



ECA/RCID/045/01 UNCTADA II/IA

**UNITED NATIONS
ECONOMIC COMMISSION FOR AFRICA**

Meeting of the Inter-Agency
Co-ordinating Committee of UNTACDA II

Ad-hoc Experts Group Meeting on African
Transport Policy Framework for the Next Decade

31 October 2001 – 2 November 2001
Addis Ababa, Ethiopia

**REPORT OF THE MEETING OF THE INTER-AGENCY
COORDINATING COMMITTEE OF UNTACDA II AND
AD-HOC EXPERTS GROUP MEETING ON
AFRICAN TRANSPORT AND COMMUNICATIONS
POLICY FRAMEWORK FOR THE NEXT DECADE**

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INTER-AGENCY COORDINATING COMMITTEE OF UNTACDA II AND
AD-HOC EXPERTS GROUP MEETING ON
AFRICAN TRANSPORT AND COMMUNICATIONS
POLICY FRAMEWORK FOR THE NEXT DECADE**

Addis Ababa, Ethiopia, 31 October to 2 November 2001

1. Organization of the Meeting

1. The Inter-Agency Co-ordination Committee of UNTACDA II and the Ad-hoc Experts Group Meeting on African Transport and Communications Policy Framework for the Next Decade was held in Addis Ababa, Ethiopia from 31 October to 2 November 2001. The purpose of the meeting was to review the third and final evaluation report on UNTACDA II and to recommend the policy framework for the next Decade.

2. Attendance

2. The meeting was attended by representatives of the following countries: Algeria, Ethiopia, Ghana, Kenya, Namibia, Mali, Morocco, and Democratic Republic of Congo. Representatives from the following UN Agencies, and African intergovernmental bodies also participated at the meeting: African Development Bank (ADB), African Advanced Level Telecommunications Institute (AFRALTI), Economic Community of West African States (ECOWAS), International Maritime Organization (IMO), International Telecommunication Union (ITU), Malawi Marine Training College, Maritime Organization for West and Central Africa (MOWCA), Organization of African Unity (OAU), Pan African Association for Port Cooperation (PAPC), Pan African Postal Union (PAPU), Regional Maritime Academy (RMA), Regional African Satellite Communications Organization (RASCOM), Southern Africa Transport and Communications Commission (SATCC), Southern African Railways Association (SARA), Universal Postal Union (UPU), United Nations Industrial Development Organization (UNIDO), United Nations Economic Commission for Africa (ECA), and ECA Subregional Development Centre for Southern Africa (ECA-SRDC-SA). The list of participants is included in Annex I to this report.

3. Opening of the Meeting

3. The meeting was officially opened by the Director of Regional Cooperation and Integration Division, Mr. Yousif Suliman on behalf of Mr. Y.K Amoako, the Executive Secretary of the Economic Commission for Africa (ECA).

4. He first welcomed the participants to the meeting and informed them that the meeting was to take stock of the progress made in the implementation of UNTACDA II. He briefly recalled the genesis of both UNTACDA I and II as bold attempts made by the United Nations and African governments aimed at solving complicated and indeed entrenched, transport and communications problems in Africa, in order to address challenges faced by the region in the

development of its infrastructure for the purposes of integrating the economies of the continent. He recalled the "bottoms up" approach used to implement the 708 projects of UNTACDA II, and also the partnership between member States, governments and the donor community and the vision and commitment that developed during the implementation of the programme despite difficulties experienced during its implementation.

5. Regarding the focus of the evaluation, he stressed that efforts have been made to assess, in detail, the overall impact of the programme in terms of achievement of its quantitative and qualitative development objectives and the difficulties experienced in its implementation. He emphasized that the meeting should critically review the evaluation report and come up with specific recommendations for the way forwards, and also define the successor arrangements for the programme. He reminded the meeting to take into considerations changes that have taken place in the world since 1991, especially those related to the cost of doing business, and informed the meeting that the report of the meeting would be considered by the transport and communications ministers, which will convene as part of African Development Forum (ADF) in March 2002.

6. He concluded by thanking all collaborators and called upon the meeting to define the role of each partner and new mechanisms to drive the successor arrangement for UNTACDA II.

