



UNITED NATIONS

ECONOMIC AND SOCIAL COUNCIL

Distr.: GENERAL

E/ECA/CM.24/CRP.11
19 April 1999

Original: ENGLISH

ECONOMIC COMMISSION FOR AFRICA

Nineteenth meeting of the Technical
Preparatory Committee of the
Whole/Seventh Intergovernmental
Group of Experts

Addis Ababa, Ethiopia
30 April-4 May 1999

ECONOMIC COMMISSION FOR AFRICA

Thirty-third session of the Commission/
Twenty-fourth meeting of the Conference
of Ministers/Seventh session of the
Conference of African Ministers of Finance

Addis Ababa, Ethiopia
6-8 May 1999

**REPORT OF THE ELEVENTH MEETING OF THE CONFERENCE OF AFRICAN
MINISTERS OF TRANSPORT AND COMMUNICATIONS**

Cairo, Egypt, 25-27 November 1997

A. ORGANIZATION OF WORK

1. The eleventh meeting of the Conference of African Ministers of Transport and Communications was held in Cairo, Egypt from 25 to 27 November 1997. The purpose of the meeting was to review the progress report, consider the report on the second mid-term evaluation of the UNTACDA II programme, and decide on a framework plan of action for speeding up the implementation of the programme.

B. ATTENDANCE

2. The meeting was attended by representatives of the following members States of the United Nations Economic Commission for Africa (ECA): Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, the Central African Republic, Chad, the Comoros, the Congo, Côte d'Ivoire, the Democratic Republic of the Congo, Djibouti, Egypt, Ethiopia, Eritrea, Equatorial Guinea, Gabon, the Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Lesotho, the Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Namibia, the Niger, Nigeria, Rwanda, South Africa, the Sudan, Swaziland, Togo, Tunisia, Uganda, the United Republic of Tanzania, Zambia and Zimbabwe.

3. The following United Nations specialised agencies and African intergovernmental organizations were also represented: African Export-Import Bank (AFREXIMBANK), African Caribbean and Pacific (ACP) Group, the African Development Bank (ADB), Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA), African Civil Aviation Commission (AFCAC), African Airlines Association (AFRAA), China Civil Engineering Construction Corporation (CCECC) Nigerian Railway Project Management Office, Comité de liaison de la route trans-saharienne (CLRT), Transportek (CSIR), the Federal Highway Administration of the United States of America, the International Air Transport Association (IATA), the International Civil Aviation Organization (ICAO), the International Labour Organisation (ILO), the Organization of African Unity (OAU), the Organisation commune Bénin-Niger des chemins de fer et des transports (OCBN), the International Telecommunications Union (ITU), the Permanent Secretariat of the Transit Transport Coordination Authority of the Northern Corridor (TTCA), the Pan-African Postal Union (PAPU), Regional African Satellite and Communications (RASCOM), the Southern African Transport and Communications Commission (SATCC), the Central African Customs and Economic Union (UDEAC), the West African Economic and Monetary Union (UEMOA), Union of African Railways (UAR), the United Nations Development Programme (UNDP), the Universal Postal Union (UPU), and the World Bank.

4. GEFTRAIL (France) attended the meeting as an Observer.

C. OPENING OF THE MEETING

5. In his opening address to the Conference, Mr. K.Y.Amoako, United Nations Under-Secretary-General and Executive Secretary of the Economic Commission for Africa, expressed gratitude to the Government of Egypt for once again hosting the Conference, having hosted the first meeting of the Conference in 1979.

6. Mr. Amoako recalled that the adoption of the two UNTACDA programmes and implementation of other programmes were Africa's response to the need to develop transport and communications in the continent, which, at present, were lagging far behind the levels already attained in other developing regions of the world, notably Asia and Latin America.

7. Recalling the long-term objective of the programme, to establish an efficient transport and communications system as a basis for physical and market integration in Africa, the Executive Secretary stressed the significance of the meeting as a necessary preparation for Africa to effectively compete in the emerging globalized world economy. Thus, Africa faced the challenge of how to adjust its economy and infrastructure so as to respond to and integrate into the global trade system of the next millennium. Among these challenges were: macroeconomic and sectoral reforms; the role of the private sector; regulatory requirements; technological advances; and, effective regional cooperation.

8. The Executive Secretary then reviewed some of Africa's responses to these challenges and the results achieved so far. Regarding macroeconomic reforms, he noted that most African countries had already begun reaping the benefits of reforms initiated in the 1980s, and as a result of these actions, economic growth in some countries were reaching sustained levels above population growth.

9. Despite the above progress in macroeconomic reforms, however, the relatively poor performance of the transport and communications sector continued to stifle growth. The Executive Secretary accordingly called for an accelerated pace in implementing structural reforms. He noted that increased involvement of the private sector still remained a major challenge for Africa. Establishment of appropriate policy environment, development of local capital markets and increased regional cooperation and integration were some of the actions that needed to be taken in this regard. Sharing of experiences from within as well as outside the region would also provide useful lessons.

10. In reviewing developments in each subsector, he noted with concern the lack of progress in the extension of railways, but was encouraged by the improvement in the maintenance of roads. He also expressed alarm at the near-crisis financial performance in the air transport sector. The lag in port operations and facilitation of traffic which resulted in high transport costs were still cause for concern. On the other hand, recent developments in telecommunications were promising and in this regard, he referred to the launching of the African Information Society Initiative (AISI) which aims at harnessing information and communications technology for Africa's development.

11. He continued his address by outlining ECA's role in helping member States in the development of the transport and communications sector. He appraised the meeting of the recent reform at ECA which was guided by the strategy of focus, selectivity and effective partnership to leverage its resources to serve Africa better. Thus, networking and strategic partnership defined the framework for focusing contributions from various partners for effective support to Africa's endeavours.

12. In the area of transport, ECA's activities in the near future would focus on building management capacities for infrastructure development, improving regional transport linkages, facilitating of traffic and building transport data systems. In telecommunications, the AISI already provided the context for strengthening Africa's capacities to negotiate for and utilize the new information and communications technologies through partnership activities to promote policy, establish an enabling regulatory environment, build capacity, develop infra- and info-structure, as well as community and rural access to telematics.

13. In conclusion, the Executive Secretary called upon the Conference to recommend concrete actions to facilitate the adoption of sound development policies, strategies and programmes for the development of transport and communications in Africa as a foundation for reducing poverty and enhancing sustainable development of the continent.

14. Mr. Yao Afanou, representing OAU, gave a broad overview of the current situation of transport and communications in Africa and recalled both the efforts and sacrifices that African countries had made over the years to promote the development of the sector. In his view, the regional and technical institutions were at the center of cooperation and should be provided with the necessary resources. He then articulated the role of OAU and invited participants to join in pursuing the vision of OAU for Africa.

15. Mr. D.R.Rao, ADB representative, expressed the importance which the Bank accorded to the establishment of efficient and reliable transport and communications infrastructure and services and their pivotal role in the realization of the integration of African member States as evidenced by its participation in UNTACDA II in general and in the Advisory Committee on Programme Promotion for the Decade (ACPP).

16. Regarding the second mid-term review, he cited some of the major reasons which impeded the ACPP mission in assisting member States in securing funding for the projects, viz : (a) inadequate resources mobilized by certain partners; (b) changing priorities in the implementation of regional projects; and, (c) non-conformity of some of the projects to the financial criteria of the funding institutions.

17. In order to resolve the above problems, he proposed that: (a) information on regional projects be improved; (b) resource mobilization efforts be extended to non-traditional financing sources; (c) financing procedures of various agencies be widely disseminated; and, (d) collaborative efforts in resource mobilization be strengthened.

18. He further informed the meeting that ADB's total participation in financing the Decade projects was currently valued at over US\$1 billion and that the current three year rolling lending programme of the Bank included 34 Decade projects.

19. In conclusion, he stated that ADB was ready to assist African member States in developing and maintaining their transport and communications infrastructure, restructuring the relevant institutions and promoting regional cooperation and integration of African economies. In this regard, he outlined ADB's future strategy in financing transport and communications projects which focused on poverty alleviation, reconstruction and rehabilitation, private sector development, and trade and economic integration.

20. The Egyptian Minister of Transport and Communications, Eng. Soliman Metwalli Soliman, welcomed the participants to the meeting and conveyed the greetings of President Mohamed Hosni Mubarak and the Egyptian Government who wished the participants a pleasant stay in their sister African State of Egypt. He expressed hope that the Conference would consolidate development in Africa.

21. The Minister reviewed Egypt's achievements in transport and communications since 1982. He stated that during this period, the railroad network had been extended to 9,300 km; paved road network to 41,000 km; maritime transport fleet increased capacity from 530 thousand tons in 1981 to 1.6 million tons; and, port capacity increased from 25 million

to 51 million tons. In the area of communications, the number of telephone lines had increased from half a million in 1981 to 4.9 million; international telecommunications capacity increased from 820 to 8480 channels; and the use of satellite communications had expanded. Another major achievement was the construction of the Cairo subway, with the first line stretching for 43 kilometres, while parts of the second line, 11 kilometers long, had so far been opened. The Cairo International Airport had also been expanded to cope with the rapid growth in air transport volume and other airports for international and domestic flights had been upgraded as well.

22. Egypt was now linked to its neighbours in the east, west and south, with the exception of one segment of the railway line linking the High Dam in southern Egypt to the Sudan border, which was still awaiting funding.

23. He concluded that these achievements were veritable assets for the entire African continent in improving its capacity. Egypt welcomed all forms of cooperation and was willing to place all its resources in training at the disposal of sister African countries and share experiences with them.

24. The Head of Delegation of Kenya read the statement of the outgoing chairman of the Conference, His Excellency, the Honourable Ndolo Ayah, the Minister of Transport and Communications of the Republic of Kenya. The Minister welcomed and informed the participants that the Conference provided an opportunity to look back and take stock of how far the targets and goals set in 1995 had been achieved. He outlined the momentous events that had influenced the implementation of UNTACDA II since 1995 and reminded the meeting of activities which member States, financing institutions, subregional and regional organizations, international organizations and ECA had promised to undertake for the implementation of the Decade programme.

25. Regarding submission of new projects, he informed the meeting that no proposals had been made for the inclusion of any new projects to the programme since 1995 and appealed to each member State to accord the outstanding projects, listed in the UNTACDA II programme, the priority they deserved within the framework of action for implementation of the Decade programme up to the year 2000 and beyond.

26. He concluded his speech by expressing his gratitude to all member States for having endorsed the candidature of Dr. Henry Chasia, during the recent Summit of the Heads of State and Government of OAU, as the sole African candidate for the post of the Secretary-General of ITU. He finally thanked the Egyptian Government for accepting to host the eleventh meeting of the Conference and wished the meeting a success.

D. ACCOUNT OF PROCEEDINGS

Election of the Bureau (agenda item 2)

27. The Bureau was constituted as follows:

Egypt:	Chairman
Gabon	First Vice-Chairman
Lesotho	Second Vice-Chairman
Benin	Rapporteur
Mauritius	Second Rapporteur

Adoption of the Agenda and Programme of Work (agenda item 3)

28. The following agenda was adopted:

1. Opening of the meeting.
2. Election of the Bureau.
3. Adoption of the agenda and work programme.
4. Consideration of the Report of the Meeting of Experts.
5. Date and venue of next meeting.
6. Any other business.
7. Adoption of the report and closure of the meeting.

29. The meeting agreed on the work programme as follows:

Tuesday 25 November

Morning	09:00 - 12:30
Afternoon	15:00 - 17:00

Thursday 27 Afternoon 15:00 - 18:00

Consideration of the Report of the Meeting of Experts (agenda item 4)

30. The report of the meeting of Experts Preparatory to the eleventh meeting of the Conference of African Ministers of Transport and Communications (ECA/TPTCOM/EXP/97) was presented by the First Vice-Chairman, Mr. Moise N'Zemen

of Cameroon. In considering the report some factual amendments were made and these have been incorporated in the final report which is attached to this report as Annex IV.

31. The meeting noted with concern the absence of several subregional organizations such as COMESA, ECOWAS, EAC and PATU, and requested clarification. The Secretariat informed the meeting that all organizations had been invited and their absence was partly due to other commitments and financial constraints.

32. The meeting also noted the need for coordination and cooperation between this Conference and its equivalent within the League of Arab States.

33. The meeting discussed in detail the substantive issues arising from the report and made decisions and recommendations as summarized below.

34. Regarding the progress report on the implementation of the **Human Resources and Institutional Development programme**, the representative of the League of Arab States informed the meeting of the training programmes in maritime transport offered by the Arab Maritime Transport Academy and invited member States to utilize the academy.

35. In discussing the implementation of the **Regional Transport Database programme**, the secretariat informed the meeting of the existence of a home page on internet which could be accessed for information on transport data, and that the ECA multi-sectoral statistical database was still under development.

36. Some member States noted that the information on some of the maps was incomplete. The ECA Secretariat clarified that the purpose for presenting the maps was for member States to review the information presented therein and provide the updated information to ECA to enable the secretariat to produce more accurate and up to date versions of the maps.

37. Discussions on the re-establishment of the **Trans-African Highway Bureau (TAHB)** centred on whether the subregional organizations could adequately coordinate the implementation the Trans-African Highway Programme. In the extended debate, the meeting recommended that: (a) the number of ratification remains as adopted during the last meeting of the Conference of Ministers (18 ratification); (b) ECA set up a unit to follow-up the signing, ratification and payment of dues; and, (c) member States fulfil the requirements for setting up the Bureau before the next meeting of this Conference. The delegation of Côte d'Ivoire expressed its reservations and said that it would not participate in the highlight of the Trans-African Highway Bureau.

