.50
AIP-13-001	EGYPT: Construction of an engineering and maintenance complex for Egypt Air	1	30.00
AIP-13-002	EGYPT: Establishment of a training centre for technical and commercial personnel	2	2.00
AIP-14-001	EQUATORIAL GUINEA: Training of technical and administrative air transport personnel	2	0.06
AIP-15-001	ETHIOPIA: Rehabilitation and expansion of Addis Ababa and Asmara airports	1	110.00
AIP-15-002	ETHIOPIA: Strengthening and expansion of five provincial airports	5	34.00
AIP-15-003	ETHIOPIA: Improvement of civil aviation and training facilities and services	1	4.21
AIP-16-001	GABON: Study on the construction of a new airport at Libreville (first phase)	5	4.00
AIP-17-001	THE GAMBIA: Development of civil aviation and purchase of equipment for Yundum airport	3	5.50
AIP-18-001	GHANA: Training of technical aeronautical personnel	2	1.18

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
AIP-18-002	GHANA: Replacement and modernization of radio-navigational aids	1	1.79
AIP-18-003	GHANA: Modernization and expansion of Kotoka international airport	5	27.50
AIP-19-001	GUINEA: Study on the development of domestic airports	5	2.22
AIP-24-001	LIBERIA: Technical assistance in the training of aeronautical personnel	2	1.00
AIP-26-001	MADAGASCAR: Rehabilitation of airport infrastructure and superstructures (first phase)	1	15.00
AIP-26-002	MADAGASCAR: Training of aeronautical personnel and technical assistance	2	0.85
AIP-26-003	MADAGASCAR: Rehabilitation of the aircraft maintenance centre	1	1.55
AIP-26-004	MADAGASCAR: Rehabilitation of equipment and aids for air transport safety	1	12.42
AIP-27-001	MALAWI: Training of pilots and ground technicians	2	1.61
AIP-27-002	MALAWI: Construction of a new airport at Monkey Bay	5	1.85
AIP-27-003	MALAWI: Construction of a new airport at Mzuzu	5	2.50
AIP-28-001	MALI: Expansion of Bamako-Senou airport	5	2.20
AIP-28-002	MALI: Study on the development and construction of domestic airports (phase I)	3	9.03
AIP-29-001	MAURITANIA: Study on the development and construction of domestic airports	5	2.58
AIP-29-002	MAURITANIA: Supervision of the airports' modernization programme	2	0.21
AIP-29-003	MAURITANIA: Study on a new international airport at Nouakchott	3	0.07

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
AIP-30-001	MAURITIUS: Establishment of a training centre	2	0.78
AIP-30-002	MAURITIUS: Training of pilots and maintenance technicians	2	0.35
AIP-30-003	MAURITIUS: Technical assistance for the improvement of the airport	2	0.73
AIP-31-001	MOROCCO: Construction of a new airport at Agadir	5	82.40
AIP-31-002	MOROCCO: Construction of a new airport at Nador	5	20.60
AIP-33-001	NIGER: Training of aeronautical technicians	2	0.88
AIP-33-002	NIGER: Construction of a new airport at Zinder	5	10.00
AIP-33-003	NIGER: Construction of an airport at Arlit	5	26.00
AIP-35-001	RWANDA: Expansion of the training centre for aeronautical personnel	2	0.24
AIP-35-002	RWANDA: Development of domestic airports	5	1.44
AIP-36-001	SAO TOME AND PRINCIPE: Training of pilots	2	0.09
AIP-36-002	SAO TOME AND PRINCIPE: Technical assistance to civil aviation	2	1.54
AIP-38-001	SEYCHELLES: Acquisition of telecommunications and construction equipment	5	5.80
AIP-39-001	SIERRA LEONE: Purchase of miscellaneous equipment for the airports	1	8.31
AIP-39-002	SIERRA LEONE: Development of meteorological telecommunications	3	1.30
AIP-41-001	SUDAN: Improvement of El Obeid airport	1	6.00
AIP-41-002	SUDAN: Construction of Nyala airport	5	16.50

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
AIP-41-003	SUDAN: Purchase of airport construction equipment	1	13.20
AIP-41-004	SUDAN: Study for the improvement of Sudan Airways management capabilities	2	1.75
AIP-41-005	SUDAN: Construction of Malakal airport	5	22.00
AIP-41-006	SUDAN: Construction of Wau airport	5	16.00
AIP-42-001	SWAZILAND: Upgrading of Matsapha airport	5	30.00
AIP-42-001	TOGO: Improvement of Lome airport and construction of domestic airports	5	12.80
AIP-46-001	UGANDA: Establishment of an airport administrative structure	2	1.35
AIP-46-002	UGANDA: Study on the establishment of a maintenance centre for Uganda Airlines	1	2.36
AIP-46-003	UGANDA: Reconstruction of Entebbe airport and installation of aeronautical equipment	1	23.00
AIP-46-004	UGANDA: Improvement of flight information services and the establishment of a flight information region	5	15.00
AIP-47-001	UPPER VOLTA: Development of Bobo-Dioulasso airport	3	8.00
AIP-48-001	ZAIRE: Master plan for Lubumbashi airport	5	0.40
AIP-48-002	ZAIRE: Master plan for Ndjili airport	5	0.60
AIP-48-003	ZAIRE: Extension and resurfacing of the Bukavu airport runway	1	11.80
AIP-49-001	ZAMBIA: Purchase of radar systems and technical assistance	2	15.48
AIP-49-002	ZAMBIA: Improvement of Southdowns Airport (Kitwe)	5	13.60
AIP-49-003	ZAMBIA: Installation of an instrument landing system at Lusaka airport	1	0.36

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
AIP-49-004	ZAMBIA: Installation of an instrument landing system at Ndola airport	3	0.64
AIP-49-005	ZAMBIA: Training of aeronautical personnel at the Zasti centre	2	0.67
AIP-60-001	Study on the establishment of an intra-African agency for financing the purchase of aircraft and a leasing agency	4	0.10
AIP-60-002	Study on passenger transfer systems and cargo-handling equipment	4	0.10
AIP-60-003	ETHIOPIA: Multinational English-speaking training centre for pilots and aircraft maintenance technicians	2	20.00
AIP-60-004	GABON: Establishment of a French-speaking multinational training centre for pilots and aircraft maintenance technicians	2	38.00
AIP-60-005	GUINEA/LIBERIA/SIERRA LEONE: Aid to Roberts Flight Information Region (RFR)	3	1.50
AIP-60-006	Feasibility studies on the establishment of a co-ordinated network of aircraft maintenance and overhaul centres	1	0.50
AIP-60-007	CEPGL: Study on the establishment of a joint air cargo transport company	3	0.70
AIP-60-008	Study on an optimum system of connecting flights between airlines in Africa	3	0.50
AIP-60-009	SENEGAL: Construction of a maintenance complex for wide-body aircraft	1	25.00
AIP-60-010	SENEGAL: Expansion of the Air Afrique Civil aviation training centre	2	1.80
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94 projects	TOTAL		923.04

(f) Inland water transport

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
INP-05-001	BURUNDI: Study on the expansion of Bujumbura port and construction of a shipyard	1	0.80
INP-05-002	BURUNDI: Construction of transit warehouses at Kigoma and Dar-es-Salaam	3	9.00
INP-06-001	CAMEROON: Study on the development of the Benoue	3	0.70
INP-08-001	CENTRAL AFRICAN REPUBLIC: Study on the construction of a small river shipyard and the development of river posts	1	0.40
INP-08-002	CENTRAL AFRICAN REPUBLIC: Rehabilitation of vessels in the existing fleet and port facilities	1	7.25
INP-11-001	CONGO: Expansion of facilities at the port of Brazzaville and construction of secondary river ports	3	32.20
INP-11-002	CONGO: Studies for improving the navigability of the northern Congo river network	5	0.40
INP-16-001	GABON: Improvement of navigation on the Ogouou river and on the Fernand Vaz lagoons	5	12.00
INP-17-001	GAMBIA: Feasibility study for restructuring the inland water transport authority	3	0.50
INP-27-001	MALAWI: Study on the rehabilitation of a workshop for the inland water fleet and of a floating dock	1	0.70
INP-27-002	MALAWI: Rehabilitation and improvement of the Mv "Ilala" and studies to be followed by its complete renovation	1	0.70
INP-27-003	MALAWI: Study on the development of Chintheche harbour	5	0.70
INP-28-001	MALI: Improvement of navigability on the river Niger and construction of ports	3	14.02
INP-28-002	MALI: Study on improvement of navigability on the river Niger between Koulikoro and Markala	3	0.85

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
INP-33-001	NIGER: Construction of a river port at Niamey	3	7.07
INP-33-002	NIGER: Renovation of river navigation equipment	1	5.10
INP-33-003	NIGER: Construction of a river port at Gaya	3	10.20
INP-35-001	RWANDA: Study on the navigability of rivers and lakes	5	0.30
INP-35-002	RWANDA: Construction of a shipyard	1	5.00
INP-41-001	SUDAN: Rehabilitation and modernization of river craft	1	33.00
INP-41-002	SUDAN: Improvement of the river bed and of navigational aids	1	27.50
INP-41-003	SUDAN: Improvement and expansion of river ports and shipbuilding yards	1	55.00
INP-43-001	UNITED REPUBLIC OF TANZANIA: Study on Lakes Tanganyika and Victoria and purchase of one additional ferry for Lake Victoria	3	9.00
INP-46-001	UGANDA: Rehabilitation and improvement of facilities at the ports of Lake Victoria (Jinja and Port Bell)	3	0.66
INP-46-002	UGANDA: Reconstruction of a ferry terminal at Port Bell	3	3.00
INP-46-003	UGANDA: Technical assistance to the marine service of Uganda Railways Corporation	2	0.11
INP-46-004	UGANDA: Engineering and economic studies on the navigability of the Uganda river network	5	0.15
INP-48-001	ZAIRE: Rehabilitation and renovation of the Onatra inland water transport	1	77.40
INP-48-002	ZAIRE: Rehabilitation of the equipment of RVF	1	6.00
INP-48-003	ZAIRE: Replenishment of spare parts supplies for the RVF and modernization of the shipyard	1	1.86

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
INP-48-004	ZAIRE: Study on the improvement of rocky and sandy passes on the Kasai river	5	0.80
INP-60-001	CENTRAL AFRICA: Study on the establishment of an inland navigation school for the Central African countries	2	0.40
INP-60-002	CONGO/CAR/ZAIRE: Study on the improvement of the Congo/Oubangui river network and their tributaries	3	1.00
INP-60-003	CONGO/CAR/ZAIRE: establishment of a commission for co-operation in respect of the Congo/Zaire and Oubangui rivers	3	3.80
INP-60-004	MALAWI/MOZAMBIQUE/TANZANIA: Study on the development of navigation on Lake Malawi	3	0.40
INP-60-005	SOUTHERN AFRICA: Study on the navigability of the Zambezi and Shire rivers and Lake Kabora Bassa	4	0.15
INP-60-006	CEPGL: Study on the establishment of a joint transport company on Lakes Tanganyika and Kivu	3	0.01
INP-60-007	REGION IV: Design and standardization of waterways vessels	4	0.50
INP-60-008	EASTERN AND SOUTHERN AFRICA: Technical assistance for the development of navigation on Lakes Malawi, Tanganyika, Victoria, Kariba, Moero, Bangweulu and Kabora Bassa	2	0.60
INP-60-009	WEST AFRICA: Study on the establishment of river navigation school for West African countries	2	0.40
INP-60-010	Study on the development of river Chari and Lake Chad for navigation	3	0.60
INP-60-011	ETHIOPIA/SUDAN: Study on the improvement of navigability and development of inland water transport on the Baro and Akobo rivers	4	0.10
INP-60-012	Regional study on updating and harmonization of the inland waterways legislation of African countries	4	0.60

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
INP-60-013	Regional study on the prevention and control of combating pollution of inland waterways and inland water ports	4	0.30
INP-60-014	OMVG: Study aimed at making the Gambia river navigable for modern shipping vessels	3	0.60
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45 projects	TOTAL		325.62

(g) Multimodal transport

<u>Project number</u>	<u>Project title</u>	<u>Annex</u>	<u>Total cost (in million \$)</u>
MMP-20-001	GUINEA-BISSAU: Study on the establishment of a national transport company	5	0.12
MMP-27-001	MALAWI: Study and construction of container terminals at Blantyre, Lilongwe and Balaka	3	1.05
MMP-35-001	RWANDA: Construction of warehouses for Rwanda at Isaka (United Republic of Tanzania)	3	7.10
MMP-46-001	UGANDA: Study on the construction of container terminals and transit sheds at Tororo, Kampala and Kasese	3	0.06
MMP-46-002	UGANDA: Feasibility study on the establishment of a terminal at Kampala	3	0.08
MMP-47-001	UPPER VOLTA: Technical and financial assistance for the establishment of a handling company	3	1.33
MMP-47-002	UPPER VOLTA: Study on the establishment of structures to manage container fleets	3	0.40
MMP-60-001	UNCTAD/ECA: Development of multimodal transport in Africa	4	1.08
MMP-60-002	ECA: Study on the establishment of a regional transport institute	4	5.60
MMP-60-003	UNCTAD: Assistance to land-locked countries for transit transport	2	5.00
MMP-60-004	UNCTAD: Implementation of objectives adopted in UNCTAD studies on transit corridors for Eastern and Southern Africa	3	4.70
11 projects	TOTAL		26.52

INTRODUCTION

Annexes 1 to 5 contain the lists of projects by nature as follows:

- Annex 1 - Maintenance and rehabilitation comprising 133 projects amounting to \$3,092.31 million
- Annex 2 - Training and technical assistance comprising 75 projects amount to \$286.83 million
- Annex 3 - Inter-State links projects, which include transit corridors, trans-African highways and their feeder roads, and intra-African airlinks. This group contains 200 projects estimated at \$4,103.67 million (others than those classified under Annexes 1 and 2)
- Annex 4 - Regional, subregional and national priority projects with subregional implications, i.e., 33 projects estimated at \$750.39 million (others than those classified under Annexes 1 to 3)
- Annex 5 - National priority projects, comprising 140 projects estimated at \$6,195 million (others than those classified under annexes 1 to 3)

The order of projects in annexes 1 to 5 is by transport mode and by country; in addition, in annexes 1 and 2, projects are divided first in two main groups: regional/subregional projects and national projects.