7. The representative of the Organization of African Unity (OAU) expressed his appreciation for the invitation extended by ECA for participation in the meeting. He stressed that new horizons should be explored in the development of transport and communications with the objective of proposing the way forward that can be easily implemented within the framework of African partnership. He informed participants that the committee that was set up to look into the protocol on transport and communications had concluded its work and the protocol is already adopted within the framework of the Treaty establishing the African Union (AU), which is already in force.

8. He concluded by thanking all those that have accepted to participate in the meeting, and informed the participants that OAU tried to implement a number of projects under UNTACDA II but without success because of lack of resources. He finally stressed the importance of advising African leaders to consolidate and improve their solidarity as it is the only way we can move forwards without depending totally on resources from outside the region.

4. Account of Proceedings

Adoption of agenda and organization of work (agenda item 2)

9. The meeting adopted the following agenda:

- 1) Opening of the meeting
- 2) Adoption of agenda and programme of work

- 3) Presentation and general discussions on the third and final evaluation report on UNTACDA II
- 4) Status of transport and communications in Africa (CHAPTER III)
- 5) Assessment of progress made in the implementation of UNTACDA II Programme Projects (CHAPTER IV)
- 6) Assessment of progress in the implementation of thematic issues in transport and communications (CHAPTER V)
- 7) Status of implementation of the Framework for Action Plan adopted in 1997 (CHAPTER VI)
- 8) Assessment of achievements of quantitative and qualitative global and sub-sectoral objectives of the decade programme (CHAPTER VII)
- 9) Assessment of the overall impact of UNTACDA II in the development of transport and communications in Africa (CHAPTER VIII)
- 10) Proposals for the way forward (future policies and programmes for the development of transport and communications in Africa), (CHAPTER IX)
- 11) Any other business
- 12) Adoption of the report and closure of the meeting

General presentation and discussion of the report on the third and final evaluation of UNTACDA II (Agenda item 3)

10. A member of the Secretariat introduced the Executive Summary Report on UNCTADA II Evaluation and described the background to the proclamation by the United Nations of two transport and communications decades at the request of African States. UNTACDA I covered the period 1978-1988 while UNTACDA II had covered the period 1991-2000. The programme for UNTACDA II comprised of 708 projects covering 11 sub-sectors and had been prepared using a "bottoms-up" approach.

11. Of the three evaluations programmed, two had been considered by African Ministers of Transport and Communications in 1994 and 1997. The third evaluation had been based on data collected by ECA and reports received from member States, Sub-regional organizations, regional organizations and United Nations Agencies.

12. He indicated that the transport and communications sector had developed significantly over the decade both with regard to networks and services in spite of social and political turmoil and the natural disasters that had occurred in many African countries. The physical and financial implementation rate for the set objectives adopted in 1991 were described. He informed the meeting that for the thematic programme of the seven selected only three had experienced some activities namely, the Sub-Saharan Africa Transport Programme (SSATP) implemented jointly with the World Bank, the Yamoussoukro Declaration, and International Trade Facilitation Project. Because the levels of responsibility among the agencies in charge had not been clearly defined, the implementation rate of the Framework for Action adopted by the Conference of African Ministers of Transport and Communications had been only fair.

13. Turning to the problems encountered, he noted that the following factors had an adverse impact on programme performance: lack of financial resources, poor operation of institutional machinery, natural disasters and conflict, poor project quality and the context in which the Decade programme had been launched.

14. On the brighter side, the programme had helped to raise awareness of transport and communications development problems, to institute cooperation among various partners and to create a dynamic which has sustained the various policy reforms adopted during the Decade.

15. After this presentation, participants provided information which will be incorporated in the report. The efforts made by OAU, especially the creation of African Union and the establishment of a specialized technical committee together with the adoption of the African Union Protocol on Transport and Communications in Africa would be incorporated in the report. Any arrangement to replace the Decade programme was expected to take into account the new partnership for African development as well as lessons to be learned from the Asian experience. The lack of policy commitment had also negatively affected the programme performance and a review of the implementation of all resolutions adopted by ministers of transport and communications during the Decade would be in order.