38. With regard to the **Manufacture of Equipment for Road, Rail, Maritime and Inland Water Transport programme**, the meeting recommended that manufacturers should take into account the local environmental considerations, and that imported products should meet the prescribed local standards.

39. The implementation of the **Yamoussoukro Declaration on the New African Air Transport Policy** generated long discussions which culminated in the following conclusions: (a) the spirit of the Yamoussoukro Declaration was still valid and topical; (b) following developments in the air transport environment and technological advances, the Declaration, which had been formulated as far back as 1988, needed to be revised in order to reflect current concerns in the air transport mode which, like others, was being affected by deregulation and globalization. In this connection plans had been made to convene a special meeting of African Ministers in charge of air transport. The conference asked Côte d'Ivoire to kindly accept to host the meeting in 1999 to review the Yamoussoukro Declaration and the modalities for speeding up its implementation.

40. In this regard the Conference agreed that a preparatory committee be set up by ECA in collaboration with OAU, AFCAC, AFRAA, subregional groupings and selected civil aviation authorities and airlines to undertake a comprehensive review of the Declaration and prepare the necessary documents and recommendations to the Conference of Ministers responsible for Civil Aviation.

41. The need to strengthen air transport cooperation and to take measures for the speedy integration of African airlines and airspace was discussed. The problem of flight safety was another worrying factor which led the Conference to propose that action be taken to bring flight safety in the African countries up to par, with help from the international community. The ECA Executive Secretary informed the Conference that air transport was high on the agenda of the joint OAU/ECA/ADB Secretariat and would feature in the meeting of the latter to be held in early 1998.

42. On the implementation of RASCOM, an appeal was made to member States to speed up the accession to RASCOM and payment of dues. However, some delegations raised concern about the possible loss of control on RASCOM by African member States as a result of the proposed Build, Operate and Transfer (BOT) arrangements. ITU and RASCOM representatives informed the meeting of the decision made by RASCOM's Board of Directors to adopt the BOT arrangements in the light of the huge amounts of the capital required. They reassured the Conference that RASCOM would closely monitor the process. Further information was also provided on the progress already achieved in this regard.

43. Concerning the findings and recommendations from the second mid-term evaluation, one delegation asked for clarification on the abolition by the year 2000 of this Conference of African Ministers of Transport and Communications. It was felt that the Conference played a very important role in the development of the vital sectors of transport and communications in Africa. Clarification was also sought regarding the proposal to set up a Ministerial Follow-up Committee for the transport and communications programmes.

44. In response, ECA secretariat explained that the decision to abolish the Conference of African Ministers of Transport and Communications had been made during the 22nd meeting of the ECA Conference of Ministers held in Addis Ababa, Ethiopia in May 1997. It is envisaged that transport and communications issues would be covered under the umbrella of the African Economic Community and appropriate mechanisms would be established for this purpose. However, the ECA would still be in a position to convene a meeting of African ministers of transport and communications as and when required to address any special issues. An intergovernmental committee of experts on regional economic integration had been established to oversee and assist the Commission in its work in transport and communications.

45. Regarding the Ministerial Follow-up Committee, the Secretariat explained that it would be necessary to establish a mechanism for monitoring the implementation of the programme beyond the year 2000 as indicated in the framework for action attached to this report as Annex III. This Committee would be composed of representatives of the various subregions designated on a two-year rotating basis. The Committee would oversee, at the political level, the orientation and implementation of the regional transport and communications programmes.

46. The meeting also recognized the necessity to use and strengthen their National Coordination Committees (NCCs). In this regard, the meeting urged all member States to establish effectively and strengthen their NCCs. It further urged them to equip the NCCs for their efficient functioning. ECA was called upon to assist in this endeavour.

Date and venue of the next meeting (agenda item 5)

47. The meeting took note of the offers made by Cameroon, Togo and Zimbabwe to host the next meeting of the Conference. It was indicated that the ECA secretariat would contact these countries and recommend to the United Nations Headquarters, the country that would make the best offer.

Any other business (agenda item 6)

48. No issue was raised under this agenda item.

Adoption of the report and closure of the meeting (agenda item 7)

49. Under this agenda item, Gabon and Angola made speeches. The Minister of Gabon indicated that the level of participation in this conference showed the extent to which African countries were committed to the development of transport and communications and urged for continuity in working together for the development of the sector.

50. The Minister of Angola, first thanked Egypt for hosting the conference. He then indicated that the success of this meeting was a clear demonstration of African countries' commitment to regional cooperation and integration through infrastructure development. He urged African countries to work together more closely towards achieving the Decade goals. He further informed the meeting about the celebration of the third anniversary of the Lusaka Protocol on Peace and urged countries and IGOs to implement the decision of the United Nations General Assembly related to the closure of the UNITA Bureau and withdrawal of passports.

51. The report of the meeting was adopted as amended.

52. During the closing ceremony, a vote of thanks to the Arab Republic of Egypt, Annex I, was read by the Honourable Minister of Côte d'Ivoire. A final communique recapitulating the outcome of the Conference was read by the representative of the ECA secretariat. A copy of the communique is attached to this report as Annex II.

53. The Executive Secretary of ECA, thanked the Government of Egypt for their hospitality and all participants for having accepted ECA invitation and for their contribution to the success of the Conference. He indicated that ECA would closely monitor the outcome of this Conference especially the issues raised during the first African Transport Forum, which was held along with the Conference from 26 to 27 November 1997. He reiterated ECA's commitment to assist member States in the implementation of the outcomes of the Conference and the Forum. After indicating that the Forum had been successful, he thanked all the panellists and informed the meeting that ECA in collaboration with its partners would look into the possibility of organizing another forum in the near future.

54. The Honourable Minister of Transport and Communications of Egypt, Eng. Soliman Metwalli Soliman indicated that it was a pleasure for Egypt to host the meeting and urged African countries to prepare programmes and projects in order to improve the socio-economic conditions of Africa. He further expressed his gratitude to all the participants and thanked the ECA Executive Secretary and his colleagues for their contribution to the deliberations of the Conference. He then declared the meeting closed.

ANNEX I

RESOLUTIONS AND VOTE OF THANKS

1. The first part of the document is a letter from the author to the reader, explaining the purpose of the study and the methods used. The author states that the study is a qualitative research project aimed at understanding the experiences of people who have been affected by a natural disaster. The methods used are interviews and focus groups.

2. The second part of the document is a description of the study site. The author provides a detailed account of the location, the population, and the social and economic conditions of the area. The author also describes the impact of the natural disaster on the community.

3. The third part of the document is a description of the data collection process. The author explains how the interviews and focus groups were conducted, and how the data was analyzed. The author also provides a list of the participants in the study.

4. The fourth part of the document is a discussion of the findings. The author presents the results of the study and discusses the implications for future research and policy. The author also provides a list of references.

RESOLUTION
ECA/UNTACDA/Res.97/97

**ACCELERATING THE IMPLEMENTATION OF UNTACDA II
AND BUILDING STRONG AND EFFICIENT TRANSPORT
AND COMMUNICATIONS SYSTEMS IN AFRICA
FOR THE 21st CENTURY**

**The Conference of African Ministers of Transport and Communications,
meeting at its 11th Session in Cairo, Egypt from 25 to 27 November 1997**

Recalling its resolution ECA/UNTACDA/Res. 91/84 of February 1991 by which it adopted the programmes for the Second United Nations Transport and Communications Decade in Africa, 1991-2000 (UNTACDA II);

Referring to United Nations General Assembly resolution 46/456 of 20 December 1991 launching the implementation of the Decade Programme and decision 48/456 of 20 December 1993 on additional resources for the Second United Nations Transport and Communications Decade in Africa;

Recalling also its resolution ECA/UNTACDA/Res.95/92 of 21 March 1995 on the implementation of Phase II of the UNTACDA II programme;

Having considered the second mid-term evaluation of the Decade, and the Framework for Action therefrom;

Reaffirming the importance and continued relevance and initial importance of UNTACDA II especially toward the goals of the Abuja Treaty (1991) establishing the African Economic Community;

Conscious of the deep commitment of African Governments to the successful implementation of the final phase (1998-2000) of the Decade programme;

Concerned about challenges to the transport and communications sector in the twenty first century;

Conscious of the importance of infrastructure in Africa's development and of the 21st century challenges in this domain;

Noting the decision of the ECA Conference of Ministers Res. 826 (XXXII) which decided to dissolve by the year 2000, the conference of African ministers of transport and communications as the transport and communications and tourism committee of the African Economic Community will be the regional body expected to consider issues hitherto dealt with by the conference;

Noting further with concern the low level of implementation of the programme due to lack of resources;

1. **Adopts** the framework for action for accelerating the implementation of UNTACDA II - Building strong and efficient transport and communications in Africa for the 21st century for the period 1998-2000 and beyond,

2. **Urges** the member States to make every effort to implement the Framework for Action for the implementation of the Decade programme during the period and beyond, by :

(i) **Adopting** and/or entrenching economic reforms in general and reforms of transport and communications sectors in particular, and promoting the development of relevant database for policy formulation, planning and monitoring.

(ii) **Building maintenance capacities**, in ensuring implementation of maintenance projects and programmes and securing efficient management of facilities.

(iii) **Building of critical human, institutional and entrepreneurial capacities** with emphasis on small and medium scale enterprises and public and private sector partnership in the area of transport and communications by training trainers and using existing subregional and regional institutions in Africa and working out synergies between them.

(iv) **Improving management and conditions** for sustainable development of transport and communications.

3. **Further urges** member States and all partners involved in the implementation of the Decade programme to carry out their activities within the framework of approved areas of immediate subsectoral concentration as spelled out in Section III of the Framework for Action for implementation of the Decade programme (1998-2000).

4. **Invites** all partners for the implementation of the programme to direct all their efforts towards the harmonious and coordinated development of the transport and communication sectors.

5. **Recommends** that due to difficulties faced in financing the programme, strategies for mobilization of resources by the States and agencies piloting the Decade programme should be centred around:

- (i) Joint efforts by the States and agencies to identify and formulate viable projects supported by all partners;
- (ii) Collection and dissemination of information on projects, their execution and financing sources as well as procedures for the latter through all possible means, including the electronic channel;
- (iii) Diversification of funding sources to include the non-traditional partners (bilateral, private, etc.) ; and
- (iv) More aggressive resource mobilization, including project marketing and promotion through the establishment of mechanisms hitherto unused within the framework of the Decade (round tables, opening of trust funds, acquisition of overall commitments of donor agencies etc.);

6. **Further recommends** the following framework for coordination and monitoring of the Decade after the year 2000 through:

- (i) A Ministerial Follow-up Committee designated by the various subregions on a two-year rotating basis.

- (ii) A Coordinating Committee composed of ECA (lead agency and secretariat), OAU and ADB for the coordination and monitoring of programmes in transport and communications and for spear-heading efforts for the mobilization of resources for funding relevant programmes.
- (iii) The Inter-Agency Coordinating Committee (IACC) as the technical organ of the Ministerial Follow-up Committee.
- (iv) The subregional coordinating committees placed under the auspices of the subregional economic groupings whose role would be strengthened to give them increased responsibilities in the coordination of the Decade and in particular programmes related to the framework for action including the collection, analysis and dissemination of data and best practices.
- (v) Strengthened of national coordinating mechanisms for the development of transport and communications under the thrust of subregional economic cooperation organizations.

7. **Requests** all donors to contribute further to the implementation of the Framework for Action approved by the Eleventh Meeting of the Conference of African Ministers of Transport and Communications.

8. **Further requests** the United Nations General Assembly to provide additional resources within the regular budget of ECA to enable it to pursue the major activities of the Decade action programme.

9. **Further requests** the ACP "Ordonnateurs" Ministers of the EDF, to give the appropriate priority to the Decade projects and programmes in the preparation of their national and regional indicative programmes under the second financial protocol of the Lomé IV Convention.

10. **Further calls upon** the development banks and participating financial institutions to continue to support the UNTACDA II programme and its mechanism for coordinated and efficient development of transport and communications in Africa.

11. **Especially requests** African financial institutions to provide further support to the UNTACDA II programme, particularly by taking systematically into account the guidelines and priorities of the Decade in the implementation of the Framework for Action for accelerating the implementation of the Decade.

12. **Requests** inter-governmental organizations to take active part in the UNTACDA II programme by including in their regular work programme activities listed in the Framework for Action with priority given to those that make for regional integration.

13. **Requests** the United Nations Economic Commission for Africa.

- (i) to disseminate systematically among all UNTACDA II partners information on the implementation of the Decade through workshops, seminars, symposia and information bulletins;
- (ii) to play a far more active role in coordinating the UNTACDA II programme and strengthen its own capacity to provide the necessary technical back-stopping in support of programme implementation;
- (iii) to ensure that the third and final evaluation of the implementation of UNTACDA II in the year 2000 deals with the overall impact of the programme in terms of achievement of qualitative and quantitative development objectives of the programme;
- (iv) to prepare a consolidated report on the status of implementation of all UNTACDA II projects using reports drafted by member States and IGOs on the situation with regard to the status of their projects and activities undertaken in the implementation of the Framework for Action for the Decade.