The annexes include the following information on each project: project symbol and title, total cost, external financing received, local financing obtained/expected, and financing to be sought.

Annex I

PART ONE: Regional and subregional projects

(1) Total cost :	\$454.49 million
(2) External financing received:	\$ 13.00 million
(3) Local financing obtained as expected:	\$ 59.50 million
(4) Supplementary external financing required:	\$381.99 million

I. Roads

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-18-001	GHANA: Rehabilitation of the Tema-Sogakofe section (79 km) of the Tema-Aflao road	85.79	-	-	85.79
ROP-22-003	KENYA: Reconstruction of sections of the Lagos-Mombasa Trans-African Highway (112 km)	35.00	13.00	-	22.00
ROP-60-003	BENIN/TOGO/GHANA: Prefeasibility study of the protection of the Benin-Togo-Ghana coast against erosion	0.45	-	-	0.45
ROP-60-005	UNSO: Study of secondary roads in the Sahel region	0.15	-	-	0.15
		<u>121.39</u>	<u>13.00</u>	<u>-</u>	<u>108.39</u>

2. Railways

RAP-60-006	DJIBOUTI/ETHIOPIA: Rehabilitation of the Djibouti-Addis Ababa railway (781 km)	184.00	-	39.50	144.50
RAP-60-011	UAR: Feasibility study on the establishment of railway equipment manufacturing units in the five subregions	4.00	-	-	4.00
RAP-60-012	WAEC: Construction of a joint wagon factory	8.00	-	-	8.00
RAP-60-014	TAZARA: Replacement of 30 locomotive engines	10.00	-	1.60	8.40

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
RAP-60-017	TAZARA: Various activities aimed at track rehabilitation (earthworks, rail welding, introduction of mechanized maintenance)	44.00	-	13.20	30.80
RAP-60-018	TAZARA: Repair of damage caused by rain in 1978/1979 between Mlimba and Makubako	22.00	-	5.20	16.80
RAP-60-019	TAZARA: Draining of 98 km of track between Gwata and Fuga	14.50	-	-	14.50
RAP-60-022	TAZARA: Purchase of quarry equipment	6.60	-	-	6.60
RAP-60-024	TAZARA: Purchase of two breakdown cranes, two wheel lathes and handling equipment	9.00	-	-	9.00
		<u>302.10</u>	<u>-</u>	<u>59.50</u>	<u>242.60</u>

3. Maritime transport

Nil

4. Ports

HAP-60-005	WEST/CENTRAL AFRICA: Study on the establishment of a dredging pool and purchase of equipment	4.50	-	-	4.50
HAP-60-006	EASTERN AND SOUTHERN AFRICA: Study on the establishment of a dredging pool for Eastern/Southern African ports	1.00	-	-	1.00
		<u>5.50</u>	<u>-</u>	<u>-</u>	<u>5.50</u>

5. Air transport

AIP-60-006	Feasibility studies for the establishment of a co ordinated network of aircraft maintenance and overhaul centres	0.50	-	-	0.50
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<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
AIP-60-009	SENEGAL: Construction of a maintenance complex for wide-body aircraft	25.00	-	-	25.00
		25.50	-	-	25.50

6. Inland water transport

Nil

7. Multimodal transport

Nil

PART TWO: National projects

(1)	Total cost :	\$2,637.82 million
(2)	External financing received:	\$ 111.24 million
(3)	Local financing obtained or expected:	\$ 580.57 million
(4)	Supplementary external financing required:	\$1,946.01 million

1. Roads

ROP-06-013	CAMEROON: Rehabilitation of the Bafoussam-Noun Bridge-Foumban road (70 km)	9.90	-	9.90	-
ROP-07-003	CAPE VERDE: Organization of road maintenance crews	0.62	-	-	0.62
ROP-08-003	CENTRAL AFRICAN REPUBLIC: Repair of Bangui-Mbaiki road (104 km)	8.60	-	-	8.60
ROP-09-001	CHAD: Rehabilitation of the Guelendeng-Sarh road (409 km)	5.50	-	-	5.50
ROP-09-002	CHAD: Rehabilitation of the Bongor-Lai road (200 km)	2.30	-	-	2.30
ROP-09-003	CHAD: Improvement of the Massaguet-Massakory-Mao-Bol road	10.00	-	-	10.00
ROP-10-001	COMOROS: Study, construction and maintenance of roads on Grande Comore, Anjouan and Moheli islands (113 km)	27.70	12.10	7.90	7.70

<u>Project Number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-12-001	DJIBOUTI: Repair of the Djibouti-Ethiopian border road with various link roads to Arta, Weah, Ali Sabieh, Dikhil (250 km)	21.57	0.51	0.06	21.00
ROP-12-002	DJIBOUTI: Study and construction of the Tadjoura-Obock road (75 km)	18.74	0.65	0.09	18.00
ROP-14-001	EQUATORIAL GUINEA: Establishment of a national roads and public works enterprise	2.09	-	-	2.09
ROP-14-002	EQUATORIAL GUINEA: Rehabilitation of the Malabo-Luba road (56 km)	1.58	-	-	1.53
ROP-14-003	EQUATORIAL GUINEA: Rehabilitation of the Luba-Riaba road (30 km)	2.16	-	-	2.16
ROP-14-004	EQUATORIAL GUINEA: Rehabilitation of the Musola-Moka road (15 km)	1.07	-	-	1.07
ROP-14-005	EQUATORIAL GUINEA: Rehabilitation of the Malabo-Riaba road (60 km)	1.69	-	-	1.69
ROP-14-006	EQUATORIAL GUINEA: Rehabilitation of the Bata-Ncue road (130 km)	4.80	-	-	4.80
ROP-14-007	EQUATORIAL GUINEA: Rehabilitation of the Bata-Moini road (77 km)	4.03	-	-	4.03
ROP-14-008	EQUATORIAL GUINEA: Rehabilitation of all laterite roads on the mainland (260 km)	3.26	-	-	3.26
ROP-15-004	ETHIOPIA: Strengthening the maintenance of main and rural roads (first phase)	125.00	-	75.00	50.00
ROP-15-010	ETHIOPIA: Rehabilitation and strengthening of the Awash-Miesso-Kulubi road	10.00	-	4.00	6.00
ROP-17-001	GAMBIA: Maintenance of roads in the Gambia	12.30	12.00	0.30	-

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-18-002	GHANA: Study on the Tema-Akosombo road and access roads to the ports of Akosombo, Tenugaga and Tamale (76.5 km)	0.52	-	0.52	-
ROP-18-003	GHANA: Study on the Accra-Kumasi-Techiman-Tamale-Paga road (836 km)	2.00	-	2.00	-
ROP-18-006	GHANA: Repair of the Salaga-Tamale road (110 km)	33.50	-	3.64	29.86
ROP-18-009	GHANA: Construction of the Cape Coast-Twifu Praso road (71.6 km)	26.60	-	6.65	19.95
ROP-18-010	GHANA: Rehabilitation and upgrading of the Aguna-Tarkina-Bogoso road (100 km)	34.88	-	8.98	25.90
ROP-18-011	GHANA: Bitumen surfacing of the Bamboi-Tamale road (367 km)	123.05	-	30.76	92.29
ROP-18-012	GHANA: Rehabilitation of the Yamoransa-Anwiankwanta road (162 km)	83.00	-	21.00	62.00
ROP-19-003	GUINEA: Reconstruction of the Conakry-Mamou road (255 km)	24.00	15.00	-	9.00
ROP-29-002	Mauritania: Purchase of road maintenance equipment	3.00	-	-	3.00
ROP-41-007	SUDAN: Study on local road construction materials	6.50	-	1.30	5.20
ROP-43-004	UNITED REPUBLIC OF TANZANIA: Study on the Kobero-Pusumo road (65 km)	0.50	-	-	0.50
ROP-44-003	TOGO: Purchase of road maintenance equipment	0.50	-	-	0.50
ROP-46-001	UGANDA: Maintenance of the Kangala-Masaka road (76 km)	20.00	-	5.00	15.00
ROP-46-002	UGANDA: Rehabilitation and construction of the Masaka-Lyantonde-Mbarara-Ntungamo-Rubale and Mbarara-Ishaka-Katunguru roads	111.76	-	28.36	83.40

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-47-005	UPPER VOLTA: Maintenance and rehabilitation of the national network (1,050 km)	42.00	3.00	39.00	-
ROP-50-001	ZIMBABWE: Reconstruction of the Bulawayo-Beit Bridge road (177 km)	21.10	-	2.60	18.50
ROP-50-002	ZIMBABWE: Study on 41 km of the Harare-Butare road and construction of two road/bridges over the railway	0.12	-	-	0.12
ROP-50-003	ZIMBABWE: Study on the Harare-Chirundu road (6) km	0.10	-	-	0.10
		<u>806.04</u>	<u>43.26</u>	<u>247.06</u>	<u>515.72</u>

2. Railways

RAP-02-001	ANGOLA: Moçimedes Railway: Renewal of the track and sleepers between Entron Cimento and Menongue (321 km)	6.00	-	2.00	4.00
RAP-02-002	ANGOLA: Luanda Railway: Track renewal, ballasting and realignment (385 km)	36.00	-	4.00	32.00
RAP-03-001	BENIN: Ballasting of the track between Cotonou and Parakou (179 km)	7.50	-	1.10	6.40
RAP-11-001	CONGO: Rehabilitation and modernization of 342 km of the Congo-Ocean Railway	120.60	-	26.10	94.50
RAP-18-003	GHANA: Mechanization of railway track maintenance	10.81	-	5.46	5.35
RAP-18-002	GHANA: Modernization of breakdown trains	1.73	-	0.73	1.00
RAP-19-001	GUINEA: Renewal of ballast and rails, miscellaneous equipment, training, modernization (stations, telecommunications) for the entire railway (662 km) (second phase)	105.00	-	-	105.00
RAP-27-001	MALAWI: Rehabilitation and improvement of track and structures between Balaka and Salima	8.40	-	0.90	7.50

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
RAP-28-001	MALI: Purchase of transport facilities for permanent way staff	0.63	-	-	0.63
RAP-28-003	MALI: Rehabilitation of the track between Bamako and Koulikoro (59 km)	3.33	0.38	-	2.95
RAP-28-004	MALI: Replacement of 58 turnouts (second phase)	1.17	-	0.09	1.08
RAP-28-005	MALI: Renewal and strengthening of transport stock	20.00	-	-	20.00
RAP-37-001	SENEGAL: Renewal and modernization of the track between Maleme Hodar and Kidira (374 km)	25.00	9.00	-	16.00
RAP-41-001	SUDAN: Renewal and modernization of the Khartoum-Sennar line (150 km)	35.00	-	14.00	21.00
RAP-41-002	SUDAN: Rehabilitation of the track on the El Obeid Sennar-Kassala-Haiya line (700 km)	63.00	-	11.00	52.00
RAP-41-003	SUDAN: Renewal of track on the Sennar-Ed Damazin section	42.00	-	11.00	31.00
RAP-41-004	SUDAN: Rehabilitation and modernization of Baharusa Nyala section: Phase II (700 km)	60.00	-	21.00	39.00
RAP-41-006	SUDAN: Mechanization of track maintenance and repairs on the Khartoum-Athara-Haiya line	70.00	-	14.00	56.00
RAP-41-007	SUDAN: Purchase of rolling stock for renewal and modernization (first phase)	100.00	-	-	100.00
RAP-41-008	SUDAN: Renewal of track, rail welding purchase of miscellaneous equipment for Port Sudan-Haiya line (203 km)	60.00	-	18.00	42.00
RAP-42-003	SWAZILAND: Purchase of road and rail breakdown equipment	2.00	-	-	2.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
RAP-46-003	UGANDA: Renewal and realignment of the northern corridor network track (228 km)	40.50	-	8.10	32.40
RAP-46-004	UGANDA: Purchase of spare parts for rolling stock and electrical installations	3.35	-	-	3.35
RAP-46-005	UGANDA: Construction of a railway mechanical workshop	72.00	-	35.00	37.00
RAP-46-006	UGANDA: Studies on the establishment of a permanent way depot and the construction of a concrete sleeper factory	0.53	-	-	0.53
RAP-48-001	ZAIRE: Rehabilitation of the Lubumbashi-Ilebo railway: first phase (210 km)	200.00	54.60	70.00	75.40
RAP-48-004	ZAIRE: Renewal of 65 km of track on the Matadi-Kinshasa railway (third phase)	8.00	-	2.70	5.30
		<u>1102.55</u>	<u>63.98</u>	<u>245.18</u>	<u>793.39</u>