Status of transport and communications in Africa (Agenda Item 4)

16. The Lead Consultant in-Charge of the review presented document on The Status of Transport and Communication in Africa. He highlighted the improvements and progress made in all 11 sub-sectors. While the programme performance had varied from one sector to another, there had been no substantive improvement in the postal services sub-sector.

17. Following this introduction, participants provided information which will be incorporated into the report. To the extent feasible, every development that had taken place in the transport and communications sector should be reported.

Assessment of the progress made in the implementation of UNCTADA II Programme Projects (Agenda Item 5)

18. At the first evaluation of the Decade programme, there were 708 projects in the pipeline including 508 transport and 200 communication operations supplemented by 7 thematic programmes. At mid-term review, 212 transport and 83 communication projects were totally or partially implemented, while financing was mobilized totally and/or partially for 239 transport and 101 communication projects.

19. At the end of the Decade, out of a total of 508 transport projects, 233 representing 45% were completed, 89 (17.5%) were partially implemented, 157 (29.7%) were not yet executed, whilst 35 (6.9%) were abandoned. The status of implementation is ranging from rather fair to satisfactory, except for the Maritime Transport sub-sector for which it is just acceptable and the Multimodal Transport sub-sector for which it is rather poor. The level of resource mobilization for the non-abandoned transport projects has reached a total of US\$7283.44 million representing 60.8% of the total cost. Considered on a sub-region basis, the percentage of mobilization is 42.5% for Central Africa, 69% for the East Africa, 27% for the North African sub-region, 68.9% for Southern Africa, 73.1% for West Africa and 56.9% for the Region. Globally, the mobilization of resources may be quoted as just acceptable.

20. As for the Communication sector, out of 200 projects initially in the pipeline, 111 (55%) were completed, 24 (12%) were partially implemented, 60 (30%) were not yet implemented and 5 (2.5%) were abandoned. The global physical implementation is rather satisfactory for the sector (69%), satisfactory for the Telecommunication sub-sector (76.4%) and acceptable for Radio Broadcasting and Postal Services with respectively 51.8% and 50%. In respect of the financial implementation, a total of US\$ 1707.92 million was mobilized, representing 84.9% of total cost of non-abandoned projects. In terms of sub-regional distribution, the level of resource mobilization had reached 23.2% for Central Africa, 47.5% for the East African sub-region, and 96.9% for the North Africa, 88% for Southern Africa and 89.4% for West Africa. The global financial implementation can therefore be considered satisfactory.

21. For both the transport and the communication projects, the Regional Economic Communities have performed satisfactorily in terms of physical implementation while their performances were considered acceptable with regards to resource mobilization. As for the UN Agencies, the physical implementation was rather poor, while resource mobilization was considered acceptable.

22. Difficulties in the implementation of the Decade projects ranged from lack of financial resources, the regulatory and institutional framework, natural disasters, political and social environment and also to the framework that had been established for implementation follow-up.

23. The selection criteria had not been enforced at the very beginning, thus resulting in the non-consideration for financing of many projects by donors. The normal process for pipeline

management would have been to progressively include projects that would have met the selection criteria. There was a substantial gap between the objectives of the Decade and the projects selected.

24. Regarding data collection, it should be underscored that no information were available on less than 200 projects; to alleviate such information gap, projections were made on data collated from the 1997 Mid -Term Evaluation.

25. Moreover, it is known that many projects that were not included in the Decade pipeline have been successfully initiated and implemented by the countries, the Regional Economic Communities, Regional Associations and some UN Agencies. These non-accounted operations should be considered to obtain a more precise picture of the situation of Transport and Communication systems in Africa. They include, among other, infrastructure and corridor development projects, feasibility studies for upper space management, telecommunication equipment manufacturing, etc.

Assessment of progress in the implementation of thematic issues in transport and communications (Agenda item 6)

26. A presentation was made by a representative of the Secretariat focusing on the different thematic issues of transport and communications implemented under the Decade programme. In this regard, he mentioned the activities implemented under the following thematic issues :

- Human Resources and Institutional Development (HRID)
- Transport Data Bank (TDB)
- Road Safety
- Sub-Saharan African Transport Policy Programme (SSATP)
- Trans-African Highway Programme
- International Traffic Facilitation and
- The Yamoussoukro Declaration

27. Following the presentations by ECA representative, various comments and questions were raised by the different participants summarized as follows:

- Despite the much progress made in the telecommunications development significant proportion of the rural population is deprived from these facilities. The extent of this gap is not properly reflected in the evaluation report due to lack of data bank. As a result the need for transport and communications data bank is very crucial.
- The SADC representative informed that in that subregion a new holistic corridor approach has been adopted. This approach addresses developments in the corridor over and above the transport infrastructure.