14. **Requests** the sub-sectoral groups to assist in the evaluation of projects falling within their area of competence and in the coordination and integration of the regional work programmes for Africa the United Nations specialized agencies with those of UNTACDA II.

RESOLUTION
ECA/UNTACDA/Res.97/98

RAILWAY DEVELOPMENT IN AFRICA

The Conference of African Ministers of Transport and Communications meeting in Cairo, Egypt, from 25 to 27 November 1997,

Recalling the Charter of the Organisation of African Unity (1963).

Further recalling the directives contained in the Lagos Plan of Action and Final Act of Lagos (1980).

Referring to the Treaty creating the African Economic Community (AEC) signed in Abuja, Nigeria in June 1991.

Noting UNTACDA I and UNTACDA II programmes on the development of the transport and communications sector in Africa, under the auspices of the United Nations.

Further noting the Structural Adjustment Programme Agreements signed by African States and Governments and the Adjustment Programmes of the Transport Sector (APTS).

In view of the will expressed by African States to achieve their economic development individually and collectively, with the framework of subregional and regional integration.

Referring to the commitment of African High Authorities, to realise an African Economic Community, based on existing subregional economic groupings.

Recognizing the orientation of African and world economics towards trade liberalization, internationalization and globalization.

Further recognizing the necessity of execution of community projects aimed at giving the continent a true transport system, capable of developing and increasing horizontal inter-State exchanges, and reducing the dependence of the continent on the external world.

Conscious of the negative effects of the world economic crisis, that worsen the level of poverty situation worldwide and relegated the African continent far behind all other parts of the world.

And aware of the necessity for African States, to take measures themselves aimed at revitalising their economies in order to make the African economy competitive.

1. **Invites** member States to undertake appropriate measures within the framework of existing agreements, signed with cooperating partners, plan and coordinate their actions in order to implement realistic transport policies, harmonize the conditions of competition among the different modes, reform the institutional and regulatory framework of railways, improve the political, economic and financial environment of railways enterprises;
2. **Invites also** member States fulfil their obligations as defined in the Memorandum of Understanding, negotiated and signed with railway enterprises, grant autonomy of management and commercial liberty to railway enterprises necessary for their financial viability, and utilise African experts in the execution, studies and implementation of railways projects;
3. **Approve** on-going restructuring measures in the majority of African railways, and recommends they be pursued and evaluated in order to determine their success and failures, taking into account the diversity of options in Africa as well as other regions of the world.
4. **Invites** member States to give special attention to community projects, with the view to accelerating physical integration of existing lines and, request ECA and UAR, to pursue the implementation of studies on the Master Plan of an integrated railways network, in collaboration with subregional economic groupings, and cooperating partners.

5. **Appeals** to traditional financing institutions, donor agencies, and private sector partners of new enterprises, in order to get the necessary financing for the revitalisation of the railways modernisation of management techniques, commercial activities and the construction of new lines.
6. **Encourages** the UAR to give continuous and efficient assistance to member railways and to land-locked countries, and to reinforce cooperation with other railway organizations, in the line with needs and specific economic preoccupation of the African continent.
7. **Requests** all States and UAR member railways, to reinforce the capacity of the organization, by settling as soon as possible, their arrears of contributions to the UAR, so as to allow it to carry out its mandate efficiently.
8. **Requests** ECA and UAR, to ensure the implementation and follow-up of the provisions of the present resolution, and to account to member States, on the successes and difficulties that would arise therefrom.
9. **Mandate** the chairman of the Conference of African Ministers of Transport and Communications to coordinate, on their behalf, actions undertaken or to be undertaken within the framework of the present resolution.
10. **Requests** the ECA and UAR, to report to the next meeting of Ministers of Transport and Communications.

VOTE OF THANKS

**Read by H.E. Madame Safiatou Ba-N'Daw
Minister of Transport of the Republic of Côte d'Ivoire**

**Mr. Chairman,
Fellow Ministers,
Your Excellencies, Ambassadors and Heads of Mission
Distinguished Representatives of International Organizations,
Distinguished Delegates and Invited Guests**

At the end of our Conference, I would like, on behalf of all the African Ministers of Transport and Communications, to express our deep appreciation to H.E. Mohamed Hosny Mubarak, President of the Arab Republic of Egypt, to the people and Government of Egypt, for the quality of the hospitality which we have enjoyed throughout our stay in Cairo. We have been particularly moved by the singularly Egyptian and African nature of that hospitality.

We came to the land of Egypt to reflect on the status the transport and communications sector and on ways to speed up the implementation of the UNTACDA II programme in such a way as would provide Africa with efficient transport and communications systems as we enter the 21st century. The excellent arrangements made for our Conference have enabled us to have a fruitful exchange of views which have resulted in a framework for action and resolutions whose implementation will move us forward towards the goals we set ourselves in meeting the challenges that Africa faces at the turn of the Century.

We have felt at home in the story part of Africa and are leaving with new sense of dynamism and enthusiasm for the work ahead.

Mr. Chairman and our dear colleague,

Kindly convey to President Mohamed Hosny Mubarak our sense of gratitude and renewed commitment to the task of strengthening regional cooperation in general and cooperation among our countries in the particular sector of transport and communications development in Africa.

ANNEX II

FINAL COMMUNIQUE

1. What is the main purpose of the study?
 The main purpose of the study is to investigate the effect of the independent variable on the dependent variable.

2. What are the independent and dependent variables?
 The independent variable is the variable that is manipulated or controlled by the researcher. The dependent variable is the variable that is measured or observed.

3. What is the research hypothesis?
 The research hypothesis is a statement that predicts the outcome of the study.

4. What are the research methods?
 The research methods are the procedures used to collect and analyze data.

5. What are the results of the study?
 The results of the study are the findings that are derived from the data analysis.

6. What are the conclusions of the study?
 The conclusions of the study are the final statements that summarize the findings and provide a final answer to the research question.

FINAL COMMUNIQUE

The Conference of African Ministers of Transport and Communications held its eleventh session in Cairo, The Arab Republic of Egypt from 25 to 27 November 1997.

Forty-six countries were represented at the Conference. Observers from thirty regional and international institutions attended.

The Conference was preceded by the eleventh meeting of the Technical Committee of Experts which met in Cairo from 22 to 24 November 1997.

The meeting was opened by His Excellency, Engineer Soliman Metawali Soliman, Minister of Transport and Communications of the Arab Republic of Egypt.

The meeting was also addressed by Dr. K.Y.Amoako, United Nations Under-Secretary General and Executive Secretary of ECA and the Representatives of the Organization of African Unity (OAU) and the African Development Bank (ADB).

The Conference reviewed the situation of transport and communications in Africa and examined the second mid-term evaluation of the Second United Nations Transport and Communications Decade in Africa (UNTACDA II) and adopted a framework for action for accelerating the implementation of UNTACDA II in the years 1998 to 2000 and building strong and efficient transport and communications systems in Africa for the 21st Century.

The Conference has also discussed the status of implementation of the Yamoussoukro Declaration and that of air transport safety in Africa in light of recent developments in the industry and the GNS/A.T.M. initiative.

The Ministers adopted two resolutions, one on the framework for action for accelerated implementation of UNTACDA II and one on the re-structuring and development of railways in Africa.

The Ministers have participated in the First African Transport Forum (ATF) and discussed topics including the financing of infrastructure, capacity building for the development of transport and communications, transport safety, transport related environmental issues as well as several policy related issues.

During their stay in Cairo, the Ministers were received by His Excellency Dr. Kamal el Ganzoury, Prime Minister of the Arab Republic of Egypt.

The Ministers have adopted a Vote of Thanks to H.E. President Muhamad Hosny Mubarak, President of the Arab Republic of Egypt, to his government and to the people of Egypt for the warm hospitality extended to them and the excellent facilities put at the disposal of the Conference.

The Ministers have reaffirmed their firm commitment to regional cooperation and the fulfillment of the objectives of the Decade.

They have expressed appreciation to the Secretariat for the efforts put in the preparation of their Conference and the quality of the documents put at their disposal.

Done at Cairo on
27 November 1997

The Conference

ANNEX III

FRAMEWORK FOR ACCELERATING THE IMPLEMENTATION OF UNTACDA II « BUILDING STRONG AND EFFICIENT TRANSPORT AND COMMUNICATIONS SYSTEMS IN AFRICA FOR THE 21st CENTURY »

FRAMEWORK FOR ACTION

**SPEEDING UP IMPLEMENTATION OF UNTACDA II
AND BUILDING STRONG AND EFFICIENT TRANSPORT
AND COMMUNICATIONS SYSTEMS IN AFRICA
FOR THE 21ST CENTURY**

FRAMEWORK FOR ACTION

I. INTRODUCTION

1. The importance of building and efficiently operating national and regional transport and communications systems in Africa is of universal acceptance among African countries and their partners in the international community. The adoption of two United Nations Transport and Communications Decades in Africa (UNTACDA I and UNTACDA II) and the implementation of major related programmes, including the Sub-Saharan Transport Policy Programme (SSATP) are many milestones in furthering the objectives Africa set for itself in such continental blue prints as the Lagos Plan of Action (1980), the Abuja Treaty establishing the African Economic Community (1991) and treaties of the various subregional economic communities.

2. There is an increasing awareness of the need for the continent to foster the results achieved during UNTACDA I, to speed up implementation of the Decade programmes and to project itself into the 21st century with a renewed resolve to build competitive economies by, inter alia, increasing the efficiency of transportation and communication systems.

3. This need is looming large on the tasks ahead of the continent and its development partners as we move into the 21st century with a rapidly globalizing and liberalizing world economy.

4. The second mid-term evaluation of UNTACDA II, which was carried out in 1997 point to this need and further recommend immediate action to:

- (i) Pursue and deepen on-going economic reforms in general and reforms of the transport and communications sector in particular;
- (ii) Promote an adequate technological base for development of efficient transport and communication systems in Africa and efficient operation of the latter;

- (iii) Build critical human, institutional and entrepreneurial capacities in the area of transport and communications; and
- (iv) Ensure viability in the transport and communications sector by reconciling the required rapid development of the sector and the need for a balanced environment with due regard to security and safety.

5. These four intersecting domains of action will eventually provide solid foundations for the road, railways, air, maritime and inland transport subsectors, as well as for telecommunications and postal infrastructure and services.

6. Of vital importance to the proposed framework for action are the issues of cooperation, coordination and mobilization of the needed resources to support development policies, programmes and actions as well as identification and promotion of relevant technical assistance and investment projects.

7. The proposed framework is quite flexible, providing for responses to changes in the national, regional or international environment.

II. CROSS-CUTTING AREAS OF FOCUS

A. Pursuing and deepening on-going economic reforms in general and reforms of the transport and communication sector in particular.

8. First and foremost, for the transport and communications sector to be viable it is of utmost importance to establish the right macro-economic framework so as to create conditions for increased public and private savings for investments in the sector and for improved management.

9. The transport and communications sector reforms should be based on the following objectives:

- (a) Drawing up and implementing policies and strategies for the planning, financing, building and efficient operation of infrastructure, including rural infrastructure, taking into account the interests of semi- and completely landlocked countries;
- (b) Building maintenance capacities, ensuring implementation of maintenance projects and programmes and securing efficient management of facilities;

- (c) Promoting access to transport and communications services, including the rural areas, by providing quality services that will facilitate economic growth and improve the peoples quality of life in all countries and, particularly, in semi- and completely landlocked countries; and
- (d) Removing non-physical barriers/impediments to smooth flow of transport and communications traffic. To this end, well-designed phased liberalization policies should be adopted and implemented so as to enable local public and private actors to adjust to the required structural and management changes. Measures envisaged include, liberalization of shipping, facilitation of port procedures (IMO convention), facilitation and implementation of transit procedures contained in relevant agreements, liberalization of air traffic and implementation of other relevant provisions of the Yamoussoukro Declaration. ECA should prepare a list of relevant conventions and assist member-State accession to them. It should also promote bilateral and multilateral facilitation agreements, harmonize construction and operating standards and organize regional seminars.

10. Conclusive relevant studies on State withdrawal from the management of transport and communications operations must be followed by concrete action, particularly as regards the railways, port and airport authorities as well as airlines, telecommunications, broadcasting and postal services. Reduction of monopoly and inflexibility in operations as well as in tariff policies, which result from strong State interference, will help to improve the economic efficiency of these operations in favour of effective competition. The above-mentioned restructuring activities must involve the private sector, taking into account the aspirations of all stakeholders including governments, service providers, users, labour and the general public. The opening of these subsectors to the private sector should be done on competitive bases and in accordance with the relevant criteria.

B. Promotion of an adequate technological base for the development of efficient and operational transport and communications systems

11. Transport and communications are consumers as well as generators of technologies. Technology development and transfer are therefore key to the sector. While technology transfer is currently dominant, maintenance, technology adaptation and specific utilization require research and development (R & D) efforts. Immediate areas of focus in this domain are:

- (a) Enhancing capacities for negotiations on technology transfer. Technical business curricula should be developed and integrated into the agenda of subregional training centres for long- and short-term training programmes. Cost-effective acquisition of adapted technologies is key to the sector's efficiency.