3. Maritime transport

SHP-01-001	ALGERIA: Study on the construction of a new ship repair yard	3.00	-	-	3.00
SHP-03-001	BENIN: Construction of a ship repair yard at Cotonou	3.20	-	-	3.20
SHP-34-001	NIGERIA: Study for the construction of ship building yards at Lagos, Port Harcourt and Burutu	10.00	-	10.00	-
SHP-48-001	ZAIRE: Purchase and maintenance on machinery and equipment for the RVM (beaconing, dredging, pilotage, shipyard)	2.41	-	-	2.41
SHP-48-004	ZAIRE: RVM: Purchase of a hydraulic clay cutter suction dredger	2.30	-	-	2.30
		<u>20.91</u>	<u>-</u>	<u>10.00</u>	<u>10.91</u>

4. Ports

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
HAP-07-003	CAPE VERDE: Repair of the wharf and study of Porto Grande Master Plan	5.80	-	-	5.80
HAP-10-001	COMOROS: Study on the establishment of a dry dock and a maintenance workshop	0.10	-	-	0.10
HAP-11-003	CONGO: Construction and equipment of a repair yard	18.00	-	3.30	14.70
HAP-14-001	EQUATORIAL GUINEA: Rehabilitation of the ports of Malabo and Bata; establishment of an autonomous management body	4.55	1.50	-	3.05
HAP-15-002	ETHIOPIA: Rehabilitation and extension of ship repair yard at Massawa	14.00	-	0.20	13.80
HAP-15-003	ETHIOPIA: Repair and reconstruction of nine lighthouses	3.60	-	-	3.60
HAP-15-005	ETHIOPIA: Rehabilitation and expansion of berthing facilities in the port of Massawa	91.00	-	-	91.00
HAP-18-001	GHANA: Rehabilitation of a dry dock and a ship yard at the main port of Tema	5.25	-	1.19	4.06
HAP-18-002	GHANA: Rehabilitation of equipment of the Tema and Takoradi ports; renovation of plant	8.00	-	1.00	7.00
HAP-19-003	GUINEA: Maintenance of maritime signalling facilities	0.70	-	-	0.70
HAP-19-004	GUINEA: Purchase of dredging equipment	8.00	-	-	8.00
HAP-26-001	MADAGASCAR: Improvement of navigation conditions in ports: dredging, buoying and hydrographic studies	20.00	-	-	20.00
HAP-26-002	MADAGASCAR: Purchase of cargo handling equipment for Malagasy ports	25.00	2.50	-	22.50

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
HAP-39-001	SIERRA LEONE: Purchase of a maintenance dredger for the Freetown port	0.10	-	-	0.10
HAP-41-001	SUDAN: Rehabilitation of the old Suakin port	40.00	-	10.00	30.00
		<u>244.10</u>	<u>4.00</u>	<u>15.69</u>	<u>224.41</u>

5. Air transport

AIP-02-001	ANGOLA: Study on the rehabilitation and expansion of three provincial airports	0.10	-	-	0.10
AIP-02-003	ANGOLA: Purchase of spare parts, fire fighting and rescue equipment	5.00	-	2.00	3.00
AIP-05-003	BURUNDI: Construction of a maintenance hangar	3.47	-	-	3.47
AIP-12-001	DJIBOUTI: Equipment and strengthening of infrastructure for improving safety	3.20	-	1.70	1.50
AIP-12-003	DJIBOUTI: Construction of an industrial free zone the airport	2.20	-	-	2.20
AIP-13-001	EGYPT: Construction of an engineering and maintenance complex for Egypt Air	30.00	-	7.50	22.50
AIP-15-001	ETHIOPIA: Rehabilitation and expansion of Addis Ababa and Asmara airports	110.00	-	-	110.00
AIP-18-002	GHANA: Replacement and modernization of radio-navigation aids	1.79	-	1.50	0.29
AIP-26-001	MADAGASCAR: Rehabilitation of airport infrastructures and superstructures (first phase)	15.00	-	-	15.00
AIP-26-003	MADAGASCAR: Rehabilitation of the aircraft maintenance centre	1.55	-	-	1.55
AIP-26-004	MADAGASCAR: Rehabilitation of equipment and aids for air transport safety	12.42	-	-	12.42
AIP-39-001	SIERRA LEONE: Purchase of miscellaneous equipment for the airports	8.31	-	-	8.31

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
AIP-41-001	SUDAN: Improvement of El Obeid airport	6.00	-	-	6.00
AIP-41-003	SUDAN: Purchase of airport construction equipment	13.20	-	2.20	11.00
AIP-46-002	UGANDA: Study on the establishment of a maintenance centre for Uganda Airlines	2.36	-	-	2.36
AIP-46-003	UGANDA: Reconstruction of Entebbe airport and installation of aeronautical equipment	23.00	-	-	23.00
AIP-48-003	ZAIRE: Extension resurfacing of the Bukavu airport runway	11.80	-	-	11.80
AIP-49-003	ZAMBIA: Installation of an instrument landing system at Lusaka airport	0.36	-	-	0.36
		249.76	-	14.90	234.86

6. Inland water transport

INP-05-001	BURUNDI: Study on the expansion of Bujumbura port and construction of a shipyard	0.80	-	-	0.80
INP-08-001	CENTRAL AFRICAN REPUBLIC: Study on the construction of a small river shipyard and the development of river ports	0.40	-	-	0.40
INP-08-002	CENTRAL AFRICAN REPUBLIC: Rehabilitation of the existing fleet and port installations	1.00	-	-	1.00
INP-27-001	MALAWI: Study on the modernization of a boatyard and a floating dock	0.70	-	-	0.70
INP-27-002	MALAWI: Rehabilitation and improvement of the vessel MV "ILALA", and studies to be followed by its complete renovation	0.70	-	0.14	0.56
INP-33-002	NIGER: Renovation of river navigation equipment	5.10	-	0.10	5.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
INP-35-002	RWANDA: Construction of a shipyard	5.00	-	-	5.00
INP-41-001	SUDAN: Rehabilitation and modernization of river craft	33.00	-	2.00	31.00
INP-41-002	SUDAN: Development of river beds and modernization of navigational aids	27.50	-	5.50	22.00
INP-41-003	SUDAN: Improvement and expansion of river ports and shipbuilding yards	55.00	-	11.00	44.00
INP-48-001	ZAIRE: Rehabilitation and renovation of the ONATRA river fleet	77.40	-	28.60	48.80
INP-48-002	ZAIRE: Rehabilitation of the equipment of the RVF	6.00	-	0.40	5.60
INP-48-003	ZAIRE: Replenishment of spare parts suppliers for the RVF and modernization of the shipyard	1.86	-	-	1.86
		<u>214.46</u>	<u>-</u>	<u>47.74</u>	<u>166.72</u>

7. Multimodal transport

Nil

Annex 2

Training and technical assistance (75 projects)

- (1) Total cost: \$286.83 million
- (2) Financing secured: External: \$26.86 million
- (3) Financing secured: Local: \$30.68 million
- (4) External financing requested: \$179.29 million

FIRST PART - Regional and subregional projects

- (1) \$189.84 million
- (2) \$20.76 million
- (3) \$48.58 million
- (4) \$120.50 million

1. <u>Roads</u>		(1)	(2)	(3)	(4)
ROP-60-007	ECA: Study on training needs for road transport management personnel	0.20	-	-	0.20
		0.20	-	-	0.20
2. <u>Railways</u>					
RAP-60-002	UAR/ECA: Improvement in the management and organization of African railways	2.00	-	2.00	-
RAP-60-007	DJIBOUTI/ETHIOPIA: Establishment of a technical training centre in Djibouti	2.60	-	0.20	2.40
RAP-60-026	TAZARA: Setting up of training facilities and financing of training abroad in new technologies and management	1.30	-	0.13	1.17
		5.90	-	2.33	3.57
3. <u>Maritime transport</u>					
SHP-60-001	Construction and equipment of the Academy of Marine Science and Technology for the French-speaking countries of West and Central Africa	58.00	11.50	7.50	39.00

		(1)	(2)	(3)	(4)
SHP-60-002	Financial assistance and provision of a ship simulator for the Regional Academy of Marine Science and Technology at Accra	45.00	-	5.75	39.25
SHP-60-003	UNCTAD: TRAINING Project: Manpower development programme in the field of maritime transport	0.50	0.50	-	-
SHP-60-004	Assistance to the Ministerial Conference of West and Central African States on maritime transport	0.30	-	-	0.30
SHP-60-006	MINCONMAR: Technical assistance to find solutions to the problems listed in the UNCTAD study RAE/78/038	0.15	-	-	0.15
SHP-60-009	ECA: Technical assistance to North and East African countries for the establishment of a ministerial conference on maritime transport	0.06	-	-	0.06
SHP-60-010	MINCONMAR: Technical assistance in defining a maritime transport programme	0.20	-	-	0.20
SHP-60-011	MINCONMAR: Technical assistance for improving business administration in national and multinational shipping lines	0.30	-	-	0.30
SHP-60-012	MINCONMAR: Technical assistance for the establishment and efficient operation of regional consortia for transport operations	0.08	-	-	0.08
SHP-60-013	MINCONMAR: Technical assistance in the drafting updating and harmonization of the maritime legislation of African countries	0.55	-	-	0.55

		(1)	(2)	(3)	(4)
SHP-60-014	MINCOMAR: Fellowship programme for the training of African personnel in maritime administration and in radio-telephone telecommunication systems	2.00	-	-	2.00
SHP-60-015	MINCOMAR: Seminars and workshops on maritime transport	0.10	-	-	0.10
SHP-60-021	MINCOMAR: Training fellowships for trainers	5.00	-	-	5.00
		<u>112.24</u>	<u>12.00</u>	<u>13.25</u>	<u>86.99</u>

4. Ports

HAP-60-002	NORTH AFRICA: Establishment of a subregional training centre for port personnel	5.30	-	-	5.30
		<u>5.30</u>	<u>-</u>	<u>-</u>	<u>5.30</u>

5. Air transport

AIP-60-003	ETHIOPIA: Multinational English-speaking training Centre for Pilots and Aircraft maintenance Technicians	20.00	2.50	5.00	12.50
AIP-60-004	GABON: Establishment of a French-speaking multinational training centre for pilots and aircraft maintenance technicians	38.00	6.26	28.00	3.74
AIP-60-010	SENEGAL: Expansion of the Air Afrique Civil Aviation training centre at Dakar	1.80	-	-	1.80
		<u>59.80</u>	<u>8.76</u>	<u>33.00</u>	<u>18.04</u>

6. Inland water transport

INP-60-001	CENTRAL AFRICA: Study on the establishment of an inland navigation school for the Central African countries	0.40	-	-	0.40
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	(1)	(2)	(3)	(4)
INP-60-008 EASTERN AND SOUTHERN AFRICA: Technical assistance for the development of navigation on Lakes Malawi, Tanganyika, Victoria, Kariba, Moero, Bangweulu and Kabora Bassa	0.60	-	-	0.60
INP-60-009 WEST AFRICA: Study on the establishment of a river naviga- tion school for West African countries	0.40	-	-	0.40
	1.40	-	-	1.40

7. Multimodal transport

MMP-60-003 UNCTAD: Assistance to land- locked countries for transit transport	5.00	-	-	5.00
	5.00	-	-	5.00

PART TWO National projects

- (1) \$96.99 million
 (2) \$6.10 million
 (3) \$32.10 million
 (4) \$58.79 million

1. Roads

ROP-07-001 CAPE VERDE: Emergency staff training programme in road transport	0.16	-	0.06	0.10
ROP-15-002 ETHIOPIA: Training of Ethiopian transport officers	4.20	-	-	4.20
ROP-15-003 ETHIOPIA: Study on a vocational training centre	0.26	-	-	0.26
ROP-15-009 ETHIOPIA: Technical assistance, studies and training for NATRACOR	4.80	-	0.70	4.10
ROP-18-015 GHANA: Study for setting up a vocational training centre for vehicle testing	0.20	-	0.20	-

		(1)	(2)	(3)	(4)
ROP-21-004	IVORY COAST: Driver training units	2.50	1.00	-	1.50
ROP-23-003	LESOTHO: Study on two pilot road maintenance centres	2.50	-	-	2.50
ROP-26-001	MADAGASCAR: Training of transport management personnel	0.30	-	-	0.30
		<u>14.92</u>	<u>1.00</u>	<u>0.96</u>	<u>12.96</u>

2. Railways

RAP-18-001	GHANA: Establishment of a railways training school	23.06	-	21.80	1.26
RAP-22-001	KENYA: Establishment of a centre for training in railway management techniques	5.60	4.10	-	1.50
RAP-25-001	LIBYAN ARAB JAMAHIRIYA: Establishment of a railways training school	n.d.	-	Total amount	-
RAP-43-001	UNITED REPUBLIC OF TANZANIA: Improvement of railway training facilities	13.00	1.00	5.60	6.40
RAP-46-007	UGANDA: Study on the establishment of a railway training school	0.65	-	-	0.65
RAP-48-002	ZAIRE: Training of SNCZ staff	2.60	-	1.00	1.60
		<u>44.91</u>	<u>5.10</u>	<u>28.40</u>	<u>11.41</u>

3. Maritime transport

SHP-09-001	CHAD: Technical assistance for strengthening maritime administration and launching of a transport users' council	0.15	-	-	0.15
SHP-15-001	ETHIOPIA: Fellowship programme for training maritime transport personnel	3.50	-	-	3.50

		(1)	(2)	(3)	(4)
SHP-19-001	GUINEA: Technical assistance for the improvement of maritime transport administration	0.36	-	-	0.36
SHP-39-001	SIERRA LEONE: Maritime transport training programme (fellowships)	0.37	-	-	0.37
SHP-48-002	ZAIRE: Technical assistance and training of RVM staff	0.19	-	-	0.19
SHP-48-003	ZAIRE: Technical assistance for the Zaire shipping company (CMZ)	0.18	-	-	0.18
		<u>4.75</u>	<u>-</u>	<u>-</u>	<u>4.75</u>