- International Telecommunications Union (ITU) representative indicated a number of feasibility studies for the extension and modernization, as well as other issues of telecommunications in different sub-regions. The lack for data bank has made the studies very difficult.

28. MOWCA representative informed the meeting that Sub Saharan African Transport Programme (SSATP) recommendations for maritime transport have been implemented. He indicated that under the UNTACDA II two major coastal shipping companies have been established to serve the West and Central African region, e.g. ECOMARINE and SATOMAR. He reported that a sub-regional cabotage policy is being elaborated.

Status of Implementation of the Framework for Action Plan adopted in 1997 (Agenda item 7)

29. The ECA representative presented the document on the Status of Implementation of the Framework for the Action Plan adopted during the 11th Meeting of the Conference of African Ministers of Transport and Communications in Cairo, Egypt in 1997.

30. In the ensuing discussions, an additional constraint contributing to low level of implementation was identified as the lack of a legislative framework to support the policies and programmes in the framework. Amendments were made on the implementation of the development of road construction technologies to include the publication of a manual on low volume road design for the SADC sub-region (Section 6.1 (g)). Proposals were also made on the merging of areas of concentration (c) and (d) in section 6.2.

31. The issue of promotion of manufacturing capacity needs to take account of the fact that most railways were undergoing privatization and provision of manufacturing capacity would be subject to business considerations and viability of such enterprises will constitute the main driving force. Similarly, for the promotion of the Union of African Railways (UAR) master plan and subregional interconnection plans, cognizance needs to be taken of government's new role of promoter and private sector's critical role in investment in railway infrastructure.

32. The emergence of democracy in South Africa and Namibia has opened up the railway training centres in those countries for joint regional training. Coupled with the privatization of Zambia Railways, the prospects of funding the Kabwe Railway Training Centre are fading. Nine out of thirteen railways in SADC are going for privatization.

33. The meeting encouraged the sharing of information and experience between sub-regions and other organizations. In this regard, Southern African Railways Association (SARA) was very keen to share value added initiatives accomplished in other sub-regions for implementation in its sub-region.

34. In maritime transport, the number of IMO Conventions ratified by African countries had increased and intensification of these activities would be made through seminars and

workshops. The level of implementation of the same conventions still remained low due to inadequate technical knowledge and trained personnel reasons. Training of trainers programme has been effective. IMO has offered courses on the International Convention on Standards of Training Certification and Watchkeeping for Seafarers (STCW) Convention at various fora. IMO indicated that they had done a lot in Africa over the Decade period. Thirty-eight areas of need were identified under the Integrated Technical Cooperation Programme (ITCP) for the year 2000 to 2001. Projects in maritime safety, training and pollution prevention and strengthening of Maritime Administration were undertaken amounting to US\$3.89 million for the African region. Also three African regional offices were put in place to coordinate IMO activities in Africa.

35. MOWCA indicated the need for strengthening subregional organizations and the need to establish an African regional maritime organization. MOWCA, under the SSATP, has completed a pilot phase on the establishment of a Regional/National Transport observatory and requires funding to complete the project. Meanwhile, the project has been modified to take account of the developments in Internet technology. In this direction, a Regional Maritime Transit Transport web, Portal, has been launched with the address: www.marineafrik.com.

Assessment of achievements of quantitative and qualitative global and subsectoral objectives of UNTACDA II (Agenda item 8)

36. The Lead Consultant presented the document on Assessment of Achievements of Quantitative Global and Sub-sectoral Objectives of UNTACDA II.