- (b) Promoting research/development and training in areas such as building materials, metallurgy, mechanics, aero-space sciences, meteorology, telecommunications and computer technologies is of utmost importance. To this end action should be taken to maintain the capacities of existing research and training centres, strengthen them and reorient their programmes, where necessary. Existing multinational transport, telecommunications, postal and meteorological training centres should be strengthened and endowment funds created to equip them adequately. Regional centres such as the African Regional Center for Technology (ARCT), the African Centre for Meteorology (ACMAD), the African Regional Centre for Training in Aerospace (RECTAS) and the Regional Centre for Cartography, Mapping and Remote Sensing should be requested to include transport and communications-related research/development and training programmes in their activities. Such institutions could lead the design of programmes and networks catering for the technology needs of the sector if adequate resources are mobilized to this end.
- (c) Promoting appropriate road technologies, manufacture of railway coaches and equipment, shipyards, aircraft overhaul centres and manufacture of post and telecommunications equipment. The agencies mentioned under (b) above could, depending on their capabilities, assist in the development of these technologies.

12. The African Regional Center for Manufacturing and Design (ARCEDEM) located in Nigeria could help plan and backstop envisaged manufacturing centers by providing relevant upstream research and by coordinating transport and communication manufacturing projects.

13. In view of the scarcity of resources and the required economies of scale, and in order to avoid duplications, action should as a matter of priority be directed to promoting subregional and regional facilities. Cooperation in the training and development of human resources, relying on existing African institutions, should be consolidated.

C. Building institutional capacities

1. Developing and upgrading human resources

14. Human resources development is essential for the transport and communications sector. Training must include all levels of personnel, from management to executive staff of both the public and private sectors and take into account the results of phase 1 of the HRID and SSATP programmes. However, the approach must be reexamined in order to better deal with the management of such a programme.

15. The new approach should give greater responsibility to subregional economic cooperation organizations. They should be made responsible for training aimed at improving the professional skills of the management staff and lead actors (the professionals) as well as trainers for the other levels (experts and executive staff) whose training should take place in each State. At the regional level, plans should be made only for the training of high-level trainers, that is, trainers for training at the subregional level.

2. Building management capacities

16. Promoting small- and medium-scale enterprises should be a major concern in capacity building. In fact, the sector is dominated by foreign operators either because they represent the interests of the old colonial companies or because they are appendages of big multinationals. Also, the emergence and consolidation of young local operators (national and subregional) and protecting their interests absolutely call for changes not only in the operating procedures and methods (organization of access and competition) but also in the assistance and training that the authorities should provide them.

17. Furthermore, improving the sector's public institutions must be by first defining their mission in light of allocated resources, quality of planning and, control of financial resources and programming of activities.

D. Improving management and conditions for sustainable development of transport and communications

18. Availability of reliable and detailed data on the sector will help to improve management skills as this allows for better planning and programming of various actions. That means envisaging to pursue the Transport Data-Bank (TDB) programme. This also requires a new approach. It is indeed advisable to begin proper preparation of data at the subregional level before proceeding to the regional level. Also, bearing in mind the objectives and results achieved during the first phase of the Transport Data-Bank programme, it is now necessary to organize data collection and preparation as well as to train relevant personnel for both collection and processing at the subregional level using the standards fixed at the regional level. It seems indispensable to ensure that the institutional framework is well prepared in order to secure the project's success. Thus, continuation of the programme to establish a transport and communications data-base must be included in activities designed to meet the Decade objectives. In this connection seminars at the subregional level should be organized with the participation of institutions responsible for collecting and processing statistical data, with a view to unifying and harmonizing data collecting procedures. It will also be necessary to increase cooperation in the area of manufacturing transport materials by using existing units.

19. Viable development of the transport and communications sector cannot, indeed, be sustainable in an environment of inadequate safety, on the one hand, and degradation of ecological balance, on the other hand. The loss of life and compensations due to accidents are clearly a huge burden on African economies. The degradation of the natural environment as a result of investments and transport operations, has a real impact on the continent's ecosystem as well as on agricultural and animal production which largely depend on the state of the ecosystem. It also impedes the attraction of investments from external sources, and is at the root of the high costs of investments and management and maintenance of transport infrastructure following desertification phenomena which are very often the end result. That is why the Decade programme included, among objectives to be attained, improvement in transport safety and security as well as intensification of transport-related environmental protection measures.

20. It is also important to pursue activities meant to improve transport security and safety as well as intensify environmental protection measures, especially in the forest, sea, desert and air. In this respect, the agencies must help States provide a solution not only to staff training but also to the formulation and application of appropriate regulations.

III. AREAS OF IMMEDIATE SUBSECTORAL CONCENTRATION

21. The evaluation revealed the existence of about 34 projects whose total funding has been secured but whose execution has not yet started. It was thus recommended that States and executing agencies should make necessary efforts to ensure rapid take-off of these projects before the end of the Decade.

22. Still in an effort to speed up implementation of the Decade programme, by laying emphasis on the key elements of increased intra-African cooperation, vital to any sustainable integration, it is appropriate, in addition to the activities defined above, to focus subsectoral efforts on solving the following problems:

Roads and road transport

A. Phase I: 1998-2000

- (a) Institutional capacity-building and improved network management;
- (b) Improved planning and budgeting system and improved collection and management of domestic resources;
- (c) Improved execution of maintenance and investments, in order to increase road density and serviceability levels, with private-sector participation;

- (d) Drawing up of policy and institutional frameworks for developing road safety programmes;
- (e) Development of guidelines for policy and market regulation frameworks for road transport operations;
- (f) Training of travel agents with a view to facilitating movement in the transit corridors; and
- (g) Elaboration of a road construction technology.

B. Phase II: Beyond 2000

- (a) Human resources development through incentives and training;
- (b) Institutional capacity-building and improvement of road network management;
- (c) Involvement of development partners, particularly from the private sector;
- (d) Execution of maintenance and infrastructure investment projects in order to increase the density and improve the quality of the road-transport infrastructure;
- (e) Development of appropriate technology for the road-transport infrastructure;
- (f) Improved facilitation of international road transport through application of existing subregional, regional and international agreements/conventions to reduce physical and non-physical barriers to international traffic;
- (g) Improved planning and budgeting systems and improvement of collection and management of domestic resources;
- (h) Effective promotion and development of road safety programmes through actualization of the perspectives contained in the African Road Safety Initiative; sensitization of all partners and adoption of harmonized rules and regulations;
- (i) Establishment and adoption of appropriate mechanisms for protecting the environment against negative effects of the road-transport infrastructure and operations.
- (j) Drawing up of frameworks, guidelines, policies and market regulations for road transport operations.

Railways

A. Phase I: 1998-2000

- (a) Retaining the performance indicators defined in paragraph 61 of the Progress Report;
- (b) Supporting the UAR (African Union of Railways) proposal to convene, for 1998, a meeting of railway experts to evaluate the performance goals achieved since 1991;
- (c) Follow-up and improvement of the railway administration and enterprise restructuring process (1997-1999);
- (d) Implementation of specific evaluative studies covering each subregion, in coordination with the subregional groupings (1998-2000);
- (e) Highlighting and evaluating the different experiences with operations under concession (1998-2000);
- (f) Evaluating implementation of contractual/planning instruments and adherence by contracting parties to their obligations (1999);
- (g) Convening, for 1998, a conference of transport ministers responsible for railways, for a comprehensive evaluation of the subsector and issuance of guidelines to improve and sustain the restructuring process (1998);
- (h) Developing railway-equipment manufacturing industries (including joint manufacture of wagons by member States of regional groupings), creating subregional maintenance units, and establishing centres for coordinating, centralizing and channelling the supply of equipment (1998-2000);
- (i) Embarking on the actualization of study projects relating to the implementation of the UAR (African Union of Railways) master plan and subregional interconnection plans (1998-2000);
- (j) Sustaining programmes focused on improved railway operations management through cost reduction and enhancement of staff productivity as well as equipment (1998-2000);
- (k) Streamlining flow of traffic, particularly international traffic (1998-2000);
- (l) Improving maintenance techniques (1998-1999-2000);

(m) Sustaining human resources development initiatives and those concerned with the coordination of training programmes in various institutions. Solving the problem of the WARDAN and KABWE centres (1998-2000);

(n) Carrying out a study on the UAR databank and harmonizing this with other ongoing projects, taking into account the progress so far achieved by organizations such as ECA and the World Bank.

B. Phase II: Beyond 2000

(a) Completing the programmes commenced during UNTACDA II;

(b) Redefining the role of African railways, taking into consideration the globalization process and various constraints affecting African economies, and more particularly, the transport sector;

(c) Integrating sectoral development objectives into the commitments made by States in the Abuja Treaty (article 61) and the additional Protocol on the transport subsector (article 4);

(d) Coordinating studies carried out at the subregional level with the UAR Master Plan for railway linkages in Africa (2002);

(e) Embarking on evaluative studies;

(f) Seeking financing for construction of linkages and implementation of industrial projects;

(g) Setting up the UAR databank;

(h) Actualizing, in cooperation with UAR and other international railway organizations, the harmonization and standardization of machines and equipment for use by African railways;

(i) Developing research programmes in railway operations with specialized institutions in Africa in cooperation with UIR, AICCF, AAR, and ERRI.

Urban transport

- (a) Creating an African expertise in urban transport planning operation, research and financing (through institutions, municipalities and research centres);
- (b) Studying the needs of the urban poor in selected member States, in parallel with the commitment on the part of political leaders to putting in place relevant urban transport policies.

Air transport

A. Phase I: 1998-2000

- (a) Implementation of the Yamoussoukro Declaration particularly on air transport liberalization in Africa, in accordance with the conclusions reached in Mauritius on traffic rights;
- (b) Study on the development of African air transport services, and the challenges, including long-term perspectives and action programmes for air transport in Africa;
- (c) Improvement of air safety and aviation security;
- (d) Following up on the implementation of the AFT air navigation plan;
- (e) Encouraging member States to utilise the ICAO's AVSEC mechanism;
- (f) Improvement of the quality of air transport services;
- (g) Institutional reform to facilitate development of market-oriented operations and service delivery, and taking into account the interests of users of air services.

B. Phase II: Beyond 2000

- (a) Restructuring of airport and airspace management authorities to make them more efficient and cost-effective;
- (b) Integration of airspaces and cooperative approach to airspace management, particularly through regionalization and globalization of upper airspace management;
- (c) Development of human resources;

(d) Establishment of funding mechanism for the implementation of the ICAO/CNS/ATM plan in Africa and of the AFI air navigation plan;

(e) Improvement of facilitation;

(f) Establishment of a data base and improvement of data collection;

(g) Improvement of air safety and aviation security;

(h) Speeding up ratification of relevant international air law conventions;

(i) Encouraging private-sector participation in the purchase and leasing of aircraft.

Telecommunications and broadcasting

(a) Sensitizing governments on appropriate decision-making in defining policy orientations in the telecommunications and broadcasting sectors;

(b) Assisting countries that are still in the process of establishing legislative and regulatory procedures for the telecommunications and broadcasting sectors;

(c) Following up on the progress of legislative and regulatory reforms initiated in various countries and their impact;

(d) Organizing workshops on sectoral reform, at the subregional level;

(e) Setting up model guidelines designed to harmonize policy orientations, regulations - including domestic regulations on spectrum and the relevant tariff rates - and national institutional structures to speed up and rationalize the development of a global telecommunications network;

(f) Organizing regular workshops at the subregional level, on the range of technological applications and the development of various services;

(g) Analyzing all possible technological alternatives as well as the modalities of cooperation, with the other operators of telecommunications systems, new and old, whose activities tie in with the objectives of the Decade and of RASCOM in relation to telecommunications in Africa;

- (h) Taking the initiative of establishing standards (at the regional level, if possible) on conventional TVRO systems for home use, with small boosters for retransmissions locally, particularly in rural and remote areas, in accordance with RASCOM objectives; since retransmissions of television programmes by satellite can reach the entire national territory;
- (i) Preparing manuals (regulatory, operational and technical) to assist African countries in the installation of GMPCS (mobile personal satellite communications) systems, to understand these systems better and be able to harmonize their use in the telecommunications systems of the various subregions;
- (j) Ensuring wider access to information resources available in some of the countries by linking up several localities, including rural communities, into information networks, in order to enable decision-makers at all levels, researchers and change managers, particularly those based in Africa's rural areas, to have access to multimedia services;
- (k) Organizing workshops/seminars on private-sector participation in telecommunications investment, to elicit debate on introduction of market mechanisms, institutional development, subcontracting, etc. in order to strengthen the capacities and environment that will speed up development;
- (l) Promoting the production in Africa, at low cost, of receivers and transmitters, beginning with an analysis by sectoral working groups, and integrating the ITU study on the manufacture of telecommunications equipment in Africa;
- (m) Providing Africa's human resource base with the necessary motivation and know-how to enable regulating agencies and service providers in the area of telecommunications to function effectively in the changing telecommunications environment and make an effective contribution to the realization of the objectives of the Buenos Aires plan of action;
- (n) Drawing up market-oriented development plans to enable governments to establish and update market-oriented development plans;
- (o) Improving the management of maintenance operations, including information and management systems designed to control the quality of service delivery, address subscribers' needs and complaints, improve the management of equipment and spare parts, in order to bring the quality of service delivery up to the level of developed countries;
- (p) Developing the planning, management and operational capacities of broadcasting agencies and independent broadcasters in African countries that are desirous of increasing their autonomy and efficiency;

(q) Assisting African countries to computerize their management of radio-electric spectrum frequencies by developing a basic automated spectrum management system (BASMS) which would be followed by an advanced spectrum management system (ASMS), modelled on the BASMS;

(r) Assisting governments to install community telecommunications centres designed to facilitate the provision of services and technical support as well as public telephone booths to rural communities across Africa;

(s) Focusing attention on the various resolutions, recommendations and plans of action relating to telecommunications that have been adopted in various subregional and regional meetings such as AF-RTDC-96, so as to make a coordinated start towards accelerating the development of the sector;

(t) Organizing sectoral subregional meetings following decisions of large organizations at regional or international level, for implementation of the aspects relating to the Decade.