4. Ports

HAP-10-002	COMOROS: Training in maritime transport (shipping and ports)	0.50	-	-	0.50
HAP-12-001	DJIBOUTI: Training of port personnel	0.09	-	-	0.09
HAP-15-004	ETHIOPIA: Training of Port personnel	1.20	-	-	1.20
HAP-19-002	GUINEA: Fellowships for training port personnel	2.00	-	-	2.00
HAP-24-001	LIBERIA: Technical assistance for port manpower training	0.50	-	-	0.50
HAP-40-002	SOMALIA: Training of port personnel	0.60	-	-	0.60
		<u>4.89</u>	<u>-</u>	<u>-</u>	<u>4.89</u>

5. Air transport

AIP-02-002	ANGOLA: Civil Aviation training centre	3.00	-	0.50	2.50
AIP-05-002	BURUNDI: Technical assistance to the civil aviation authority and the national airline company	1.76	-	-	1.76

		(1)	(2)	(3)	(4)
AIP-10-003	COMOROS: Assistance to the Civil Aviation authorities	0.15	-	-	0.15
AIP-10-004	COMOROS: Training of civil aviation and airport supervisory personnel	1.50	-	-	1.50
AIP-12-005	DJIBOUTI: Training and refresher courses technical personnel	1.50	-	-	1.50
AIP-13-002	EGYPT: Establishment of a training centre for technical and commercial personnel	2.00	-	-	2.00
AIP-14-001	EQUATORIAL GUINEA: Training of technical and administrative air transport personnel	0.06	-	0.01	0.05
AIP-15-003	ETHIOPIA: Improvement of civil aviation and training facilities and services	4.21	-	0.83	3.38
AIP-18-001	GHANA: Training of technical aeronautical personnel	1.18	-	0.20	0.98
AIP-26-002	MADAGASCAR: Training of aeronautical personnel and technical assistance	0.85	-	-	0.85
AIP-27-001	MALAWI: Training of pilots and ground technicians	1.61	-	-	1.61
AIP-29-002	MAURITANIA: Supervision of the airports modernization programme	0.21	-	0.02	0.19
AIP-30-001	MAURITIUS: Establishment of a training centre	0.78	-	0.12	0.66
AIP-30-002	MAURITIUS: Training of pilots and maintenance technicians	0.35	-	0.06	0.29
AIP-30-003	MAURITIUS: Technical assistance for the improvement of the airport	0.73	-	0.06	0.67

		(1)	(2)	(3)	(4)
AIP-33-001	NIGER: Training of aeronautical technicians	0.88	-	0.15	0.73
AIP-35-001	RWANDA: Expansion of the training centre for aeronautical personnel	0.24	-	0.24	-
AIP-36-001	SAO TOME AND PRINCIPE: Training of pilots	0.09	-	0.01	0.08
AIP-36-002	SAO TOME AND PRINCIPE: Technical assistance to civil aviation	1.54	-	0.14	1.40
AIP-41-004	SUDAN: Study for the improvement of Sudan Airways management capabilities	1.75	-	-	1.75
AIP-46-001	UGANDA: Establishment of an airport administrative structure	1.35	-	0.40	0.95
AIP-49-005	ZAMBIA: Training of aeronautical personnel at the Zasti centre	0.67	-	-	0.67
		<u>27.41</u>	<u>-</u>	<u>2.74</u>	<u>24.67</u>

6. Inland water transport

INP-46-003	UGANDA: Technical assistance to the marine service of Uganda Railways Corporation	0.11	-	-	0.11
		<u>0.11</u>	<u>-</u>	<u>-</u>	<u>0.11</u>

7. Multimodal transport

None

Project
number

Country and title

PART ONE: Traditional transit corridors

- (1) Total cost: \$2,354.12 million
- (2) External financing received: \$174.88 million
- (3) Local financing obtained or expected: \$927.97 million
- (4) Supplementary external financing required: \$1,251.27 million

A. Mombasa-Uganda-Rwanda-Burundi corridor

- (1) \$71.50 million
- (2) -
- (3) \$2.80 million
- (4) \$68.70 million

1. Roads

	(1)	(2)	(3)	(4)
ROP-05-001 BURUNDI: Study on the Gitega-Muyinga road (92 km)	0.64	-	-	0.64
ROP-22-006 KENYA: Bitumen surfacing of the Kisumu-Yala road (81 km)	11.86	-	-	11.86
	12.50	-	-	12.50

2. Railways

RAP-46-001 UGANDA: Modernization of the signalling and telecommunications system from Tororo to Kasese and from Tororo to Pakwach	6.10	-	0.10	6.00
RAP-46-002 UGANDA: Purchase of wagons and carriages	25.00	-	-	25.00
	31.10	-	0.10	31.00

3. Maritime transport

SHP-60-007 EAST AND SOUTHERN AFRICA: Study on the establishment of a shipping line for East and Southern Africa	0.20	-	-	0.20
	0.20	-	-	0.20

4. Ports

HAP-35-001 RWANDA: Construction of warehouses for Rwanda at Mombasa port	10.20	-	0.20	10.00
	10.20	-	0.20	10.00

5.	<u>Inland water transport</u>	(1)	(2)	(3)	(4)
INP-43-001	UNITED REPUBLIC OF TANZANIA: Study on Lakes Tanganyika and Victoria and purchase of one additional ferry for Lake Victoria	9.00	-	2.50	6.50
INP-46-001	UGANDA: Rehabilitation and improve- ment of facilities at the ports of Lake Victoria (Jinga and Port Bell)	0.66	-	-	0.66
INP-46-002	UGANDA: Reconstruction of a ferry terminal at Port Bell	3.00	-	-	3.00
		<u>12.66</u>	<u>-</u>	<u>2.50</u>	<u>10.16</u>

6. Multimodal transport

MMP-46-001	UGANDA: Study on the construction of container terminals and transit sheds at Tororo, Kampala and Kasese	0.06	-	-	0.06
MMP-46-002	UGANDA: Feasibility study on the establishment of a terminal at Kampala	0.08	-	-	0.08
MMP-60-004	UNCTAD: Implementation of objectives adopted in UNCTAD studies on transit corridors for Eastern and Southern Africa	4.70	-	-	4.70
		<u>4.84</u>	<u>-</u>	<u>-</u>	<u>4.84</u>

B. Dar-es-Salaam-Rwanda-Burundi corridor

- (1) \$144.45 million
- (2) \$5.81 million
- (3) \$21.70 million
- (4) \$116.94 million

1. Roads

ROP-05-001	BURUNDI: Study on the Gitega- Muyinga road (92 km)	0.64	-	-	0.64
ROP-05-003	BURUNDI: Study on the Nyanza Lac-Butambara road (97 km)	2.00	-	-	2.00
ROP-35-006	RWANDA: Construction of the Rwanda section of the Rugombo-Bugarama road (8 km)	3.50	-	-	3.50
		<u>6.14</u>	<u>-</u>	<u>-</u>	<u>6.14</u>

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
2. <u>Railways</u>					
RAP-60-009	KBO: Engineering studies on a proposed railway link between Rwanda, Burundi and the United Republic of Tanzania	5.80	5.80	-	-
		5.80	5.80	-	-
3. <u>Maritime transport</u>					
SHP-60-007	East and southern Africa: Study on the establishment of a shipping line for East and southern Africa	0.20	-	-	0.20
		0.20	-	-	0.20
4. <u>Ports</u>					
HAP-05-001	BURUNDI: Construction of warehouses at Dar-es-Salaam port	4.60	-	1.00	3.60
HAP-43-001	UNITED REPUBLIC OF TANZANIA: Expansion of the port of Dar-es-Salaam	102.60	-	18.10	84.50
		107.20	-	19.10	88.10
5. <u>Inland water transport</u>					
INP-05-002	BURUNDI: Construction of transit warehouses at Kigoma and Dar-es-Salaam	9.00	-	-	9.00
INP-43-001	UNITED REPUBLIC OF TANZANIA: Study on Lakes Tanganyika and Victoria and purchase of one additional ferry for Lake Victoria	9.00	-	2.50	6.50
INP-60-006	CEPGL: Study on the establishment of a joint transport company on Lakes Tanganyika and Kivu	0.01	0.01	-	-
		18.01	0.01	2.50	15.50
6. <u>Multimodal transport</u>					
MMP-35-001	RWANDA: Construction of warehouses for Rwanda at Isaka (UNITED REPUBLIC OF TANZANIA)	7.10	-	0.10	7.00
		7.10	-	0.10	7.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
<u>C. Dar-es-Salaam-Zambia corridor</u>					
(1)	\$213.90 million				
(2)	-				
(3)	\$30.50 million				
(4)	\$183.40 million				
<u>1. Roads</u>					
ROP-49-002	ZAMBIA: Study on the Chitipa-Nakonde-Mbala road (250 km)	1.50	-	-	1.50
ROP-49-006	ZAMBIA: Study on the Mansa-Luwingu-Kasama road (340 km)	1.10	-	1.10	-
		2.60	-	1.10	1.50
<u>2. Railways</u>					
RAP-49-001	ZAMBIA: Study on a proposed railway line to be constructed between Mupulungu and Kasama	2.00	-	-	2.00
HAP-60-013	TAZARA: Purchase of 36 diesel-electric main line locomotives (first phase)	26.00	-	-	26.00
RAP-60-015	TAZARA: Purchase of 1,000 wagons (first phase)	23.00	-	-	23.00
RAP-60-016	TAZARA: Purchase of six 1,000 h.p. shunting locomotives	3.30	-	-	3.30
RAP-60-020	TAZARA: Construction of 43 villas at the new Kapiri Mposhi station	2.00	-	2.00	-
RAP-60-021	TAZARA: Construction of a miscellaneous goods warehouse at Dar-es-Salaam	1.20	-	1.20	-
RAP-60-023	TAZARA: Construction of terminals at the new Kapiri Mposhi station for storage and handling of goods	15.00	-	4.50	10.50
RAP-60-025	TAZARA: Provision of signalling and telecommunications equipment	36.00	-	3.60	32.40
		108.50	-	11.30	97.20

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
3.	<u>Maritime transport</u>				
SHP-60-007	EAST AND SOUTHERN AFRICA: Study on the establishment of a shipping line for East and Southern Africa	0.20	-	-	0.20
		0.20	-	-	0.20
4.	<u>Ports</u>				
HAP-43-001	TANZANIA: Expansion of the port of Dar-es-Salaam	102.60	-	18.10	84.50
		102.60	-	12.10	84.50
5.	<u>Inland water transport</u>				
	None				
6.	<u>Multimodal transport</u>				
	None				
D.	<u>Nacala-Malawi-Zambia corridor</u>				
(1)	\$198.80 million				
(2)	-				
(3)	\$44.63 million				
(4)	\$154.17 million				
1.	<u>Roads</u>				
ROP-27-001	MALAWI: Study on the Blantyre-Mulanje-Mozambique borders road (96 km)	2.10	-	0.15	1.95
ROP-27-002	MALAWI: Study on the Mangochi-Namwera-Mandimba road (51 km)	1.35	-	-	1.35
		3.45	-	0.15	3.30
2.	<u>Railways</u>				
	None				
3.	<u>Maritime transport</u>				
SHP-60-007	EAST AND SOUTHERN AFRICA: Study on the establishment of a shipping line for East and Southern Africa	0.20	-	-	0.20
		0.20	-	-	0.20

Project
numberCountry and title

(1)

(2)

(3)

(4)

4. Ports

HAP-32-001	MOZAMBIQUE: Increase in capacity of the ports of Beira and Nacala	193.70	-	44.20	149.50
		193.70	-	44.20	149.50

5. Inland water transport

INP-60-004	MALAWI/MOZAMBIQUE/TANZANIA: Study on the development of navigation on Lake Malawi	0.40	-	0.08	0.32
		0.40	-	0.08	0.32

6. Multimodal transport

MMP-27-001	MALAWI: Studies and construction of container terminals at Blantyre, Lilongwe and Balaka	1.05	-	0.20	0.85
		1.05	-	0.20	0.85

E. Beira-Zimbabwe-Zambia corridor

- (1) \$194.10 million
- (2) -
- (3) \$44.20 million
- (4) \$149.90 million

1. Roads

ROP-50-005	ZIMBABWE: Feasibility study on a by-pass at Mutare	0.20	-	-	0.20
		0.20	-	-	0.20

2. Railways

None

3. Maritime transport

SHP-60-007	EAST AND SOUTHERN AFRICA: Study on the establishment of the shipping line for East and Southern Africa	0.20	-	-	0.20
		0.20	-	-	0.20

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
4. <u>Ports</u>					
HAP-32-001	MOZAMBIQUE: Increase in capacity of the ports of Beira and Nacala	193.70	-	44.20	149.50
		<u>193.70</u>	<u>-</u>	<u>44.20</u>	<u>149.50</u>
5. <u>Inland water transport</u> - None					
6. <u>Multimodal transport</u> - None					
F. <u>Maputo-Zimbabwe-Zambia corridor</u>					
(1)	\$154.40 million				
(2)	-				
(3)	\$34.10 million				
(4)	\$120.30 million				
1. <u>Roads</u>					
ROP-32-001	MOZAMBIQUE: Feasibility study on the Moamba-Massingir-Mapai-Chicualacuala road	1.00	-	0.10	0.90
ROP-50-004	ZIMBABWE: Study on the Zvishavane Chicualacuala road (314 km)	3.20	-	-	3.20
		<u>4.20</u>	<u>-</u>	<u>0.10</u>	<u>4.10</u>
2. <u>Railways</u>					
None					
3. <u>Maritime transport</u>					
SHP-60-007	EAST AND SOUTHERN AFRICA: Study on the establishment of a shipping line for East and Southern Africa	0.20	-	-	0.20
		<u>0.20</u>	<u>-</u>	<u>-</u>	<u>0.20</u>
4. <u>Ports</u>					
HAP-32-002	MOZAMBIQUE: Increase in capacity of the port of Maputo	150.00	-	34.00	116.00
		<u>150.00</u>	<u>-</u>	<u>34.00</u>	<u>116.00</u>
5. <u>Inland water transport</u>					
None					