37. Discussions were followed by questions and suggestions as follows:

- In relation to the telecommunications sector mobile cell phones are now substituting the direct line. Putting the fixed lines traffic does not reflect the real tele density;
- Another issue, regarding rail safety, the figures presented in the evaluation report may not reflect the intensity of accidents as they are only expressed in terms of the reduction in the number of accidents;
- The monitoring mechanism was not set up in the follow-up process of the priority areas identified under the Framework for actions in 1997, which has resulted in slow progress, therefore, it was proposed that the monitoring mechanism should come out in the future Action Plan;
- Include in the evaluation report some of the achievement of the SSATP programme especially in urban transport and road funds;

- Improve the dissemination of information to member countries and strengthen cooperation with RECS in provision data;
- Necessity to differentiate between transit and multimodal transport. Transit transport modes is in relation to land locked countries;
- Postal services quality need to be improved as well as attitude towards postal services;
- Postal services are below standard;
- The objectives of increasing tonnage of national shipping line has been overtaken by the fact that most of them are either privatized or are under liquidation;
- The report reflect the changing situations in Africa;
- There is need for an African-wide federation of maritime organizations; and
- It is important for African countries to implement the conventions they have ratified.

Assessment of the overall impact of UNTACDA II in the development of transport and communications in Africa (Agenda item 9)

38. A representative of the secretariat presented a document that briefly highlighted the impact of UNTACDA II. The meeting recognized that the impact of the Decade programme has gone beyond the physical establishment of transport and communications infrastructure and that the significant impact is the awareness which created synergy out of the implementation and coordination of the programme. It was also recognized that the impact differed at various levels of implementation. The consultative framework of the programme and experiences in its implementation has built a dynamic consensus in subregional and regional integration that will lead to the economic development and social progress of African countries.

39. The meeting noted that conflicts in some parts of the region had negative effects on the programme's impact. The case of Democratic Republic of Congo (DRC) was an example where the impact of the programme has not been wholly achieved. It was reported that the country has embarked on programmes in transport and communications that would facilitate the bridging of the gap. DRC will therefore will require more assistance from ECA and other UN agencies for the purposes of catching up in the field of transportation and development.

40. The meeting noted that measuring the UNTACDA II impact was difficult because in many instances, the initial objectives have been overtaken by the broad policy changes which have taken place in the 1990s, as for example, in the maritime and in the railway sectors.

41. An appeal was made for future improvements in the dissemination of studies and documents from the ECA and Sub Saharan African Transport Programme (SSATP).

Proposals for the Way Forward (Future policy framework for the next Decade) (Agenda item 10)

42. The ECA Secretariat presented the proposed elements for action as the successor to UNTACDA II. This was augmented by presentations from three eminent resource persons who had extensive experience, inter-alia, in the previous decade programme. The meeting applauded the presentations.

43. This agenda item attracted extended debate on various aspects, which could be grouped into the following categories: programme coverage, institutional issues and areas of concentration. Consensus was reached on the programme coverage with a strong recommendation on the need to recast the new programme to reflect the changed environment. In order to ensure the correct focus, it was agreed that selected sectoral programmes would be developed with responsibility of implementation and monitoring given to the subregional organizations, ECA Sub-Regional Development Centres and Regional Associations. The programme of action would be developed taking into account the protocols and conventions already in place. The programme shall include inter alia, for the requisite actions, the category of stakeholders to undertake them, within a clearly defined time frame. Political commitment on the implementation of the programme was identified as a prerequisite to successful implementation. In this regard, the meeting suggested that Ministries of Finance and Development, and Economic Integration be sensitized on the importance of Transport and Communications in their countries development plans and programmes.

44. It was recommended that mechanisms for resource mobilization would require the involvement of Investment Promotion and Privatization Agencies. A programme for private sector development and increased participation in the provision, maintenance and operations of the transport and communications was recommended.