Postal services

(a) Securing the administrative and financial management independence requested by public operators.

(b) Clearly defining the limits and scope of monopoly or reserved services.

(c) Introducing a system for monitoring application of reserved service provisions.

(d) Defining the limits on competition in domestic and international services.

(e) Participating in the preparation and implementation of development strategies at the regional level to improve quality and competitiveness.

(f) Supporting postal development programmes by various means.

(g) Development of advanced technology (follow-up and localization of mail and transmitted messages).

(h) Developing new services.

(i) Establishing commercial strategies.

(j) Organizational and functional adaptation of institutions to market needs.

- (k) Developing trade relations based on the best existing practices.
- (l) Introducing modern human resources development policies.
- (m) Adapting training to the commercial function of the Post.
- (n) Adopting a management approach that emphasizes the value of team work and staff motivation.
- (o) Implementing a quality of service policy.
- (p) Adopting and implementing a voluntary security-related policy at all stages of postal activity.
- (q) Expediting customs clearance of items.
- (r) Making use of dedicated telecommunications networks and systems (such as EDI) aimed at ensuring effective interconnection of the international postal network.
- (s) Adopting cost-control policies and measures to improve the efficiency and productivity of operations with a view to providing support to competitive prices.
- (t) Establishment and strengthening of other regional and subregional transit centres.
- (u) Development of postal services in rural areas.

Maritime transport

A. Phase I: 1998-2000

- (a) Preparation of a report on the status in Africa of major maritime conventions which are of importance to African countries for dissemination through national and subregional seminars and assistance to member States in the integration and implementation of these conventions.
- (b) Continued institutional reforms of the shipping sector taking into account the directives of specialized organizations such as CEMDAC. In this regard, effort should be made to organize national and sub-regional workshops on the implementation and application of major maritime transport conventions of relevance to African countries.

(c) Continued improvement of human resources after a proper evaluation of shipping training needs.

B. Phase II: Beyond 2000

(a) Continued sensitization towards adherence to international maritime conventions and their application in order to improve international maritime transport facilitation in general and multimodal transport.

(b) Improvement of infrastructure and handling equipment in areas reserved for landlocked countries.

(c) Continued support to the development of human resources and evaluation of training needs in maritime transport.

Maritime ports

A. Phase I: 1998-2000

(a) Organization and conducting of ports commercialization workshops in cooperation with subregional port management associations.

(b) Establishment of policies and measures for combatting pollution in African ports.

(c) Non-recurrent publication on challenges facing the African ports in the next millennium.

(d) Subregional seminars on ports safety and efficiency.

(e) Subregional seminars on improvement of human resources for the management of ports.

(f) Improvement of infrastructure in port and warehouses serving landlocked countries in Africa.

(g) Development of common subregional policies for dredging.

(h) Cooperating with port management associations in the design of ports data-bases.

(i) Supporting transit and landlocked countries in the establishment and operations of inland dry ports.

(j) Delivery of TRAINMAR workshops and seminars in Africa, including the development of TRAINMAR centres, teaching materials and faculty for various African subregions.

(k) Financial contributions and collaboration of landlocked countries in the design and construction of the infrastructure.

(l) Minimizing port passage charges.

B. Phase II: Beyond 2000

(a) Subregional seminars on ports safety and efficiency;

(b) Subregional seminars on improvement of human resources for the management of ports;

(c) Improvement of infrastructure in port and warehouses serving landlocked countries in Africa;

(d) Establishment of policies and measures for port safety and for combatting pollution in African ports;

(e) Supporting transit and landlocked countries in the establishment and operations of inland dry ports; and

(f) Delivery of TRAINMAR workshops and seminars including the development of TRAINMAR centres, teaching materials and faculty for various African subregions.

Inland waterways

A. Phase I: 1998-2000

(a) Conducting of studies on establishment of joint bodies for the management of inter-State navigable waterway infrastructure taking into account the interests of landlocked countries.

(b) Harmonization of inland waterway statutes and regulations, including improvement of navigation safety and communications over lakes and rivers.

- (c) Development of joint policies for dredging of inland waterways, lakes, rivers, and their respective ports.
- (d) Development of inland waterways subregional training programmes to be conducted at subregional levels with focus on technical, operation and managerial staff.
- (e) Improvement of navigational aids and equipment for inland waterways.
- (f) Developing inter-State cooperation arrangements for joint operation of inland waterways.
- (g) Development of the naval industry for purposes of navigation and repair equipment.

B. Phase II: Beyond 2000

- (a) Development of inland waterways vessels industry for both navigation and equipment repairs;
- (b) Improvement of navigational aids and equipment for inland waterways; and
- (c) Development of inter-country cooperative arrangements for joint operations of inland waterways.

General and multimodal transport and transit transport

A. Phase I: 1998-2000

- (a) Organization and conducting of subregional workshops on transit problems affecting various transit transport corridors in the region.
- (b) Providing assistance to transit transport authorities in the establishment of conducive transit policy environment for landlocked and transit countries.
- (c) Implementation of activities for the use of modern communications technology such as those provided by ACIS and ASYCUND, including greater private sector involvement in all communications areas to help create a better environment and achieve greater efficiency for business operations along transit corridors.
- (d) Consolidation of the achievements of Phase I of the Data Base Programme with pilot countries and subregional organizations through national and subregional workshops.

(e) Preparation of modal performance indicators covering all transport modes based on recommendations of the closing seminar for Phase I of the Data Base programme.

(f) Updating of ECA reports on new developments in electronic messaging, including internet for dissemination to countries and organizations interested in the establishment of transport data bases.

(g) Liaison with all organizations and countries working on establishment and development of transport data bases.

B. Phase II: Beyond 2000

(a) Harmonization of transit transport agreements with subregional transport legislations, and improvement of communications along the various transit corridors.

(b) Organization of seminars on transport statistics in cooperation with the United Nations and international organizations dealing with transport statistics development in Africa.

(c) Liaising with all organizations working on the establishment and development of the transport data bank.

IV. COOPERATION

23. While remaining an African programme, and its success indeed depends on that, the Decade must be an effective cooperation framework which makes it possible, through dialogue and consultation among all partners, to direct all efforts towards the harmonious development of the transport and communications sector and particularly towards the attainment of its objectives. In this regard, the partners must pursue and intensify cooperation proven during the Decade preparation and make all concerted efforts to mobilize as many resources as possible at the domestic and external levels to allow for the achievement of rapid results before the end of the Decade.

24. Within this framework, though SSATP and Decade programmes had made it possible to obtain some positive results which increased the thrust to attain the Decade objectives, it is necessary to harmonize and coordinate them in order to increase their efficiency. This harmonization and coordination stage must be followed by a second one relating to the transfer of the SSATP base in Africa in order to further facilitate contacts with recipient countries, and the possible extension of the programme to the whole continent. In the long run, it would be necessary to envisage a single framework for action for the development of the transport and communications sector on the whole continent.

25. Regional programmes of international agencies must draw inspiration from the Decade programme; and the Decade agencies must be involved in the preparation of regional programmes in order to take account of experiences from the two Decades.

V. RESOURCE MOBILIZATION

26. Lessons drawn from the implementation of UNTACDA II show that the programme implementation suffered from lack of financial resources. The difficulties faced by the traditional financing agencies such as UNDP, and the States are partly a contributory factor. That situation required the States and agencies piloting the Decade to be more imaginative and to adopt new resource mobilization strategies centred on:

- (i) Joint efforts by the States and agencies to identify and formulate good projects supported by all;
- (ii) Collection and dissemination of information on projects, their execution and financing sources as well as procedures for the latter through all possible means, including the electronic channel;
- (iii) Diversification of funding sources to include the non-traditional partners (bilateral, private, etc.); and
- (iv) More aggressiveness in resource mobilization activities, including project marketing and promotion through the establishment of mechanisms hitherto unused within the framework of the Decade (round tables, opening of trust funds, acquisition of overall commitments of financing bodies, etc.)

27. Action already initiated to equip the subregional economic communities with their own resource-generation mechanisms must be pursued and facilitated by the States.

28. Accessibility to regional funds (Lome Convention) must be given a special attention. Authorizing ministers must be formally informed of the Decade programmes (signing meeting). Within that framework, the subregional organizations, must coordinate their efforts by establishing regional pools and by designating authorizing organizations from their midst.

29. The establishment of sectoral trust funds financed through levies like the road funds which existed in certain States, should be envisaged as well as maritime funds, ... etc., which were proposed.

VI. INSTITUTIONAL FRAMEWORK FOR COORDINATION AND MONITORING

30. Considering the problems identified in the evaluation report which led to the malfunctioning of the established institutional framework, and hence the tardy programme implementation, it is necessary to review this mechanism. In this respect, the following framework has been proposed, and it can be streamlined if necessary:

- (a) The establishment, under the auspices of the Conference of Ministers of Transport and Communications, of a Ministerial Follow-up Committee composed of Ministers designated by the various subregions on a two-year rotating basis. This committee will oversee at the political level the orientation and implementation of transport and communications programmes adopted by the Conference.
- (b) The setting-up of a Coordinating Committee composed of ECA (lead agency and secretariat), OAU and ADB to monitor, at the operational level, the day-to-day implementation of the programmes, report on and coordinate resource mobilization (sensitization and dissemination of information, support to institutions and countries in their resource mobilization efforts). In this respect, ECA should coordinate subregional programmes of subregional economic organizations as well as the regional projects of international organizations. ECA, in cooperation with the countries, should collect and disseminate information on the best practices and support the efforts of organizations towards the attainment of the Decade objectives.
- (c) Continued functioning of the Inter-Agency Coordinating Committee (IACC) and its subsectoral groups. The IACC will be the technical organ of the Ministerial Follow-up Committee defined above under (a) and will be responsible for the orientation of regional plans of action for the participation of partners in the development of transport and communications in Africa, and the technical coordination of the programme.
- (d) Maintaining Subregional Coordinating Committees placed under the auspices of the subregional economic organizations which have the responsibility to coordinate and animate these committees. These subregional coordinating committees will have the responsibility to guide and ensure the technical preparation of the subregional programmes as well as follow-up on their implementation. Furthermore, the subregional organizations will coordinate the programmes and efforts to integrate their member States.
- (e) Strengthening of National Coordinating Mechanisms entrusted with the coordination of the transport and communications sector under the thrust of subregional economic cooperation organizations.

ANNEX IV

**REPORT OF THE MEETING OF EXPERTS
PREPARATORY TO THE ELEVENTH CONFERENCE OF
AFRICAN MINISTERS OF TRANSPORT AND
COMMUNICATIONS**

.....

**22-24 NOVEMBER 1997
CAIRO, EGYPT**

A. ORGANIZATION

1. At the kind invitation of the Government of Egypt, the Meeting of Experts Preparatory to the eleventh meeting of the Conference of African Ministers of Transport and Communications was held in Cairo, Egypt from 22 to 24 November 1997. The purpose of the meeting was to review the progress report, and the second mid-term evaluation of the UNTACDA II programme, the problems encountered, decide on a framework plan of action for speeding up the implementation of the UNTACDA II programme and to establish an integrated and efficient system of transport and communications in Africa.

B. ATTENDANCE

2. The meeting was attended by the following States members of the United Nations Economic Commission for Africa (ECA): Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of Congo, Egypt, Ethiopia, Eritrea, Equatorial Guinea, Gabon, the Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Lesotho, Libya Arab Jamahiriya, Malawi, Mali, Madagascar, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Nigeria, Republic of Tanzania, Rwanda, South Africa, the Sudan, Swaziland, Togo, Uganda, Zambia and Zimbabwe.

3. The following United Nations specialised agencies and African intergovernmental organizations were also represented: African Export-Import Bank (AFREXIMBANK), African Caribbean and Pacific (ACP) Group of States, the African Development Bank (ADB), Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA), African Civil Aviation Commission (AFCAC), African Airlines Association (AFRAA), China Civil Engineering Construction Corporation (CCECC), Comite de liaison de la route trans-Saharienne (CLRT), the Federal Highway Administration of the United States of America, the International Air Transport Association (IATA), the International Civil Aviation Organization (ICAO), the International Labour Organization (ILO), the Organization of African Unity (OAU), the Organisation commune Bénin-Niger des chemins de fer et des transports (OCBN), the International Telecommunications Union (ITU), the Permanent Secretariat of the Transit Transport Coordination Authority of the Northern Corridor (TTCA), the Pan-African Postal Union (PAPU), Regional African Satellite and Communication (RASCOM), the Southern African Transport and Communications Commission (SATCC), the Central African Customs and Economic Union (UDEAC), the West African Economic and Monetary Union (UEMOA), Union of African Railway (UAR), the United Nations Development Programme (UNDP), and the Universal Postal Union (UPU).

4. GEFTRAIL of France attended the meeting as an Observer.

C. OPENING OF THE MEETING

5. The Chairman of the Egyptian National Committee in charge of preparations for the Conference welcomed all participants and assured them of the readiness of his Government to make their stay enjoyable. In that regard, he informed them of the programme of events which the Government of Egypt would be organizing from 25 November 1997 and the logistical facilities that would be placed at the disposal of participants.