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
6.	<u>Multimodal transport</u>				
	None				
G.	<u>Maputo-Swaziland corridor</u>				
(1)	\$154.60 million				
(2)	-				
(3)	\$34.00 million				
(4)	\$120.60 million				
1.	<u>Roads</u>				
	None				
2.	<u>Railways</u>				
RAP-42-001	SWAZILAND: Purchase of rolling stock	4.40	-	-	4.40
		4.40	-	-	4.40
3.	<u>Maritime transport</u>				
SHP-60-007	EAST AND SOUTHERN AFRICAN: Study on the establishment of shipping line for East and Southern Africa	0.20	-	-	0.20
		0.20	-	-	0.20
4.	<u>Ports</u>				
HAP-32-002	MOZAMBIQUE: Increase in capacity of the port of Maputo	150.00	-	34.00	116.00
		150.00	-	34.00	116.00
5.	<u>Inland water transport</u>				
	None				
6.	<u>Multimodal transport</u>				
	None				
H.	<u>Lobito-Zaire-Zambia corridor</u>				
(1)	\$7.35 million				
(2)	-				
(3)	-				
(4)	\$7.35 million				

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
1. <u>Roads</u>					
ROP-02-004	ANGOLA: Study on the Cuito-Cuanavale-Luana road (650 km)	3.25	-	-	3.25
ROP-02-005	ANGOLA: Study on the Lucusse-Lumbala-Caripande road (248 km)	2.20	-	-	2.20
ROP-49-005	ZAMBIA: Study on the Kaoma-Zambezi-Chavuma road (340 km)	1.10	-	-	1.10
		6.55	-	-	6.55
2. <u>Railways</u>					
RAP-49-004	ZAMBIA: Feasibility study on a proposed railway linking Chigola-Chililabombwe with the Angolan network	0.80	-	-	0.80
		0.80	-	-	0.80
3. <u>Maritime transport</u>					
	None				
4. <u>Ports</u>					
	None				
5. <u>Inland water transport</u>					
	None				
6. <u>Multimodal transport</u>					
	None				
I. <u>Pointe-Noire-Central African Republic-Chad corridor</u>					
(1)	\$225.22 million				
(2)	\$0.77 million				
(3)	\$61.60 million				
(4)	\$162.85 million				

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
1. <u>Roads</u>					
ROP-08-004	CAR: Improvement of the Bossembele-Bossangoa-Bedäoyo road	22.52	-	-	22.52
ROP-08-006	CAR: Study on the Sibut-Sido Kaga-Bandoro-Sido Chad road	2.00	-	-	2.00
ROP-11-001	CONGO: Construction of the Owando-Bomassa Section of the Brazzaville-Bomassa highway (403 km)	161.00	-	60.00	101.00
		185.52	-	60.00	125.52
2. <u>Railways</u>					
None					
3. <u>Maritime transport</u>					
None					
4. <u>Ports</u>					
HAP-09-001	CHAD: Study on the construction of warehouses for Chad at Douala and Pointe-Noire	0.10	-	-	0.10
HAP-11-001	CONGO: Study on the expansion of the port of Pointe-Noire	2.00	-	1.60	0.40
		2.10	-	1.60	0.50
5. <u>Inland water transport</u>					
INP-11-001	CONGO: Expansion of facilities at port of Brazzaville and construction of secondary river ports	32.20	0.77	-	31.43
INP-60-002	CONGO/CAR/ZAIRE: Study on the improvement of the Congo/Cubangui river network and their tributaries	1.00	-	-	1.00
INP-60-003	CONGO/CAR/ZAIRE: Establishment of a commission for co-operation in respect of the Congo/Zaire and Oubangui rivers	3.80	-	-	3.80
INP-60-010	Study on the development of River Chari and Lake Chad for navigation	0.60	-	-	0.60
		37.60	0.77	-	36.83

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
6.	<u>Multimodal transport</u>				
	None				
J.	<u>Douala-Central African Republic-Chad corridor</u>				
(1)	\$196.50 million				
(2)	\$57.00 million				
(3)	\$53.70 million				
(4)	\$85.80 million				
1.	<u>Roads</u>				
ROP-06-002	CAMEROON: Study on the Kribi-Yokadouma road (700 km)	7.00	-	-	7.00
ROP-06-004	CAMEROON: Study and construction of the Ngoundere-Chad border road (313 km)	73.90	-	27.80	46.10
ROP-06-007	CAMEROON: Study and start of construction of the Yaounde-Betoua-Garoua-Boulai road (558 km)	26.30	-	7.90	18.40
ROP-06-009	CAMEROON: Study on the Fomban-Tibati road (316 km)	2.00	-	-	2.00
ROP-06-010	CAMEROON: Study on the Meidougou-Garoua-Boulai road (98 km)	0.70	-	-	0.70
ROP-08-001	CENTRAL AFRICAN REP.: Study on the Bossembele-Garoua Boulai road (440 km)	4.00	-	-	4.00
ROP-09-005	CHAD: Study on the Sarh-Abeche road (611 km)	2.50	-	-	2.50
		116.40	-	35.70	80.70
2.	<u>Railways</u>				
RAP-06-001	CAMEROON: Realignment of the track between Douala and Yaounde-Esaka-Maloum section	80.00	57.00	18.00	5.00
		80.00	57.00	18.00	5.00
3.	<u>Maritime transport</u>				
	None				
4.	<u>Ports</u>				
HAP-09-001	CHAD: Study on the construction of warehouses for Chad at Douala and Pointe-Noire	0.10	-	-	0.10
		0.10	-	-	0.10

Project
number

Country and title

(1) (2) (3) (4)

5. Inland water transport

None

6. Multimodal transport

None

K. Port Harcourt (or Lagos) - Chad corridor

(1) \$69.40 million

(2) -

(3) \$20.80 million

(4) \$48.60 million

1. RoadsROP-06-001 CAMEROON: Construction of the
Fotokol-Kousseri road (102 km)

69.30	-	20.80	48.50
69.30	-	20.80	48.50

2. Railways

None

3. Maritime transport

None

4. PortsHAP-09-001 CHAD: Study on the construction of
warehouses for Chad at Douala and
Pointe-Noire

0.10	-	-	0.10
0.10	-	-	0.10

5. Inland water transport

None

6. Multimodal transport

None

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
<u>L. Lagos-Niger-Chad corridor</u>					
(1)	\$627.62 million				
(2)	-				
(3)	\$609.65 million				
(4)	\$17.97 million				
<u>1. Roads</u>					
ROP-34-001	NIGERIA: Dualization of the Ibadan-Ilorin road (170 km)	170.00	-	170.00	-
ROP-34-003	NIGERIA: Dualization of the Kaduna-Zaria-Kano road (262 km)	262.00	-	262.00	-
ROP-34-004	NIGERIA: Dualization of the Kano-Katsina road (174 km)	174.00	-	174.00	-
		<u>606.00</u>	<u>-</u>	<u>606.00</u>	<u>-</u>
<u>2. Railways</u>					
RAP-60-010	NIGER: Feasibility study on providing the Niger with access to the sea: Dori-Niamey and Kano-Maradi links	0.15	-	0.15	-
		<u>0.15</u>	<u>-</u>	<u>0.15</u>	<u>-</u>
<u>3. Maritime transport</u>					
SHP-34-002	NIGERIA: Feasibility study on the extension of operations of the Nigerian National Shipping Line to West African coastal ports	3.50	-	3.50	-
		<u>3.50</u>	<u>-</u>	<u>3.50</u>	<u>-</u>
<u>4. Ports</u>					
	None				
<u>5. Inland water transport</u>					
INP-06-001	CAMEROON: Study on the development of the Benoue	0.70	-	-	0.70
INP-33-001	NIGER: Construction of a river port at Niamey	7.07	-	-	7.07
INP-33-003	NIGER: Construction of a river port at Gaya	10.20	-	-	10.20
		<u>17.97</u>	<u>-</u>	<u>-</u>	<u>17.97</u>
<u>6. Multimodal transport</u>					
	None				

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
M.	<u>Cotonou-Niger corridor</u>				
(1)	\$63.14 million				
(2)	\$0.60 million				
(3)	-				
(4)	\$63.54 million				
1.	<u>Roads</u>				
ROP-03-003	BENIN: Study on the same Cotonou-Godomey road (30 km) and the third Cotonou bridge	0.60	0.60	-	-
ROP-03-004	BENIN: Construction of the Dassa-Zoume-Parakou road (230 km)	40.00	-	-	40.00
2.	<u>Railways</u>				
RAP-60-003	BENIN/NIGER: Extension of the Cotonou/Parakou railway to Niamey (637 km) engineering studies	5.80	-	-	5.80
		5.80	-	-	5.80
3.	<u>Maritime transport</u>				
SHP 33-001	NIGER: Purchase of a cargo ship	8.00	-	-	8.00
		8.00	-	-	8.00
4.	<u>Ports</u>				
HAP-28-001	MALI: Construction of warehouses for Mali at the ports of Dakar, Cotonou and Abidjan	6.08	-	-	6.08
HAP-47-001	UPPER VOLTA: Construction of warehouses at the ports of Abidjan, Lome, Tema and Cotonou and equipment	2.66	-	-	2.66
		8.74	-	-	8.74
5.	<u>Inland Water transport</u>				
	None				
6.	<u>Multimodal transport</u>				
	None				
N.	<u>Lome-Niger corridor</u>				
(1)	\$176.36 million				
(2)	\$40.00 million				
(3)	\$22.80 million				
(4)	\$113.56 million				
1.	<u>Roads</u>				
ROP-47-002	UPPER VOLTA: Construction of the Ouagadougou-Kaya-Dori road (310 km)	36.00	-	-	36.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-47-003	UPPER VOLTA: Construction of the Fada N'Gourma-Pama road (140 km)	27.00	-	-	27.00
		<u>63.00</u>	<u>-</u>	<u>-</u>	<u>63.00</u>

2. Railways

None

3. Maritime transport

None

4. Ports

HAP-33-001	NIGER: Construction of warehouses for the Niger at Lome and Abidjan ports and purchase of handling equipment	3.90	-	-	3.90
HAP-44-001	TOGO: Expansion of the port of Lome and construction of an access road	106.80	40.00	22.80	44.00
HAP-47-001	UPPER VOLTA: Construction of warehouses at the ports of Abidjan, Lome, Tema and Cotonou and equipment	2.66	-	-	2.66
		<u>113.36</u>	<u>40.00</u>	<u>22.80</u>	<u>50.66</u>

5. Inland water transport

None

6. Multimodal transport

None

0. Abidjan-Upper Volta-Niger corridor

- (1) \$217.69 million
 (2) \$45.00 million
 (3) \$41.29 million
 (4) \$131.40 million

1. Roads

ROP-33-002	NIGER: Construction of the Niamey-Gotheye-Tera-Upper Volta border road (220 km)	40.00	-	-	40.00
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<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-47-006	UPPER VOLTA: Construction of a feeder road to the Ouagarinter railway station	1.80	-	-	1.80
		41.80	-	-	41.80

2. Railways

RAP-21-001	IVORY COAST: Régie Abidjan-Niger: Realignment of the track between Petitionara and Tafire	33.00	9.00	10.00	14.00
RAP-21-002	IVORY COAST: Régie Abidjan-Niger: Doubling of the track between Anyama and Bouake	27.00	20.00	7.00	-
RAP-47-001	UPPER VOLTA: Construction of the Ouagadougou-Tambao-Tin Hrassan railway line (375 km): first phase Ouagadougou-Kaya	23.60	-	23.60	-
		83.60	29.00	40.60	14.00

3. Maritime transport

None

4. Ports

HAP-21-001	IVORY COAST: Expansion of the port of Abidjan	84.00	16.00	-	68.00
HAP-33-001	NIGER: Construction of warehouses for the Niger at Lome and Abidjan ports and purchase of handling equipment	3.90	-	-	3.90
HAP-47-001	UPPER VOLTA: Construction of warehouses at Abidjan, Lome, Tema and Cotonou and equipment	2.66	-	-	2.66
		90.56	16.00	-	74.56

5. Inland water transport

None

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
6.	<u>Multimodal transport</u>				
MMP-47-001	UPPER VOLTA: Technical and financial assistance for the establishment of a handling company	1.33	-	0.53	0.80
MMP-47-002	UPPER VOLTA: Study on the establishment of structures to manage container fleets	0.40	-	0.16	0.24
		<u>1.73</u>	<u>-</u>	<u>0.69</u>	<u>1.04</u>

P. Abidjan-Mali corridor

- (1) \$187.66 million
- (2) \$60.00 million
- (3) \$19.00 million
- (4) \$110.66 million

1. Roads

ROP-21-001	IVORY COAST: Study on the Ferkessedougou-Ouangolodougou-Mali border and the Ouangolodougou-Upper Volta border roads	1.00	-	-	1.00
ROP-21-003	IVORY COAST: Study on the Odienné-Mali border road (117 km)	0.90	-	-	0.90
ROP-28-002	MALI: Study on the Sikasso-Koloko road (44 km)	0.35	-	-	0.35
ROP-28-004	MALI: Reconstruction of the Bamako-Bougouni road (156 km)	30.00	15.00	-	15.00
ROP-28-005	MALI: Study on the Bougouni-Manankoro-Ivory Coast border road (145 km)	2.00	-	-	2.00
		<u>34.25</u>	<u>15.00</u>	<u>-</u>	<u>19.25</u>