45. On institutional issues, the meeting agreed that ECA should continue to take the lead role in the development and evaluation of policies and strategies and programmes in consultation with the RECs. This requires the deepening of collaboration and the strengthening of subregional organizations coupled with the setting up of working groups for exchange of ideas and vetting of proposed projects. ECA was also mandated to hold consultations with multi-lateral donors in the development of their programmes. The need to strengthen linkages of the way forward with the SSATP programmes, the NEPAD, and other regional initiatives was also emphasized. This would reduce duplication and improve information dissemination. ADB informed the meeting on its financing instruments and indicated that there were two windows, viz, the non-concessional resources (ADB Funds) for which 15 countries only are eligible and the ADF for soft loans and grants that are earmarked

for the 38 remaining countries which include not less than 33 less developed countries (LDC). Therefore it will be necessary to:

- Involve the private sector particularly for the financing of projects in the railway, maritime and aviation subsectors; and
- Promote the commercialization of transport authorities to make of them viable entities featured by efficient management and hence reinforced credit worthiness that would allow them to borrow from non-concessional public and private windows.

46. Some additional proposals were made in the following areas recommended for the programme:

- a) Database development for both transport and communications;
- b) Policy, regulatory and legal reforms programmes for Transport and Communications;
- c) Safety and security for maritime sub sector;
- d) Reduction of the impact of HIV/AIDS on the sectors;
- e) Environmental issues for maritime subsector;
- f) Private sector policies and participation; and
- g) Commercialization of the transport authorities.

47. MOWCA, RMA, IMO, AFRALTI, ITU, UPU and PAPU made specific sectoral recommendations in the maritime, telecommunications and postal sectors. SATCC, PAPC, and ECOWAS also made similar recommendations on the sub-regional/regional programmes. The recommendations will be incorporated as appropriate into the evaluation document and also in the way forward.

48. The meeting emphasized the need to have clearly defined programmes. Implementation would only be made on those projects, which will have attracted funding. Furthermore, there was a need to put in place clear definitions of actions, time frames and responsibilities for implementation coupled with effective monitoring mechanisms. The need to distinguish responsibilities at three levels was emphasized namely the countries, the sub-regional organization and the regional organizations levels including the ECA.

49. It was agreed to have a five year Plan of Action, which would be reviewed every two years at regional levels and every year at subregional level. The need for focal points in the countries and subregions was emphasized. It was also noted that consensus has been

reached around the priority areas as defined in the presentation made by ECA with particular attention to the continuation of policy reform. The meeting also agreed that the mission of the way forward should take into account the contribution of transport in the poverty reduction. The ECA has been instructed to finalize the outline of the way forward and develop a special presentation in consultations with the AU, RECs and the members of IACC. The document will be presented to the Ministers.

50. The representative of Development Information System Division (DISD) informed the meeting about a programme known as African Information Society Initiative (AISII) which has been an action framework in the last five years for the improvement activities in technology and communications. The initiative aims at giving opportunity to African countries to use the framework for the improvement of the quality of life and poverty alleviation. The meeting was informed also that the initiative was launched in 1996 by the 22nd Meeting of the ECA Conference of Ministers, and was further adopted by the 64th session of OAU Summit held in the same year in Yaounde, Cameroon. The meeting noted the report.

Any other business (agenda item 11)

51. No issue was raised under this agenda item. However a number of delegates submitted to the Secretariat some additional information and amendments for inclusion in this final report and also in the draft evaluation report.

Adoption of the report and closure of the meeting (Agenda item 12)

52. A representative of the secretariat introduced the draft report, which was adopted by the meeting after inclusion of some amendments. This was followed by the presentation by the Chairman on an outline for a special document that had been prepared by a group of resource persons on the content of "Way Forwards" after UNTACDA II. The outline, which is Annex II of this report, was discussed and adopted by the meeting. The meeting also resolved that the Way Forwards document should be prepared by ECA, AU and ADB in consultations with RECs. The meeting agreed that it would be finalized by ECA before it is submitted for consideration by the 12th Meeting of the Conference of African Ministers of Transport and Communications in March 2002.

53. During his closing remarks the representative of OAU expressed his satisfaction with the outcome of the meeting, and thanked all countries and organizations that have contributed to its success. He appealed to African countries to redouble their efforts and work together in the development of transport and communications in Africa.

54. The representative of the ADB said that the synergy created by the meeting should be maintained.

55. A representative of resource persons expressed his satisfaction with the outcome of the meeting and termed it a guarantee for maintaining the momentum of UNTACDA II. He wished great success to the programme that will follow.