6. Speaking on behalf of Mr. K.Y. Amoako, Executive Secretary of ECA, Mr. Mbaye Diouf, Director of the Regional Cooperation and Integration Division expressed the appreciation of ECA to the Government of the Arab Republic of Egypt for having accepted to host the current meeting. He welcomed participants and thanked the people and Government of Egypt for their hospitality and the excellent arrangements made for the conference.

7. The meeting was opening at a time of hope for Africa whose renaissance within the context of a new world order could take place in the 21st century. The meeting was also taking place against the backdrop of profound changes in the world economy. Since the last Conference in 1995, the globalization and liberalization of the world economy had gathered pace. This had far-reaching implications on the transport and communications sector both with regard to liberalization and deregulation and with regard to the role that transport and communications facilities will play in national capacities to attract domestic and foreign investment in a competitive world where the capacity to survive and adapt depended on the ability to compete. The rebirth, growth and development of national economies would depend on Africa's preparedness and capacity to mobilize resources and invest them in the exploitation and processing of national resources and the development of transport and communications infrastructure. There was a direct correlation between the development of infrastructure and a country's attractiveness to foreign direct investment and domestic investment for that matter. The work programmes for UNTACDA I and II fell within that context.

8. The current meeting would be considering the progress achieved in the implementation of both programmes and decide on measures to be taken to speed up the implementation of UNTACDA II before going on to formulate a sectoral development strategy for the year 2000 and beyond in order to bring Africa into the 21st century. The Committee should examine the draft plan of action submitted for its consideration. Along with the Conference would be organized a special meeting of African railways scheduled to take place at a time when UAR was undergoing healthy reform. His appreciation went to the Inter-agency Coordinating Committee (IACC) which had helped to finalize the second mid-term review submitted to the meeting.

9. Admiral Hani Hosni, Head of the Egyptian Delegation, officially declared open the Meeting of Experts Preparatory to the Eleventh Conference of African Ministers of Transport and Communications. It was his hope that the work of the Meeting would result in concrete proposals for the implementation of the Decade programme.

10. The Head of the delegation of Kenya, outgoing Chairman of the Meeting of Experts, recalled the activities to have been conducted by various partners since the last meeting of the Committee was held in Addis Ababa in 1995. His country had then presided over both the meeting of Experts and the Conference of Ministers. The current meeting would be informed both about the progress of activities assigned to various members of the coordinating machinery and about the second mid-term evaluation of the UNTACDA II programme. He hoped that participants would accord to his successor every support.

D. ACCOUNT OF PROCEEDINGS

Election of Officers (agenda item 2)

11. The meeting elected the following officers:

Chairman:	Egypt
First Vice Chairman:	Cameroon
Second Vice Chairman:	Lesotho
First Rapporteur:	Benin
Second Rapporteur:	Mauritius

Adoption of the Agenda and Programme of Work (agenda item 3)

12. The meeting adopted the following agenda and programme of work:

(i) Agenda

1. Opening of the meeting.
2. Election of the Bureau.
3. Adoption of the agenda and work programme.
4. Matters arising from the IACC meeting and the resolution of the Tenth Meeting of the Conference of African Ministers of Transport and Communications.

5. Progress reports on:

- (a) Implementation of UNTACDA II programmes/projects as well as of regional programmes (HRID, Transport Data Base, Trans-African Highway Bureau, Manufacturing of Transport Equipment);
- (b) UNTACDA II biennium work programme;
- (c) Yamoussoukro Declaration on the new African air transport policy;
- (d) Establishment of the air transport users association;
- (e) The way forward towards the implementation of RASCOM's programme;

6. Report on the second mid-term evaluation of the Decade including the action plan for the transport and communications development for the period 1998-2000 and beyond;

7. Data and venue for the next meeting and any other business;

8. Adoption of the report and closure of the meeting.

(ii) **Work Programme**

Morning	09: 00 – 12: 00
Afternoon	15: 00 – 18: 00

Matters arising from the IACC meeting and the resolution of the 10th meeting of the conference of African Ministers of Transport and Communications (agenda item 4)

13. Under this agenda item, a representative of the secretariat presented document ECA/TPTCOM/EXP/97/7 which provided details of points resulting from the meeting of the Inter-agency Coordinating Committee (IACC) and progress in implementation of the resolutions which were passed by the Tenth Conference of African Ministers of Transport and Communications, namely: (i) the implementation of phase II of the Decade programme; (ii) the re-launching of Trans-African Highway activities; (iii) the implementation of

subregional programmes; (iv) the Yamoussoukro Declaration; and (v) the contribution of UNCTAD to the implementation of the UNTACDA II programme. He indicated that at its meeting held from 25 to 27 September 1997, IACC had reviewed and revised the evaluation report.

14. In considering the progress report, the committee expressed its concern at the reduction in resources for the implementation of regional projects. It also noted that the programme had not been sufficiently incorporated into the work programmes of some key partners. Regarding the resolutions adopted by the 10th meeting of the Conference, the committee highlighted the activities conducted and the difficulties encountered. It was particularly in implementation of the resolution adopted by the 10th conference that the second mid-term evaluation had been conducted.

15. In the discussions that followed, the committee recognized the funding problems faced by NCCs and proposed that ministries of transport should act as their national focal points and should be entrusted with the responsibility of liaison between them and UNDP at national levels for the purposes of mobilization of resources. In that regard, NCCs should actively be involved in resource mobilization for implementation of their national projects. The Committee resolved that where more than one ministry dealt with transport matters, co-ordination of the activities of those ministries should be the responsibility of the ministry of transport.

16. Several countries reported that they had integrated their national projects with their sub-regional/regional project, but resource mobilization for these projects had been poor because of restrictions imposed on them by funding institutions. They appealed for assistance from ECA to assist in their resource mobilization efforts.

17. The committee proposed that the institutional framework for implementation of the Decade programme should be strengthened. In that regard, priority should be given to coordination of activities between member States, subregional organizations and ECA.

18. Extended discussions were held concerning the advisability of re-establishing the Trans-African Highway Bureau (TAHB) but the meeting decided to postpone discussions on the subject pending the presentation of the agenda item on progress in the establishment of the single Bureau.

19. The representative of Egypt informed the meeting of the existence, since the early 1980s, of an institution which conducts training in inland water transport. He outlined the scope of activities of the institute and appealed to member States to participate in the running of the institute and in its training activities.

20. The representative of Angola requested the committee for assistance in his country's participation in the UNTACDA II programme, given the exclusion of Portuguese as a UN language. He also requested the committee for assistance in the rationalization of UNTACDA II programme implementation in his country given the fact that Angola geographically belongs to the Central and Southern African subregions.

21. The Chairman asked the meeting to defer decisions on issues related to TAHA and HRID until detailed presentations are made during the course of the meeting.

Progress reports on (agenda item 5) :

(a) Implementation of UNTACDA II programmes/projects as well as of regional programmes (Human Resources and Institutional Development, Regional Transport Data Base, the Re-establishment of the Trans-African Highway Bureau, Manufacturing of Equipment for Road, Rail, Maritime and Inland Water Transport)

22. ECA secretariat presented document ECA/TPTCOM/EXP/97/8 on the progress achieved in implementing the regional programme covering the following projects:

- (i) Human Resources and Institutional Development;
- (ii) Regional Transport Data-Base;
- (iii) Re-establishment of the Trans-African Highway Authority Bureau;
- (iv) Manufacture of Equipment for Road, Rail, Maritime and Inland Water Transport.

23. The individual reports on the above mentioned projects covered the background, objectives, issues to be addressed, status of implementation and proposed future action.

24. The purpose of the presentation was to inform the committee of experts on the status of implementation of the regional programme and seek guidance on future actions to be adopted in its continued implementation.

25. The ensuing debate on the four projects may be summarized as follows:

(i) Human Resources and Institutional Development

26. The meeting noted the lack of qualified staff for effective development of transport and communications in Africa and stressed the importance of training. Efficient transport and communications were not only a measure of a people's development, but also a key competitive factor in the global economy.

27. In that regard, several delegations informed the meeting about existing training institutions in their countries and sub-regions. The meeting noted that there was a general lack of information on such institutions and requested ECA to prepare a directory of existing national and regional institutions and widely disseminate this information to all member States.

28. It was agreed that the countries should extend the services of their institutions to other African countries. In that regard, it was essential to provide training in the relevant languages of the United Nations.

29. Similarly, the African countries were called upon to support such institutions by sending their students for training. It was noted, however, that the success for such cooperation was predicated on the provision of quality and competitive training programmes by these institutions. While solidarity among Africans was appreciated, it was nevertheless noted that availability and source of funds also determined where students are sent for training.

30. Some members felt that the HRID programme in particular was too focused on organization of seminars, instead of promoting existing national and subregional institutions for training. A proposal was also made that programmes such as HRID should lay emphasis on training trainers who would in turn impart the knowledge they had organized.

31. The delegation of Egypt informed the meeting of the activities of the Regional Institute for River Transport in Cairo and had urged African countries to make a good use of these institute which is being sponsored by International Maritime Organization (IMO).

32. The delegation of Libya expressed concern about the impact of the continuing embargo on the development of its human resource capacity, in particular in civil aviation as it prevented Libyans from training in aviation. He appealed to ECA to carry out an assessment of the impact of the embargo on human resources development in Libya.

33. Concern was raised that most of the regional projects and programmes excluded the North African sub-region. The secretariat explained that these programmes originated under the SSATP. It was, however, high time to incorporate the North African sub-region as well.

34. The secretariat clarified that seminars and support to institutions are not mutually exclusive. It was further noted that efforts should be geared to training of trainers in order to ensure continuity and sustainability.

(ii) Transport Database.

35. The meeting sought clarification on the criteria used in the selection of pilot countries in Phase I of the project. In addition, the meeting expressed interest in the progress achieved in the pilot countries.

36. It was also noted that most countries were implementing sectoral adjustment programmes which all have a database component, and that there is, therefore, need for better coordination between the Decade programme and those programmes.

37. The secretariat explained that the criteria for the selection of pilot countries were not necessarily based on regional considerations. Those criteria included the existing state of transport data in the country as well as the modal coverage of such data.

38. The secretariat reported that the next step would be to consolidate the experience gained from the pilot countries and disseminate the findings to other countries. The secretariat further stressed that the results of the pilot cases will be replicated. In that regard, a national workshop had been held in Nigeria to initiate the country programme. Furthermore, some countries (e.g. Cameroon) had already requested support in this area. Such support would be provided, of course, subject to the availability of financial resources.

39. The representative of the Sudan recalled that his country had previously requested to be included in Phase II of the project and further appealed for technical assistance with the development of a data base.

40. The meeting also noted the on-going sectoral reform programmes and the associated financial difficulties faced by the countries. In light of the above, it was proposed that ECA and the regional organizations should intensify coordination and harmonization in collecting data. The committee noted that the second Cotonou Roundtable on maritime services in sub-Saharan Africa (3-6 June 1997) had recommended the establishment of national and regional observatories to improve the efficiency and cost effectiveness of transport chains. Since pilot country successes would be replicated in other countries in the region, the

meeting called for harmonization of the network with the transport databank which ECA was developing in the framework of UNTACDA II.

(iii) Trans-African Highway Bureau.

41. There was some divergence of opinion on the need for establishment of the Single Bureau for the Trans-African Highways. Some delegations questioned the need for a regional bureau whereas sub-regional organizations already carry out the functions envisaged for the Bureau. In addition, they questioned the added value which the Bureau would bring to the sub-regions and countries which have already built relevant sections of the Trans-African highways. Furthermore, it was felt that establishing the Bureau would be premature as some national systems are not yet functional.

42. On the other hand, some delegates stressed the importance of the Bureau to Africa's development and competitiveness in the global economy. Focusing on national aspects would limit Africa's capacity. Even those countries which had completed their components should remain in the system in order to encourage others to carry out their component so as to establish a regional network. National roads were simply part or extensions of the trans-national network.

43. The secretariat emphasized the absolute need for a single Bureau. In that regard, it planned to establish at ECA a Unit to pursue actions for securing the signature and ratification of the statutes and mobilizing the payment of assessed contributions.

44. The Trans-African Highway Programme (TAHP) is not only concerned with physical construction of roads, but also with facilitation of traffic, safety, standardization, and data on roads and road transport.

45. Regarding ratification of the statutes, some delegates proposed a reduction in the number of requisite ratification, while others maintained that reducing the threshold for ratifications would send the signal that African countries were not serious about the Bureau. It was important to determine why the Bureau had failed to come into existence.

46. Regarding payments of subscriptions, some delegates noted that this cannot be effected until the Bureau officially comes into existence through the requisite ratifications.

(iv) Manufacture of Transport Equipment.

47. While the project was generally supported, caution was raised about the need for competitiveness of products made in Africa vis-a-vis foreign products. Several countries informed the meeting about manufacturing facilities in their countries which could be considered for regional production.

48. In concluding the debate the meeting made the following decisions and recommendations:

Human Resources and Institutional Development (HRID) :

- Focus should be on training of trainers.
- Participants should be more carefully selected.
- Use of existing training institutions in Africa should be promoted.
- ECA should prepare and widely disseminate directory of training institutions in Africa.
- African institutions should develop quality and competitive training programmes.
- African institutions offering training should provide such training in the official languages of the United Nations.
- ECA should prepare a project for North Africa with support from the countries of the subregion.