2. Railways

RAP-21-001	IVORY COAST: Regie Abidjan-Niger: Realignment of the track between Pétionara and Tafire	33.00	9.00	10.00	14.00
RAP-21-002	IVORY COAST: Regie Abidjan-Niger: Doubling of the track between Anyama and Bouake	27.00	20.00	7.00	-

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
RAP-60-005	IVORY COAST /MALI: Studies on the inter connection of the railway networks of the two countries (650 km)	3.33	-	-	3.33
		<u>63.33</u>	<u>29.00</u>	<u>17.00</u>	<u>17.33</u>
3.	<u>Maritime transport</u>				
	None				
4.	<u>Ports</u>				
HAP-21-001	IVORY COAST: Expansion of the port of Abidjan	84.00	16.00	-	68.00
HAP-28-001	MALI: Construction of warehouses for Mali at the ports of Dakar, Cotonou and Abidjan	6.08	-	-	6.08
		<u>90.08</u>	<u>16.00</u>	<u>-</u>	<u>74.08</u>
5.	<u>Inland water transport</u>				
	None				
6.	<u>Multimodal transport</u>				
	None				
Q.	<u>Dakar-Mali corridor</u>				
(1)	\$68.07 million				
(2)	\$10.70 million				
(3)	\$5.00 million				
(4)	\$52.37 million				
1.	<u>Roads</u>				
ROP-28-001	MALI: Reconstruction of the Kolokani-Bamako road (124 km)	17.00	10.00	-	7.00
ROP-28-003	MALI: Engineering studies on the Niore du Sahel-Diema-Kolokani road (308 km)	1.00	-	-	1.00
ROP-28-007	MALI: Study on the Kayes - Senegal border road (105 km)	0.50	-	-	0.50

Project number	Country and title	(1)	(2)	(3)	(4)
ROP-16-001	GABON: Study on the Lalara-Eboro section of the Libreville-Eboro road (375 km)	3.45	-	-	3.45
ROP-34-002	NIGERIA: Dualization of the Benin-Asaka road (130 km)	136.00	-	136.00	-
ROP-34-005	NIGERIA: Construction of the Ntrigom-Edor road (40 km)	24.48	-	24.48	-
ROP-35-001	RWANDA: Construction of the Kayonza-Kagitumba road (127 km)	61.00	45.00	16.00	-
ROP-43-001	UNITED REPUBLIC OF TANZANIA: Study on the Mutukula-Bukoba road (232 km)	2.00	-	-	2.00
		569.90	46.00	268.79	255.11

Cairo-Gaborone Trans-East African Highway

ROP-15-001	ETHIOPIA: Construction of the Azezo-Metema road (217 km)	42.00	-	10.50	31.50
ROP-15-005	ETHIOPIA: Strengthening of the Mojo-Awasa road (200 km)	25.00	-	6.00	19.00
ROP-22-002	KENYA: Study on the Isiolo-Moyale road (517 km)	2.80	-	-	2.80
ROP-41-009	SUDAN: Study on the Gedaref-Doka-Gallabat road (105 km)	1.50	-	-	1.50
ROP-43-002	UNITED REPUBLIC OF TANZANIA: Study on the Arusha-Dodoma-Iringa road (691 km)	8.00	1.50	1.60	4.90

Feeder roads to the Cairo-Gaborone Trans-East African Highway

ROP-12-003	DJIBOUTI: Study on the Tadjoura-Randa-Dorra road	0.60	-	0.60	-
ROP-12-004	DJIBOUTI: Study on the Dikhil-Aseyla road (38 km)	0.74	-	-	0.74
ROP-22-004	KENYA: Bitumen surfacing of the Thika-Garissa-Liboi road (553 km)	40.50	-	-	40.50

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-22-005	KENYA: Bitumen surfacing of the Garissa-Garsen-Malindi road (451 km)	20.00	-	-	20.00
ROP-40-001	SOMALIA: Study on the Berbera-Djibouti road (220 km)	2.00	-	-	2.00
ROP-40-002	SOMALIA: Study on the Somali-Kenya road (260 km)	2.00	-	-	2.00
ROP-40-003	SOMALIA: Reconstruction of the Gelib-Kisimayo road (114 km)	24.00	-	-	24.00
ROP-41-001	SUDAN: Study on the Aswan-Khartoum section of the Wadi Halfa-Khartoum highway (1,490 km)	8.00	-	-	8.00
ROP-41-006	SUDAN: Construction of the Atbara-Haiya road (300 km)	42.00	-	13.40	28.60
ROP-41-008	SUDAN: Study on the Berenice-Port Sudan road (623 km)	5.00	-	-	5.00
ROP-49-001	ZAMBIA: Bitumen surfacing of the Choma-Namwala road (170 km)	39.00	-	-	39.00
ROP-49-003	ZAMBIA: Bitumen surfacing of the Matumbo-Lundazi road (260 km)	98.00	-	-	98.00
		<u>351.14</u>	<u>1.50</u>	<u>32.10</u>	<u>327.54</u>

Lagos-Tanger-Trans-African Highway

ROP-03-002	BENIN: Construction of two bridges on the Mono (240 m) and Sazue (90 m) rivers	7.60	6.00	1.60	-
ROP-17-003	GAMBIA: Engineering study on a bridge barrage on the Gambia river	10.00	-	-	10.00
ROP-17-007	GAMBIA: Construction of the Mandinaba-Selety road	2.50	2.50	-	-
ROP-18-005	GHANA: Repair of the Takoradi-Axim road (60 km)	65.45	-	16.35	49.10
ROP-19-002	GUINEA: Construction of the Dubreka-Boke road	125.00	100.00	25.00	-

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
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Trans-African Highways and feeder roads

- (1) Total cost: \$1,695.39 million
 (2) Financing secured: External: \$162.35 million
 (3) Financing secured: Local: \$437.39 million
 (4) External financing required: \$1,095.65 million

Lagos-Mombasa Trans-African Highway

ROP-06-008	CAMEROON: Construction of the Bamenda-Ekok-Mfum-Nigeria border road (187 km)	140.00	1.00	19.40	119.60
ROP-08-002	CENTRAL AFRICAN REPUBLIC: Study on the Sibut-Bambari-Bangassou road (560 km)	3.00	-	-	3.00
ROP-48-001	ZAIRE: Study on the Kisangani-Kasindi road (828 km)	6.00	-	-	6.00
ROP-48-002	ZAIRE: Study on the Kisangani-Bangassou road (717 km)	1.50	-	-	1.50
ROP-60-002	Study on customs arrangements in the 13 countries traversed by the Lagos-Mombasa Trans-African Highway and its feeder roads	0.20	-	-	0.20

Feeder roads to the Lagos-Mombasa Trans-African Highway

ROP-06-005	CAMEROON: Construction of the Yaounde-Mbalmayo-Ebolowa-Ambam-Gabon border road (286 km)	85.00	-	25.50	59.50
ROP-06-006	CAMEROON: Construction of the Ambam-Equatorial Guinea border roads (30 km)	12.27	-	4.91	7.36
ROP-06-011	CAMEROON: Construction of the Yaounde-Bafoussam road (Bafia-Bafoussam section) (268 km)	90.00	-	37.50	52.50
ROP-11-003	CONGO: Study on a road between Kinkala, Loubomo and the Gabon border (546 km)	5.00	-	5.00	-

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-28-008	MALI: Engineering study on the Bamako-Kita-Keneiba-Senegal border road (625 km)	2.60	-	-	2.60
ROP-28-009	MALI: Study on the Kayes-Nioro road (250 km)	1.00	-	-	1.00
		22.10	10.00	-	12.10

2. Railways

RAP-28-002	MALI: Transfer of the Bamako goods station to Korofina	5.00	0.20	-	4.80
		5.00	0.20	-	4.80

3. Maritime transport

None

4. Ports

HAP-37-001	SENEGAL: Construction of a container terminal at the port of Dakar (first phase)	25.00	-	5.00	20.00
		25.00	-	5.00	20.00

5. Inland water transport

5. Inland water transport

INP-17-001	GAMBIA: Feasibility study on restructuring the inland water transport authority	0.50	0.50	-	-
INP-28-001	MALI: Improvement of the navigability of the river Niger and construction of ports	14.02	-	-	14.02
INP-28-002	MALI: Study on improving navigability on the river Niger between Koulikoro and Markala	0.85	-	-	0.85
INP-60-014	OMVG: Study aimed at making the Gambia River navigable for modern vessels	0.60	-	-	0.60
		15.97	0.50	-	15.47

6. Multimodal transport

None

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-19-006	GUINEA: Study on the Boke-Quebo road (200 km)	2.00	-	-	2.00
ROP-19-008	GUINEA: Study on the Forecariah-Pamelap road (43 km)	0.75	-	0.15	0.60
ROP-20-001	GUINEA-BISSAU: Construction of the Sao Vicente-Sao Domingos-Moak road (78 km)	12.00	6.00	-	6.00
ROP-21-002	IVORY COAST: Bitumen surfacing of the Guiglo-Toulepleu-Liberia border road (140 km)	61.00	-	25.60	35.40
ROP-21-005	IVORY COAST: Study of the Ghana-Abidjan-San Pedro-Tabou-Liberia (469 km)	4.19	-	-	4.19
ROP-24-001	LIBERIA: Study on the Monrovia-Freetown road (223 km)	1.50	-	-	1.50
ROP-24-002	LIBERIA: Study on the Ganta-Tapeta and Tapeta-Tobli road sections (154 km)	0.95	-	-	0.95
ROP-24-003	LIBERIA: Study for the improvement of the Paynesville-Kakata-Totota road (108 km)	1.00	-	-	1.00
ROP-31-005	MOROCCO: Feasibility study on crossing the Strait of Gibraltar	3.00	-	-	3.00
ROP-37-003	SENEGAL: Construction of the Ziguinchor-M'Pak-Guinea-Bissau border road (14 km)	2.70	-	-	2.70
ROP-39-002	SIERRA LEONE: Feasibility study on the Rogebre-Port Loko-Pamelap road (74 km)	0.35	0.35	-	-

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-44-002	TOGO: Construction of the Ghana-Lome-Benin coastal road (first phase)	20.00	-	-	20.00
ROP-60-001	SENEGAL/MAURITANIA: Bitumen surfacing of the Saint Louis-Nouakchott road via Diama dam	1.00	-	-	1.00
<u>Feeder roads to the Tanger-Lagos Trans-African Highway</u>					
ROP-18-004	GHANA: Rehabilitation of the Accra-Yamoransa road (113 km)	58.00	-	21.70	36.30
ROP-19-004	GUINEA: Study on the Mamou-Dabola-Kouroussa-Kankan road (410 km)	1.60	-	-	1.60
ROP-20-002	GUINEA-BISSAU: Construction of the Xitole-Maputa-Contabone-Quebo road (38 km)	5.60	-	0.20	5.40
ROP-20-003	GUINEA-BISSAU: Study on a road to link Quebo and Bake via Gadamael (Guinea border) (60 km)	0.15	-	-	0.15
ROP-21-006	IVORY COAST: Study on the Man-Danane road (120 km)	1.00	-	-	1.00
ROP-24-004	LIBERIA: Bitumen surfacing of the Ganta-Saniquellie road (41 km)	26.40	-	-	26.40
ROP-24-005	LIBERIA: Engineering study on the Tobli-Zwedru road (64 km)	0.40	-	-	0.40
ROP-24-006	LIBERIA: Engineering study on the Gbarnga-Kolahun-Mendi Korma road (288 km)	1.40	-	0.30	1.10
ROP-29-001	MAURITANIA: study on a road between Nouakchott and Nouadhibou (450 km)	1.00	-	-	1.00
ROP-31-004	MOROCCO: Construction of the Kenitra-Larache road (190 km)	21.00	-	-	21.00
ROP-39-001	SIERRA LEONE: Study on the Waterloo-Masaika road (44 km)	0.51	-	-	0.51
		<u>533.55</u>	<u>114.85</u>	<u>121.90</u>	<u>296.80</u>

<u>Project Number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
<u>Dakar-Djibouti Trans-African Highway</u>					
ROP-37-002	SENEGAL: Construction of the Tambacounda-Mali border road (360 km)	22.50	-	-	22.50
ROP-41-003	SUDAN: Feasibility and engineering studies on the Kosti-El Obeid road (288 km)	5.00	-	2.00	3.00
ROP-41-005	SUDAN: Reconstruction and bitumen-surfacing of the Rabak-Renk road (167 km)	34.00	-	10.00	24.00
ROP-41-012	SUDAN: Study on the El Geneina-Zalingei road (160 km)	3.80	-	-	3.80
<u>Feeder roads to the Dakar-Djibouti</u>					
ROP-19-005	GUINEA: Study on the Kankan-Mandiana Podogo road (287 km)	2.00	-	-	2.00
ROP-19-007	GUINEA: Study on the Labe-Tambacounda road (425 km of which 300 km in Guinea)	1.50	-	-	1.50
ROP-28-006	MALI: Engineering study on the Boungouni-Yanfolila-Guinea border road (135 km)	1.00	-	-	1.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-33-001	NIGER: Bitumen-surfacing of the Tilabery Gabou road (65 km)	16.00	-	-	16.00
ROP-33-003	NIGER: Study on the Goure-Maine Soroa-Nguigmi road (420 km)	5.00	-	-	5.00
ROP-37-001	SENEGAL: Study on the Tambacounda-Guinea border road (100 km)	1.00	-	-	1.00
		91.80	-	12.00	79.80