56. In his closing statement, the Chairman made apologies for any inconveniences that delegates may have experienced during the meeting. He reiterated the importance of the IACC, and thanked all those who have contributed to its success. Before closing the meeting he briefed the delegates on the forthcoming ADF III scheduled for March 2002, and also informed delegates about the Transport Symposium which will be held together with 12th Meeting of the Conference of African Ministers of Transport and Communications under African Development Forum (ADF) III.

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Meeting of the Inter-Agency
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Réunion du comité de coordination
inter-institutions de UNTACDA II

Ad-hoc Experts Group Meeting on African
Transport Policy Framework for the Next Decade

Réunion Ad-hoc du groupe d'experts sur le cadre
politique des transports pour la prochaine Décennie

31 October 2001 – 2 November 2001
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THE WAY FORWARD

Structure:

1. Main lessons learned from the implementation of UNTACDA I and II.
2. Main activities of a Plan of Action for the development of transport and communications in Africa.
3. Institutional mechanism for the implementation of the Plan of Action.
4. Arrangements pertaining to financing of the activities retained in the Plan of Action.

I. Introduction

Status of transport sector in Africa and the need to develop the sector. The impact of transport on economic development and regional integration. The lessons drawn from the two Decades.

(a) Strong points

- Recognition of the importance of transport and communications for development;
- Recognition of the magnitude of the resource requirements to narrow the existing gap, in terms of performance, cost and quality, between the transport and communications services provided in Africa and those available in other continents;
- Relevance of the overall long-term UNTACDA II objectives for the subsector;
- The need to maintain a framework for consultation, dialogue and exchanges of experience for the achievement of those objectives.

The emergent vision for transport-sector development.

The challenges:

Need to continue with the ongoing efforts and with the momentum.

(b) Weak points

Inadequate financial resources:

- Lack of commitment on the part of governments and organizations (particularly the regional communities);
- Lack of clarity in the definition of tasks;
- Inadequate implementation and follow-up mechanism;

- Relatively low level of achievement of the objectives.

Conclusion of the IACC meeting

II. Areas of focus

1. Formulate and implement policy reforms designed to improve the management of transport and communications infrastructure and services, establish an institutional and regulatory environment allowing for a district perception of the policy and business domains, participation of civil society and the private sector in the implementation of the same in an efficacious regulatory environment.
2. Capacity-building and human resources development (training and re-training).
3. Formulate harmonized subregional and regional data bases as a basis for analysis, planning and management.
4. Promote facilitation in the transport and communications sector to promote trade and the free movement of goods within the continent and beyond in efficient conditions in terms of cost, safety and reliability.
5. Harmonize and improve safety standards in the transport and communications subsector.
6. Formulate strategies for the development and adaptation of new technologies.
7. Formulate infrastructure and service design, development and operation in transport and communications by reference to:
 - Poverty reduction;
 - Environmental protection;
 - Improvement of urban and rural accessibility;
 - Removal of physical and non-physical barriers to Africa's physical and economic integration.

III. Structure and mechanism

Regional: African Union and ECA in conformity with their mandate and on the basis of their respective resources, will work with the donor committee, African regional organizations and the United Nations agencies to formulate plans, coordinate accompanying and monitoring activities and implement regional programmes.

Subregional: The subregional committees will implement subregional activities, coordinate and monitor the pursuit of policy reforms and those physical integration and infrastructural projects that improve accessibility. they will do this in cooperation with African subregional organizations, NGOs, subregional professional associations and the SRDCs.

National: Member States will institute policy reforms and conduct infrastructural projects working as much as possible with NGOs, civil society, professional and trade union organizations.

The first instance of concerted action will be an annual forum of the African Union, ECA and the subregional committees.

The second instance of concerted action will be the biennial meetings of the Conference of African Ministers of Transport, Communications and Economic Planning (with audit).

IV. Funding arrangements

- The African Union and ECA will bear joint responsibility for making arrangements to secure financing for regional activities;
- For subregional activities, the subregional communities will bear similar responsibility;
- National activities and projects will be the responsibility of member States; and
- The officials will prepare all the project financing request and conduct all activities leading to the mobilization of financing for project execution.

Drafting Committee (8 persons)

African Union/ECA/ADB
ECOWAS/CEMAC/SADC/COMESA/AMU