Trans-African Highway Bureau (TAHB) :

- ECA is urged to speed up the establishment of a unit to follow up signature and ratification of the statutes, and as well as payment of dues.
- The number of requisite ratification would be maintained at 18, and the member States urged to speed up the process.

Transport Database :

- All countries are interested in the programme.
- ECA urged to continue with replication of results of pilot projects in other countries.
- Countries interested in participating in the project should contact ECA and should provide financing for their national programmes.

(b) UNTACDA II biennium work programme

49. Under this agenda item, the representative of ECA introduced document ECA/TPTCOM/EXP/97/6 entitled ECA Progress Report on the Implementation of the Regional Programme of Action; 1995-1997 (UNTACDA II). He recalled that following the initial mid-term evaluation of UNTACDA II completed in 1995, a decision had been taken to prepare a biennium work programme covering the period 1995-1997 with a view to encouraging UNTACDA partners to better internalize the implementation exercise within their respective regular work programmes.

50. ECA had fully or partly implemented 16 out of the 20 programme activities, accounting for nearly 80 per cent of the implementation rate. He focused on four activities which had failed to be implemented for lack of adequate finance. These were: (i) the organization seminars on the institution of cooperation machinery for the maintenance of inter-State waterways; (ii) regional transit centers for African postal services; (iii) transport and communications in figures; and (iv) subregional workshops on the implementation of UNTACDA II strategies. Except for the last two, efforts were being made by ECA, UPU and PAPU to carry out in part the first two programme activities.

51. He concluded by stating that even though ECA's progress report was for information, it demonstrated the possibility of speeding up the implementation of the Decade programme through effective internalization of activities deriving from the Decade programme by way of incorporation into the regular work programmes of all Decade partners.

(c) Yamoussoukro Declaration on the New African Air Transport Policy

52. Under this agenda item, a representative of ECA introduced document ECA/TPTCOM/EXP/97/1 on the implementation of the Declaration over the period 1995-1997. He described the activities undertaken by the designated coordinating Ministers,

organizations concerned by the Declaration and ECA since the 10th meeting of the Conference of African Ministers of Transport and Communications was held in March 1995 in Addis Ababa.

53. Regarding activities conducted by the designated Ministers/countries to coordinate implementation activities in the five subregions, a ministerial meeting, a civil aviation experts meeting and a follow-up committee meeting had been organized and a ministerial follow-up committee established in West Africa alone. The coordinating minister for Central Africa had also organized a meeting of civil aviation ministers with UDEAC cooperation. In that regard, the total liberalisation of UDEAC airspace for the carriers of member countries had been adopted as a matter of principle.

54. In furtherance of that, a draft legal instrument would be submitted to the UDEAC Steering Committee prior to signature by the UDEAC authority of Heads of State.

55. Furthermore, a subregional follow-up committee has been established comprising a ministerial committee and the committee of experts.

56. In the subregions, coordination initiatives and activities had been pursued by ECOWAS, UDEAC and SATCC while at the regional level, ECA, OAU/AFCAC and AFRAA had provided technical backstopping for the preparation of the aforementioned meetings and fielded missions to impress upon member States and organizations the need to speed up the implementation of the Declaration.

57. In spite of the problems encountered, the ECA representative welcomed the overall positive results in that the momentum generated by the Declaration had led to changes in attitude, promoted better coordination of African positions and created an enabling environment for private sector participation in air transport activities.

58. In discussing this agenda item the following issues were raised:

- (i) the need to review the Yamoussoukro Declaration in the light of developments in the air transport industry since 1988. Difficulties in implementing the Declaration stem from those changes and structural adjustment by some countries;
- (ii) the necessary harmonization between the Declaration and existing subregional/regional agreements including the Yaounde Treaty;

- (iii) the enhancement of the role of subregional organization in coordinating the implementation of the Declaration at subregional level. Due regard should be paid to the regional coordination and harmonization of actions so as to ensure convergence within the framework of the Yamoussoukro Declaration;
- (iv) difficulties in implementing the 5th freedom traffic right in spite of decisions made during the Mauritius Ministerial meeting which reviewed the first mid-term evaluation of the Decade. In this regard measures to speed up the programme for liberal exchange of traffic rights was stressed;
- (v) need to develop cooperation and synergies as called for in the Yamoussoukro Declaration.

59. Echoing the ECA proposal to carry out the Yamoussoukro Declaration AFCAC informed the meeting of the activities of its task force which had concluded that the Declaration was still needed but should be revised to take the prevailing situation into account.

60. The meeting concluded as follows: ECA in collaboration with OAU, AFCAC, AFRAA, subregional groupings and selected civil aviation authorities and airlines should undertake a comprehensive review of the Yamoussoukro Declaration and formulate their recommendations to the Conference of Ministers Responsible for Civil Aviation. To this end, a ministerial meeting should be convened in 1999. Côte d'Ivoire offered to host the Conference.

(d) **Establishment of the Air Transport Service Users Association**

61. Under this agenda item, the ECA representative presented document ECA/TPTCOM/EXP/97/4 on the Association of Air Transport Service Users. He pointed out that it was in order to realize objective no. 4 of UNTACDA II which aimed at improving the operational efficiency, quality and availability of transport and communications systems, that the subsectoral air transport working group of UNTACDA II had included in its work programme activities to improve African air services.

62. He pointed out the problems being faced by some air transport users such as the loss of people's luggage without adequate compensation, denial of boarding to passengers with confirmed reservations, cancellation and delay of flights without prior notice.

63. ECA had requested the Consumers International Regional Office for Africa (CI-ROAF) in Harare, Zimbabwe, to collect information, and process questionnaires for the preliminary survey. According to this survey, (which only covered 13 out of 18 major African cities and 40 airlines) except for two African airlines which fly regional routes and two airlines providing inter-State flights in Africa, the customers surveyed expressed their dissatisfaction with the air services provided. What is more, most users are ignorant of their rights and receive no assistance from governments and service suppliers. That survey is to be extended to a larger number of countries, in order to help in establishing an association of African air service users, whose structure will be determined after an in-depth study.

64. After clarification regarding the possible use for such an Association, the meeting took note of the information pending consideration of the issue at an opportune time.

(e) The way forward towards the implementation of RASCOM's programme

65. The representative of RASCOM informed the meeting of the progress so far achieved and the future direction of the organization. He quoted the mission of RASCOM as "to put at the disposal of all the regions of Africa an efficient and economical means of telecommunications including the requirements for transmission of sound and television broadcasting and community reception by satellite, to all areas in African countries using a regional African Satellite System, complemented as necessary by any other appropriate technology, which shall be properly integrated into the existing and/or planned national network with a view to fostering the development of African countries".

66. The realization of RASCOM's programme was split up into two phases:

- The first was the optimized use of the African space capacities leased or purchased from INTELSAT aimed at pooling all the African-leased transponders into one or two identified INTELSAT satellites. This first phase is under negotiation with the management of INTELSAT and should materialize by the first quarter of 1998.
- The second phase will be pursued through a Build Operate Transfer (BOT) arrangement with a strategic partner and culminate in the launching of a dedicated satellite for Africa.

67. The investors in such a partnership will be expected to finance, construct, launch the satellite, design the ground terminals and operate the system until a date to be worked out with RASCOM. At that date, RASCOM will assume full responsibility for the operation of the system.

68. The representative of ITU informed the meeting of ITU's support of RASCOM at such a crucial time as the invitation of tenders to launch the satellite under the BOT arrangement.

69. The meeting took note of the report by RASCOM, the statement of ITU and made the following recommendations:

(a) RASCOM should hold regional meetings to explain its programme to African countries so as to enable these countries quickly raise their equity in RASCOM in order to play a major role in the strategic alliance for the launching of the dedicated satellite system for Africa;

(b) In elaborating the bids for pre-qualification and request for final proposals as well as the project agreement for the BOT arrangements, RASCOM should ensure that the Operation, Maintenance and Management subcontract is adequately taken into consideration;

(c) RASCOM should accelerate action in the implementation of its programme in order to meet the urgent requirements of the African countries in a competitive telecommunications environment;

(d) All member countries are urged to actively support RASCOM in the implementation of its programme, especially by taking necessary and adequate measures to develop their terrestrial networks for effective exploitation of the space capacity to be provided by the dedicated African Satellite System.

Report on the second mid term evaluation of the Decade including the Action Plan for the transport and communications development for the period 1998-2000 and beyond (agenda item 6)

70. The secretariat introduced this report, highlighting: (i) the background of the Decade; (ii) the evaluation of the implementation mechanisms; (iii) the mobilization of resources for regional project implementation; (iv) the experiences of a sample of selected countries; (v) the impact of UNTACDA II on transport and communications in Africa; and

(vi) the proposed framework of action to speed up the implementation of the Decade programme and the development of the sector beyond the year 2000.

71. The evaluation report submitted to the committee had been prepared by the IACC which met in Addis Ababa in September 1997 to consider working papers prepared by two independent consultants hired for the purpose.

72. From the report, it became clear that (i) the implementation mechanisms, especially the NCCs had not been operating; (ii) resource mobilization by RMC had not met expectations; (iii) the impact of UNTACDA II had varied from one sector to another. While the impact on roads and road transport, air transport, railways and rail transport had been satisfactory overall in terms of coverage of the areas of focus and the achievement of set targets, the results had been merely acceptable in the maritime transport sector and rather poor with regard to urban transport; (iv) in telecommunications, RASCOM's objectives relating to traffic transitting through Africa, the establishment of missing links, human resources development and the building of data bases as well as the objectives of covering rural areas would be achieved with the projects implemented or underway; (v) postal service objectives had been adequately covered; (vi) some countries whose reports had been submitted to the secretariat had incorporated UNTACDA II objectives in their sectoral policies and programmes. While some progress had indeed been made in the sector, the difficulties encountered should encourage partners to set more realistic targets.

73. The proposed framework for action for the period 1998-2000 and beyond highlights four cross-cutting issues : (i) To pursue and deepen on-going economic reforms in general and reforms of the transport and communications sector in particular; (ii) To promote an adequate technological base for the development of efficient transport and communication systems in Africa and efficient operation of the latter; (iii) To build critical human, institutional and entrepreneurial capacities in the area of transport and communications; and (iv) To ensure viability in the transport and communications sector by reconciling the required rapid development of the sector and the need for a balanced environment with due regard to security and safety as well as measures to be envisaged in the various transport and communications subsectors.

74. In reviewing the evaluation report, it was found that only information on 550 projects out of 708 had formed the basis of the evaluation. Some delegates informed the meeting of important projects being implemented in their countries, but which had not been taken into account in the evaluation report. In this regard, the Secretariat indicated that the mechanism set up to monitor the Decade and to collect information will be reviewed and further refined so as to improve its accuracy and comprehensiveness for future evaluation, particularly by way of questionnaires sent out to member States.

75. The meeting was informed that the abolition of the Conference of African ministers of Transport and Communications formed part of the restructuring of the intergovernmental machinery of ECA. A committee of intergovernmental experts had been created to support the work of the Commission in the sector. The meeting was also informed of the creation of a ministerial committee on transport and communications at the level of the African Economic Community. However, the decision to abolish the Conference will only come into effect after the end of the Decade programme (year 2000).

76. Questions were raised regarding the ministerial follow-up committee proposed in the framework for action given the fact that the conference of ministers would cease to exist at the end of the Decade. It was indicated that such a committee would help and ensure closer monitoring of the programme. It would also provide directives and policy guidance in-between assessing of the Conference of African Ministers of Transport and Communications.

77. The need for streamlining the institutional framework within which the ECA and the various subregional groupings and their member States operated was emphasised. The overall coordinating and monitoring role of the ECA, in relation to the implementation, collection and dissemination of information and the progress reporting role of the subregional groupings in close liaison with their member States was also highlighted.

78. Other issues raised by the delegates included the use of African experts, improvement of facilitation; the need to have data bases on successful experiences in transport and communications; the need to develop non-motorized transport systems; conducting of seminars on the harmonization of data collection; harmonization of construction norms; the use of existing training centers and manufacturing industries; development of rural and feeder roads since most African people live in the rural areas; establishment of road funds; and harmonization of inland water-way legislation; and the need to assist countries in implementing pertinent conventions.

79. Concerning air transport, some delegates expressed the need to undertake a thorough assessment of the Yamoussoukro Declaration. It was also indicated that although the objectives of the Declaration are still valid, it would be necessary to review it in the light of changes that have occurred since its adoption in 1988, especially the privatization of airlines and establishment of autonomous civil aviation authorities and the emergence of alliances. In that regard, it was indicated that a meeting will be organized in 1999 to conduct a comprehensive review of the Declaration.

80. Some concern was expressed about the need to provide updated information on the Decade programme and sectoral development in the field of transport and communications so that future evaluation would be more accurate.

81. Delegates stressed the importance of HRID which is crucial to the improvement of the performance of the sector and requested that more activities be undertaken in the field. Some countries also gave pertinent information related to their experiences in the field of private sector participation, available training institutions and existing manufacturing plants.

82. The meeting was informed of the negative consequences of the embargo imposed on Libya and took note of the information and referred to the OAU decisions calling for the lifting of the embargo.

83. Many institutions such as AFCAC, UDEAC and SADC also informed the meeting about the activities they had undertaken to implement the Decade programme.