Tripoli-Windhoek Trans-Central African Highway

ROP-02-001	ANGOLA: Study on the Ombaca-Lucira road (402 km)	2.00	-	-	2.00
ROP-02-003	ANGOLA: Study on the Negage-Maquela-Banza-Sossa-Zaire border road (290 km)	1.45	-	-	1.45

Feeder roads to the Tripoli-Windhoek Trans-Central African Highway

ROP-02-002	ANGOLA: Study on the Nova Chaves-Luau road (120 km)	0.60	-	-	0.60
ROP-06-003	CAMEROON: Study on the Sangmelima-Congo border road (300 km)	3.50	-	-	3.50
ROP-09-004	CHAD: Study on the Moundou-Lere-Cameroon-Guidjiba border road (116 km)	2.00	-	-	2.00
ROP-11-002	CONGO: Study on the Ketta - Cameroon border road (280 km)	2.60	-	2.60	-
		12.15	-	2.60	9.55

Trans-Saharan Highway

ROP-28-010	MALI: Engineering study on the Gao-Kidal and Kidal-Bouressa road (356 km)	1.20	-	-	1.20
ROP-33-004	NIGER: Construction of the Arlit-Assamaka-Algerian border road (200 km)	39.65	-	-	39.65
ROP-33-005	NIGER: Construction of the Agadez-Tanout-Zinder road (430 km)	80.00	-	-	80.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
<u>Feeder roads to the Trans-Saharan African Highway</u>					
None					
		120.85	-	-	120.85
<u>Rabat-Cairo Trans-North African Highway</u>					
ROP-01-001	ALGERIA: Study of a highway link between Annaba-Constantine-Algiers-Oran (1,200 km)	6.00	-	-	6.00
		6.00	-	-	6.00
<u>Air transport</u>					
(1)	Total cost: \$54.16 million				
(2)	Financing secured: External: \$5.50 million				
(3)	Financing secured: Local: \$13.66 million				
(4)	External financing required: \$35.00 million				
<u>Regional and subregional projects</u>					
AIP-60-005	GUINEA/LIBERIA/SIERRA LEONE: Aid to Roberts Flight Information region (FIR)	1.50	-	-	1.50
AIP-60-007	CEPGL: Study on the establishment of a joint air cargo transport company	0.70	-	-	0.70
AIP-60-008	Study on an optimum system of connecting flights between airlines in Africa	0.50	0.20	-	0.30
		2.70	0.20	-	2.50
<u>National projects</u>					
AIP-10-005	COMOROS: Immediate provision of additional equipment for Mahaya, Ouani and Fomboni airports	0.78	-	-	0.78
AIP-10-006	COMOROS: Improvement of installation at Mahaya airport	8.66	-	1.78	6.88
AIP-12-004	DJIBOUTI: Extension of the airport freight depot	2.00	-	-	2.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
AIP-17-001	The GAMBIA: Development of civil aviation and purchase of equipment for Yundum airport	5.50	5.30	0.20	-
AIP-28-002	MALI: Study on the development and construction of domestic airports (phase I)	9.03	-	-	9.03
AIP-29-003	MAURITANIA: Study of a new international airport at Nouakchott	0.07	-	-	0.07
AIP-39-002	SIERRA LEONE: Development of meteorological telecommunications	1.30	-	-	1.30
AIP-47-001	UPPER VOLTA: Development of Bobo-Dioulasso airport	8.00	-	-	8.00
AIP-49-001	ZAMBIA: Purchase of radar systems and technical assistance	15.48	-	11.68	3.80
AIP-49-004	ZAMBIA: Installation of an instrument landing system at N'Dola airport	0.64	-	-	0.64
		<u>51.46</u>	<u>5.30</u>	<u>13.66</u>	<u>32.50</u>

Annex 4: List of projects Regional and subregional (33 projects)

- (1) Total cost: \$750.39 million
- (2) Financing secured: External: \$32.70 million
- (3) Financing secured: Local \$310.09 million
- (4) External financing required: \$407.60 million

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
1. Roads					
ROP-22-001	KENYA: Construction of the Lodwar-Sudan border road (244 km)	28.00	28.00	-	-
ROP-41-002	SUDAN: Construction of the Juba-Mapoeta road (344 km)	90.00	-	10.00	80.00
ROP-60-004	Study on the harmonization of international traffic regulations	0.75	-	-	0.75
ROP-60-006	ECA: Study on road transport management improvement	0.30	-	-	0.30
ROP-60-008	MALI/MAURITANIA: Feasibility and engineering studies on the Aioun-Niouro du Sahel road	1.50	1.00	-	0.50
ROP-60-009	MALI/MAURITANIA: Study on the Nara-Nema road	2.00	-	-	2.00
ROP-60-010	MALI/MAURITANIA: Study on the Kayes-Kifa road	2.00	-	-	2.00
		124.55	29.00	10.00	85.55

2. Railways

RAP-49-003	ZAMBIA: Feasibility study on the construction of new railway lines linking Zambia with neighbouring countries (and ports)	0.50	-	0.50	0.45
RAP-60-001	GUINEA/MALI: Updating of the feasibility study on the Kouroussa-Bamako (via Siguiri) rail link	1.00	-	-	1.00
RAP-60-004	BURUNDI/RWANDA/ZAIRE: Feasibility study on a railway link between the eastern and western networks of the CEEGL countries	1.00	-	-	1.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
RAP-60-008	EGYPT/SUDAN: Construction of a railway link between Egypt and the Sudan	450.00	-	300.00	150.00
		<u>452.50</u>	<u>-</u>	<u>300.05</u>	<u>152.45</u>

3. Maritime transport

SHP-60-005	EAST AFRICA: Subregional maritime transport development	1.87	-	-	1.87
SHP-60-008	CEAO: Establishment of a joint CEAO shipping line	154.23	-	-	154.23
SHP-60-016	MINCONMAR: Study on the rationalization of ocean-going shipping	0.10	-	-	0.10
SHP-60-017	MINCONMAR: Feasibility and engineering study on a trial use of barges and tugs for coastal shipping	1.25	-	-	1.25
SHP-60-018	MINCONMAR: Feasibility study on the proposed establishment or modernization of ship building yards	0.25	-	-	0.25
SHP-60-019	MINCONMAR: Feasibility study on the establishment of a multinational shipping line for West and Central African States	0.13	-	-	0.13
SHP-60-020	MINCONMAR: Feasibility study on the establishment of multinational bulk cargo shipping companies	0.20	-	-	0.20
		<u>158.03</u>	<u>-</u>	<u>-</u>	<u>158.03</u>

4. Ports

HAP-60-001	NORTH AFRICA: Study on the planning and development of North African ports	1.00	-	-	1.00
HAP-60-003	NORTH AFRICA: Study on tariff harmonization in North African ports	0.50	-	-	0.50
HAP-60-004	NORTH AFRICA: Study on the development of port infrastructure in North Africa	0.50	-	-	0.50

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
HAP-60-007	EASTERN/SOUTHERN AFRICA: Study on the harmonization of signalling facilities	0.68	-	-	0.68
HAP-60-008	DJIBOUTI: Development of a free zone in the port of Djibouti	3.70	3.70	-	-
HAP-60-009	WEST/CENTRAL AFRICA: Study on the establishment of container and Ro/Ro terminals	0.30	-	-	0.30
		<u>6.68</u>	<u>3.70</u>	<u>-</u>	<u>2.98</u>

5. Air transport

AIP-60-001	Study on the establishment of an intra-African agency for financing the purchase of aircraft and a leasing agency	0.10	-	-	0.10
AIP-60-002	Study on passenger transfer systems and cargo-handling equipment	0.10	-	-	0.10
		<u>0.20</u>	<u>-</u>	<u>-</u>	<u>0.20</u>

6. Inland water transport

INP-60-005	SOUTHERN AFRICA: Study on the navigability of the Zambezi and Shire rivers and lake Kabora Bassa	0.15	-	0.03	0.12
INP-60-007	Design and standardization of waterways vessels	0.50	-	-	0.50
INP-60-011	ETHIOPIA/SUDAN: Study on the improvement of the navigability and development of inland water transport on the Baro and Akobo rivers	0.10	-	0.01	0.09
INP-60-012	Study on updating and harmonization of the inland waterways legislation of African countries	0.60	-	-	0.60
INP-60-013	Study on the prevention and control of pollution of inland waterways and ports	0.40	-	-	0.40
		<u>1.75</u>	<u>-</u>	<u>0.04</u>	<u>1.71</u>

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
7.	<u>Multimodal transport</u>				
MMP-60-001	UNCTAD/ECA: Development of multimodal transport in Africa	1.08	-	-	1.08
MMP-60-002	ECA: Study on the establishment of a regional transport institute	5.60	-	-	5.60
		<u>6.68</u>	<u>-</u>	<u>-</u>	<u>6.68</u>

Annex 5: List of projects: National priority projects (140)

- (1) Total cost: \$6,195.95 million
- (2) Financing secured: External: \$562.54 million
- (3) Financing secured: Local: \$1,876.42 million
- (4) External financing required: \$3,756.99 million

1.	<u>Roads</u>	(1)	(2)	(3)	(4)
ROP-03-001	BENIN: Bitumen surfacing of the Savalou-Djougou road (221 km)	40.00	-	-	40.00
ROP-03-005	BENIN: Study on the Abomey-Ketou-Illara road (115 km)	0.50	0.50	-	-
ROP-03-006	BENIN: Engineering study on the Djougou Porga road (225 km)	0.70	-	-	0.70
ROP-05-002	BURUNDI: Construction of the Rugombo-Kayanza road (134 km)	61.70	16.50	-	45.20
ROP-05-004	BURUNDI: Construction of the Gitega Ngozi road (81 km)	31.50	-	-	31.50
ROP-05-005	BURUNDI: Study on the Ruyigi Kibondo road (47 km)	1.00	-	-	1.00
ROP-05-006	BURUNDI: Construction of the Myanza Lac-Gihofi road (105 km)	40.85	-	-	40.85
ROP-06-012	CAMEROON: Construction of a bridge over the Noun river	8.53	-	2.56	5.97
ROP-07-002	CAPE VERDE: Establishment of a national bureau of engineering studies	1.60	-	-	1.60
ROP-07-004	CAPE VERDE: Installation of road signs and signals	0.12	-	-	0.12
ROP-07-005	CAPE VERDE: Construction of roads on Santo Antao and Sao Tiago islands (76 km)	13.50	8.20	-	5.30
ROP-07-006	CAPE VERDE: Construction of roads on Boa Vista and Maio islands	4.56	1.90	-	2.66
ROP-07-007	CAPE VERDE: Equipment for the construction of roads on Sao Nicolau island	1.00	-	-	1.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-07-008	CAPE VERDE: Equipment for the construction of roads on Sao Vicente island	1.30	-	-	1.30
ROP-08-005	CENTRAL AFRICAN REPUBLIC: Study on the Mbaiki-Carnot road (324 km)	1.50	-	-	1.50
ROP-15-006	ETHIOPIA: Strengthening of the Nekempte-Ghimbi road (160 km)	11.80	-	4.70	7.10
ROP-15-007	ETHIOPIA: Construction of the Arba Minch-Yabelo road (215 km)	26.00	-	6.50	19.50
ROP-15-008	ETHIOPIA: Construction of the Ghimbi-Kurmuk road (330 km)	8.80	-	2.20	6.60
ROP-16-002	GABON: Study on the Bifoun-Doussala road	4.00	-	-	4.00
ROP-16-003	GABON: Construction of a road to connect Alembe and Leconi (second Phase: 103 km)	45.00	-	-	45.00
ROP-16-004	GABON: Construction of a road to connect Port Gentil and Bifoun	173.00	-	-	173.00
ROP-17-002	GAMBIA: Construction of the Laminkoto-Passimus road (151 km)	16.00	8.00	-	8.00
ROP-17-004	GAMBIA: Project on public transport	5.10	5.00	0.10	-
ROP-17-005	GAMBIA: Construction of the Banjul-Serrekunda road	20.00	15.50	1.00	3.50
ROP-17-006	GAMBIA: Construction of the Buniadu-Albreda Kuntair road	3.60	2.50	0.10	1.00
ROP-18-007	GHANA: Study on the Techiman-Ejura-Lake Volta road (240 km)	0.50	-	-	0.50
ROP-18-008	GHANA: Study on the Bolgatanga-Bawku road (79 km)	0.30	-	0.30	-
ROP-18-013	GHANA: Study on the Kpong-Asikuma Junction-Kpeve-Hohoe-Jasikan road	0.48	-	-	0.48

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-18-014	GHANA: Bitumen surfacing of the Jasikan-Kwanta-Bimbilla road (194 km)	67.27	-	16.82	50.45
ROP-19-001	GUINEA: Construction of the Gueckedou-Seredou-N'Zerekore-Liberia border road (303 km)	182.00	95.00	+	87.00
ROP-22-007	KENYA: Study on a section of the Ahero-Kisii road (81 km)	1.50	-	-	1.50
ROP-22-008	KENYA: Bitumen surfacing of the Narok-Sotik road (119 km)	40.00	0	0	40.00
ROP-22-009	KENYA: Study on the Embu-Kangondu road (86 km)	0.50	-	-	0.50
ROP-23-001	LESOTHO: Reconstruction and strengthening of the Taung-Makhotlong-Sani Top road	46.00	-	19.00	27.00
ROP-23-002	LESOTHO: Strengthening of the Thaba Tseka-Taung-Mpiti road (154 km)	53.00	-	21.20	31.80
ROP-24-007	LIBERIA: Study on the Buchanan-Greenville road (183 km)	1.30	-	0.20	1.10
ROP-28-011	MALI: Study on the "Poisson" Sevare Biandiagara-Bankass-Koro-Upper Volta border road (183 km)	1.50	-	-	1.50
ROP-31-002	MOROCCO: Establishment of an African roads maintenance data bank	2.00	-	-	2.00
ROP-35-002	RWANDA: Study on the Gitarama-Kibuye road (91 km)	0.73	-	-	0.73
ROP-35-003	RWANDA: Study on the Kibuye-Ntendezi road (103 km)	0.45	-	0.45	-
ROP-35-004	RWANDA: Engineering studies on the Gitarama-Ruhengeri road	0.40	-	-	0.40
ROP-35-005	RWANDA: Engineering studies on the Kicukiro-Nemba road	0.65	-	-	0.65

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
ROP-40-004	SOMALIA: Construction of the Gelib-Bardera-Dinsor road (316 km)	68.40	8.00	0.40	60.00
ROP-41-004	SUDAN: Construction of the Gedaref-Suki road (180 km)	34.00	-	6.80	27.20
ROP-41-010	SUDAN: Construction of the Wad El Huri-Sim-Sim road (77 km)	11.50	-	2.80	8.70
ROP-41-011	SUDAN: Construction of the Gedaref-Umbarakit road (110 km)	15.00	-	4.00	11.00
ROP-43-003	UNITED REPUBLIC OF TANZANIA: Study on the Kobero-Rusumu road (65 km)	8.00	-	-	8.00
ROP-43-005	UNITED REPUBLIC OF TANZANIA: Construction of the Lusahunga-Bukoba road	39.00	22.20	7.80	9.00
ROP-44-001	TOGO: Study on the Ghana border-Sokode road (50 km)	0.25	-	0.25	-
ROP-47-001	UPPER VOLTA: Construction of the Ouagadougou-Yako-Ouahigouya-Mali border road (247 km)	42.00	19.69	-	22.31
ROP-47-004	UPPER VOLTA: Upgrading of the Ouagadougou-Leo-Ghana border road (179 km)	29.00	-	-	29.00
ROP-49-004	ZAMBIA: Bitumen surfacing of the Kalabo-Kalongola road (180 km)	48.20	-	-	48.20
ROP-49-007	ZAMBIA: Study on the Mutamba-Zambezi road (455 km)	1.50	-	-	1.50
ROP-49-008	ZAMBIA: Study on the Mansa-Mwense-Nchelenge road (255 km)	0.70	-	-	0.70
		<u>1227.79</u>	<u>202.99</u>	<u>100.68</u>	<u>924.12</u>

<u>Project number</u>	<u>Country and title</u>	<u>(1)</u>	<u>(2)</u>	<u>(3)</u>	<u>(4)</u>
2. Railways					
RAP-01-001	ALGERIA: Engineering studies for the construction of a railway line in the Highland Plateau region and implementation of the first phase	600.00	-	600.00	-
RAP-16-001	GABON: Trans-Gabon Railway: Construction of the Booue-Franceville section (331 km)	853.00	299.00	426.00	128.00
RAP-16-002	GABON: Trans-Gabon Railway: Construction of the Booue-Belingua section	440.00	-	264.00	176.00
RAP-25-002	LIBYAN ARAB JAMAHIRIYA: Construction of a Tripoli-Ras El Jedir railway line (170 km)	n.d.	entire amount		
RAP-25-003	LIBYAN ARAB JAMAHIRIYA: Construction of a Tripoli-Misurata railway line	n.d.	entire amount		
RAP-25-004	LIBYAN ARAB JAMAHIRIYA: Construction of a Misurata-Sebha railway line (922 km)	n.d.	entire amount		
RAP-25-005	LIBYAN ARAB JAMAHIRIYA: Studies on the proposed Burgren/Musa'ad (Egyptian border) railway line (about 1300 km)	n.d.	entire amount		
RAP-26-001	MADAGASCAR: Construction of the Antsirabe-Fianarantsoa railway (250 km)	152.00	-	12.00	140.00
RAP-31-001	MOROCCO: Construction of the Marrakech-Tarfayah railway line (first phase)	1100.00	-	-	1100.00
RAP-31-002	MOROCCO: Construction of a railway link for the Nador complex (123 km)	135.00	-	-	135.00
RAP-41-005	SUDAN: Improvement of signalling and telecommunications facilities	45.00	-	2.00	43.00
RAP-42-002	SWAZILAND: Dieselization of Swaziland railway	11.40	-	-	11.40

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
RAP-48-003	ZAIRE: Supply of equipment for the SNCz (second phase)	42.00		5.30	36.70
RAP-49-002	ZAMBIA: Improvement of the wagon braking system	2.00	-	0.50	1.50
		<u>3380.40</u>	<u>299.00</u>	<u>1309.80</u>	<u>1771.60</u>

3. Maritime transport

SHP-07-001	CAPE VERDE: Purchase of a ferry to provide maritime transport services within the archipelago	7.00	7.00	-	-
SHP-14-001	EQUATORIAL GUINEA: Reorganization of sea trade	0.80	-	-	0.80
SHP-25-001	LIBYAN ARAB JAMAHIRIYA: Purchase of container ships	142.50	-	12.50	130.00
SHP-31-001	MOROCCO: Purchase of trading ships	25.00	-	-	25.00
		<u>175.30</u>	<u>7.00</u>	<u>12.50</u>	<u>155.80</u>

4. Ports

HAP-02-001	ANGOLA: Activities for relieving congestion in the port of Luanda (short term)	5.00	-	-	5.00
HAP-06-001	CAMEROON: Study on the construction of a port at Rocher-du-Loup	1.00	-	1.00	-
HAP-07-001	CAPE VERDE: Studies, repairs, construction and purchase of equipment for secondary ports	23.20	5.50	-	17.70
HAP-07-002	CAPE VERDE: General inspection and preparation of programme of action for improvement of facilities in ports (Porto Grande and Porto Novo)	0.40	-	-	0.40
HAP-11-002	CONGO: Construction and equipment of a fishing mole at the port of Pointe Noire	25.00	12.00	13.00	-

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
HAP-12-002	DJIBOUTI: Construction of two administrative buildings at the port of Djibouti	2.30	-	-	2.30
HAP-15-001	ETHIOPIA: Reconstruction and expansion of the port of Assab	14.40	-	0.40	14.00
HAP-16-001	GABON: Expansion of the port of Ovendo: rehabilitation of a dry dock	140.18	-	5.18	135.00
HAP-18-003	GHANA: Expansion of the main port of Tema	55.00	-	-	55.00
HAP-18-004	GHANA: Study on improvement of Takoradi port	0.20	-	-	0.20
HAP-19-001	GUINEA: Study on the reconstruction of secondary ports along the Guinean coast	10.50	-	-	10.50
HAP-20-001	GUINEA-BISSAU: Comprehensive port development project	30.00	-	-	30.00
HAP-24-002	LIBERIA: Increase in port productivity	12.00	-	-	12.00
HAP-25-001	LIBYAN ARAB JAMAHIRIYA: Expansion of Misurata port: construction of three new quays	83.00	-	83.00	-
HAP-25-002	LIBYAN ARAB JAMAHIRIYA: Expansion of Berga port (oil terminal)	118.00	-	118.00	-
HAP-25-003	LIBYAN ARAB JAMAHIRIYA: Expansion of the port of Tripoli	100.00	-	100.00	-
HAP-31-001	MOROCCO: Extension of Agadir port towards Anza	40.00	-	-	40.00
HAP-31-002	MOROCCO: Construction of a semaphoric tower in Casablanca port	4.00	-	-	4.00
HAP-31-003	MOROCCO: Expansion of Casablanca port and construction of a container terminal	60.00	-	-	60.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
HAP-34-001	NIGERIA: Construction of an ocean terminal near Apapa	70.00	-	70.00	-
HAP-39-002	SIERRA LEONE: Increase in productivity of the port of Freetown	2.30	-	-	2.30
HAP-39-003	SIERRA LEONE: Purchase of fire fighting equipment and a generator for emergency lighting, construction of a protective wall	0.70	-	0.17	0.53
HAP-40-001	SOMALIA: Increase in productivity of all Somali ports	30.00	-	2.50	27.50
HAP-41-002	SUDAN: Increase in capacity and efficiency of Port Sudan	10.00	-	3.00	7.00
HAP-48-001	ZAIRE: Construction of the port of Banana (first phase)	50.00	-	15.00	35.00
HAP-48-002	ZAIRE: Expansion of the port of Matadi	5.00	-	3.70	1.30
HAP-48-003	ZAIRE: Construction of a landing stage for cereals at the port of Matadi	9.60	-	2.10	7.50
		<u>891.78</u>	<u>17.50</u>	<u>417.05</u>	<u>457.23</u>

5. Air transport

AIP-05-001	BURUNDI: Study on the construction of domestic airports	0.55	-	-	0.55
AIP-05-004	BURUNDI: Construction of a technical block at Bujumbura airport	5.30	-	-	5.30
AIP-06-001	CAMEROON: Development of provincial airports	31.00	-	-	31.00
AIP-07-001	CAPE VERDE: Expansion of the Praia and Mindelo airports	9.00	-	-	9.00
AIP-07-002	CAPE VERDE: Development of civil aviation	6.70	-	-	6.70

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
AIP-08-001	CENTRAL AFRICAN REPUBLIC: Extension of Bangui-M'Poko airport	18.70	-	-	18.70
AIP-10-001	COMOROS: Assistance for the development of Moheli airport	0.65	-	0.10	0.55
AIP-10-002	COMOROS: Assistance for the develop- ment of Anjouan airport	1.00	-	-	1.00
AIP-11-001	CONGO: Rehabilitation and construction of six provincial airports	59.42	-	15.14	44.28
AIP-12-002	DJIBOUTI: Extension of the Djibouti airport passenger terminal	24.30	24.30	-	-
AIP-15-002	ETHIOPIA: Strengthening and expansion of five provincial airports	34.00	-	-	34.00
AIP-16-001	GABON: Study on the construction of a new airport at Libreville (first phase)	4.00	3.20	0.80	-
AIP-18-003	GHANA: Modernization and expansion of Kotoka international airport	27.50	-	-	27.50
AIP-19-001	GUINEA: Study on the development of domestic airports	2.22	2.55	-	1.67
AIP-27-002	MALAWI: Construction of a new airport at Monkey Bay	1.85	-	0.25	1.60
AIP-27-003	MALAWI: Construction of a new airport at Mzuzu	2.50	-	0.38	2.12
AIP-28-001	MALI: Expansion of Bamako-Senou airport	2.20	-	-	2.58
AIP-29-001	MAURITANIA: Study on the development and construction of domestic airports	2.58	-	-	2.58
AIP-31-001	MOROCCO: Construction of a new airport at Agadir	82.00	-	-	82.00
AIP-31-002	MOROCCO: Construction of a new airport at Nador	20.60	-	-	20.60
AIP-33-002	NIGER: Construction of a new airport at Zinder	10.00	-	-	10.00

<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
AIP-33-003	NIGER: Construction of an airport at Arlit	26.00	-	-	26.00
AIP-35-002	RWANDA: Development of domestic airports	1.44	-	0.42	1.02
AIP-38-001	SEYCHELLES: Acquisition of telecommunications and construction equipment	5.80	-	0.50	5.30
AIP-41-002	SUDAN: Construction of Nyala airport	16.50	-	5.50	11.00
AIP-41-005	SUDAN: Construction of Malakal airport	22.00	-	7.70	14.30
AIP-41-006	SUDAN: Construction of Wau airport	16.00	-	5.00	11.00
AIP-42-001	SWAZILAND: Upgrading of Matsapha airport	30.00	-	-	30.00
AIP-44-001	TOGO: Improvement of Lome airport and construction of domestic airports	12.80	8.00	-	4.80
AIP-46-004	UGANDA: Improvement of flight information services and the establishment of a flight information region	15.00	-	-	15.00
AIP-48-001	ZAIRE: Master plan for Lubumbashi airport	0.40	-	-	0.40
AIP-48-002	ZAIRE: Master plan for Ndjili airport	0.60	-	-	0.60
AIP-49-002	ZAMBIA: Improvement of Southdowns airport (Kitwe)	13.60	-	-	13.60
		<u>506.21</u>	<u>36.05</u>	<u>35.79</u>	<u>434.37</u>

6. Inland water transport

INP-11-002	CONGO: Studies for improving the navigability of the northern Congo river network	0.40	-	0.40	-
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<u>Project number</u>	<u>Country and title</u>	(1)	(2)	(3)	(4)
INP-16-001	GABON: Improvement of navigation on the Ogooue river and on the Fernand Vaz Lagoons	12.00	-	-	12.00
INP-27-003	MALAWI: Study on the development of Chintheche harbour	0.70	-	-	0.70
INP-35-001	RWANDA: Study on the navigability of rivers and lakes	0.30	-	-	0.30
INP-46-004	UGANDA: Engineering and economic studies on the navigability of the Ugandan river network	0.15	-	-	0.15
INP-48-004	ZAIRE: Study on the improvement of rocky and sandy passes in the Kasai river	0.80	-	0.20	0.60
		<u>14.35</u>	<u>-</u>	<u>0.60</u>	<u>13.75</u>

7. Multimodal transport

MMP-20-001	GUINEA-BISSAU: Study on the establishment of a national transport company	0.12	-	-	0.12
		<u>0.12</u>	<u>-</u>	<u>-</u>	<u>0.12</u>