84. AFCAC informed the meeting that a working group was set-up to develop on African common position for presentation to the ICAO world wide conference on communication navigation surveillance, and air traffic management (CNS/ATM) which will be held in Rio de Janeiro in May 1998. The working group is scheduled to meet in February 1998 in Johannesburg at the invitation of the South African Government. AFCAC along with ICAO and IATA commented on the important results reached at the ICAO Conference of Directors General of Civil Aviation which was held in Montreal 10-12 November 1997. The Conference considered civil aviation safety of air navigation programme which is now considered to be one of the highest priority programmes in their respective institutions. AFCAC urged States and organisations to include civil aviation safety oversight as high of priority programme in their respective national, subregional and regional programmes.

85. The representative of UEMOA indicated support of the Decade objectives and hoped that UEMOA would be more closely associated with the implementation of the plan of action which would be adopted by the meeting, especially those activities which have to do the formulation and pursuit of common subregional policies and in support of member State initiatives to mobilise resources for subregional projects. He further informed the meeting that a consultative meeting of UEMOA maritime transport experts would be held on 6 and 7 December 1997 in Cotonou, Benin.

86. The representative of UAR made a presentation on "Railway and rail transport in Africa - development and prospects" and emphasized the role that UAR was playing to promote the transport mode continent-wide in order to carry out UAR's mission of

promoting projects relating to the inter-connection of railway networks and building a system that would be able to deliver inter-State services. He also highlighted on-going railway rehabilitation and restructuring activities. It was needful for Africa to develop rail transport industry in order to reduce the cost of importing equipment and spare parts. He submitted for consideration a draft resolution inviting member States to strengthen the capacity of his organization. In that endeavour, UAR needed the unstinting support of member States. Several delegations welcomed the UAR initiative and indicated that their countries supported the action that UAR planned to undertake with regard to the railway masterplan and the pursuit of restructuring. They went on to stress the need for UAR to use the subregional organizations in programme implementation and to develop African railway expertise in carrying out studies and implementing projects.

87. The representative of UDEAC requested UAR assistance and support in the implementation of the Advanced Cargo Information System (ACIS) on CFCO and OTRAG.

88. The representative of ITU then reported on activities initiated by his organization in support of the Decade programme, including the implementation of the 12 programmes of the Buenos Aires Plan of Action and the implementation of resolutions of the Africa's regional conference on telecommunications development (Abidjan, 1996) including the finalization of the African Green Book on telecommunications development policies. Furthermore, ITU supported within the means at its disposal, the reactivation of the PANAFTTEL Maintenance Programme, the industrialisation of telecommunications in Africa and the conversion of ESMT (Dakar) and AFRALTI (Nairobi) into centers of excellence.

89. ITU further informed the meeting of the importance of its Africa-One fiber-optic undersea cable to link up African countries with each other and Africa with other continents within the world info-structure.

90. In conclusion the committee approved the amendment to the draft framework of action in the speeding up the implementation of UNTACDA II programme projects so as to build an efficient transport and communications system in the 21st century.

Date and place of the next meeting and any other business (agenda item 7)

91. The secretariat proposed that the next meeting of experts preparatory to the 12th conference should be held in year 2000 to coincide with the end of the Decade.

92. Ministerial level consultations would be held to determine the date and place of that meeting.

93. No issue was raised under this item.

Adoption of the report and closing of the meeting (agenda item 8)

94. The committee adopted its report.

95. During the closing ceremony, two votes of thanks were read respectively by the delegation of Cameroon and the delegation of Morocco. The first motion expressed the appreciation of participants to the Arab Republic of Egypt for the hospitality accorded them and the facilities provided for the Conference. It also commended the secretariat for the quality of the documents presented and the support given to the committee. In the second motion, participants learned that Mr. Mpekesa Bongoy would be retiring from ECA next year. On account of the work done by Mr. Bongoy in ECA, participants expressed their appreciation for his contribution to the development of transport and communications in Africa, paid tribute to his dynamism during the period of his tenure and invited him to continue placing his expertise at the disposal of member States and competent organizations.

96. Mr. K.Y.Amoako, Executive Secretary of ECA, commended the committee for quality of work and stressed the contribution that transport and communications can make to poverty reduction in Africa.

97. He joined the committee in congratulating Professor Mpekesa Bongoy for his contribution to both UNTACDA I and II programmes. Mr. Moise N'Zemen of Cameroon, Chairman of the meeting, expressed satisfaction with the good work done and thanked participants for their support and confidence placed in his ability to preside over their work. His appreciation also went to the host country and the language staff. He then declared the meeting closed.

ANNEX V

LIST OF PARTICIPANTS

Ms. Gabriela Maria Poulson da Costa, Feixeire, Directore des Gabinete dos Estudos Seancos advanerios, Universiterio de as Financas, Luanda, Angola

Mr. Alain Michel Luvambano, Juriste, Ministerio dos Transportes, (Angola). Tel. 28 03 28 Luanda, Angola

Mr. Wuta Sebastiao, Senior Legal Advisor, Ministerio dos Transportes, Luanda, Angola

Mr. Jose Ferreira, Director General, Rue Amilcar Cabral, 35, Luanda, Angola, Tel. 262811

Mr. Joaquin Branco Ferreira, National Director of Civil Aviation, Rua Miguel de No 96, Luanda, Tel. (33) 0144364436, Angola

Mr. Antonio Cruz Fonseca Neto, Director Public Relations, Luanda, Angola, Tel. 262 111

Ms. Maria Isabel De Resende, Angola Embassy in Addis Ababa, Ethiopia

Mr. Silvio O.A.P. Da Silva, Angola Protocol

3. BENIN/BÉNIN

S.E. Monsieur Kamarov Fassassi, Ministre des travaux publics et des transports, BP 351, Cotonou, Benin, Tel. 229 31 38 41 Fax 229 31 06 17

Mr. Ayihadji Calixte Tossou, Directeur des transports terrestres, 01 BP 1230 Cotonou, Benin

Ms. Juliette Loko, Chef, Service transport aérien, Direction de l'aviation civile, 01 BP 305, Cotonou, Benin

Mr. N. Anatole Nounawon, Directeur de la marine marchande, Ministère des travaux publics et des transports, Cotonou, Bénin, Tel 315'845

Mr. Alexandre K. Dossou, Directeur des routes et ouvrages d'art, Ministère des travaux publics et des transports, BP 351, Cotonou, Tel. 229 31 32 04 et 31 27 51 Fax 229 31 25 51

Mr. Mehoul Basile, Directeur du matériel/OCBN - Chemin de fer Benin-Niger, BP 16 Cotonou, Benin Tél: 31'33 80

4. BOTSWANA

Hon. Mr. J.L.T.Mothibanele, Cabinet Minister, Ministry of Works, Transport and Communications, P/Bag 007, Gaborone, Botswana

Mr. Armando A.V.Lionjanga, Permanent Secretary, P/Bag 007, Gaborone, Botswana

Mr. Michael I. Pinard, Director of Roads, Roads Department, Bag, 0026, Gaborone, Botswana

Mr. Moses K. Sebolai, Director, Road Transport, P/Bag 0054, Gaborone, Botswana

Mr. Joshua Benjamin Galeforolne, General Manager, Air Botswana, P.O.Box 92, Gaborone, Botswana

Mr. A.V.Lionjanga, Permanent Secretary, Ministry of Works, Transport and Communications.

Mr. A.V.Lionjanga, Permanent Secretary, Ministry of Works, Transport and Communications,

5. BURUNDI/BURUNDI

H.E. Mr. Venerand Nzoharonayo, Minister of Transport

Mr. Clement Ruracenyeka, Deputy Ambassador, Burundi Embassy, Cairo, Egypt

6. BURKINA FASO/BURKINA FASO

S.E. Mr. Amade Ouedrago, Ambassadeur du Burkina Faso en Egypte

Mr. Koudougou Ahoue, Conseiller technique, Ministère des transports, Tel 3062-11/12 ext 461, Ouagadougou, Burkina Faso

Mr. Sigue Issiaka, Directeur des transports terrestres et maritimes, Direction des transports, BP 7001, Tel 324551, Ouagadougou, Burkina Faso

Mr. Traore Issouf, Chef, Service transport aérien, Direction de l'aviation civile, 01 BP1158, Ouagadougou, Burkina Faso

7. CAMEROON/CAMEROUN

S.E. Mr. Ismaila Mouchili Nji Mfouayo, Ambassadeur du Cameroun en Egypte (Le Caire), Tel. Bur. 344 11 14 Res 346 04 90 Fax 345 92 08

Mr. Nzemen Moise, President CNC/UNTACDA II, Ministère des transports, Yaoundé, Cameroun Tél. Dom. (237) 22 06 39 Bur. (237) 23 10 30

Mr. Ouatedem Thomas, Ministère de la communication

Mr. Norbers Nkuipou, Chargé d'études, Ministère des postes et des télécommunications

Mr. Moudouru François-Hervé, Head OAU Service, Ministère des relations extérieures

Mr. Jean-Marcel Dayas, Directeur des travaux portuaires, BP 4020, Douala, Cameroun

Mr. Masso Ma Biumla, Premier Conseiller, Ambassade du Cameroun en Egypte

Mr. Amadou Tenjani, ONPC, BP 4020, Douala, Cameroun

Mr. Jean-Claude Tchoulack, Deputy Director, BP 1511, Tel. 237 22 22 67 Cameroon

Mr. Michel-Claude Bisseg, BP 2984, REGIFERCAM, Douala, Cameroun

Mr. Idrissou Mbeyap, Ministère du travail, Yaounde, Cameroun

8. CENTRAL AFRICAN REPUBLIC/REPUBLIQUE CENTRAFRICAINE

Mr. Christian Degotau, Chargé d'affaires a.i., Ambassade de la République centrafricaine au Caire (Egypte)

9. CHAD/TCHAD

S.E. Mr. Attimer Adoun, Ministre, Ministère des transports, Tél. 337 3379

Mr. Issakha Palkoubon, Directeur des études et de la planification, BP 828, N'Djamena, Tchad

10. COMOROS/COMORES

S.E. Mr. Mtara Maecha, Ministre des Transport, BP 97, Moroni, Tel. 269 74 4241

S.E. Mr. Mohamed El Amine Souef, Ambassadeur des Comoros en Egypte

Mr. Mohamed Ali Aboudou, Deputy Director General, Ministry of Transport, Civil Aviation, BP 72, Moroni, Comoros, Fax 269 73 09 02

Mr. Aboudou Said, Conseiller, Ambassade des Comores en Egypte

Mr. Mohamed Hassane Alfeine, SNPT, BP 5000, Moroni, Comores, Tél. (269) 74 43 00, Fax (269) 73 10 79

Mr. Mohamed Soliman Hussein, Moroni, Comoros

11. CONGO/CONGO

S.E. Mr. Boumba Maganga, Ambassadeur du Congo en Egypte

Mr. Mboundou Atoise, Conseiller du Ministre des transports, B.P. 651 Ite-Novice, Brazzaville (Congo)

Mr. Yongolo Tchizinga Joseph, Directeur technique des chemins de fer, B.P. 651, Pointe-Noire, (Congo)

12. CÔTE D'IVOIRE/COTE D'IVOIRE

S.E. Madame Safiatou Ba-N'Daw, Ministre des transports, Abidjan, Côte d'Ivoire

Mr. Abonouan Jean Kouassi, Directeur de l'aviation civile, 07 BP148, Abidjan, Tél 225 790 04, Abidjan (Côte d'Ivoire)

Mr. Ahou Joseph Jean Baptiste, Directeur des politiques et des affaires internationales des postes et télécommunications, 20 BP 1314 Abidjan 20 (Côte d'Ivoire)

Mr. Mahamadou Sako, Conseiller technique, Ministère des transports de Côte d'Ivoire, 06 BP 1062, Abidjan 06 (Côte d'Ivoire)

Mr. Arsène Florent Sagou, Premier Conseiller, Ambassade de Côte d'Ivoire au Caire, Tél. 355 8130/ 346 4952

Mr. Timothee Ezouan, Counselor, Embassy of Côte d'Ivoire in Egypt, Tel. 346 4952 KODS SHERIF

Mr. Paul Ambohalé Ayoman, Conseiller d'Ambassade, P.O.Box 434 le Caire, 346 4952, Embassy of Côte d'Ivoire

13. DJIBOUTI/DJIBOUTI

H.E. Mr. Mahmoud Ali Yousef, Ambassador of Djibouti to Egypt

Mr. Ibrahim Othman Saleh, Counselor at the Embassy of Djibouti

14. EGYPT/EGYPTE

H.E. Eng. Soliman Metwally Soliman, Minister, Ministry of Transport, Communications, Civil Aviation and Maritime, P. Box 26-31, July Street, Cairo, Egypt

Dr. Said A/Khalek, Director River Transport Institute, Ministry of Transport, Cairo, Egypt

Dr. Abdel Gawad Abdel Raouf Hassan Bahgat, Cairo, Egypt

Eng. Saad Moharram, Syndicat of Engineers, Cairo, Egypt

Dr. Samir Shaheen, National Telecommunications Institute, Cairo, Egypt

Mr. Paul Olewain-Assekhet, Aide de Camp.

15. ETHIOPIA/ETHIOPIE

Mr. Ayenew Bitewelign, Deputy Minister, Ministry of Transport and Communications, Addis Ababa, Ethiopia, Tel. 251 1 15 43 11

Mr. Meshesha Belayneh, General Manager, Ethiopian Civil Aviation Authority Addis Ababa, Ethiopia, Tel 180359 Fax 61 25 33

16. ERITREA/ERYTHREE

Mr. Paulos Kahsay, Director General, Civil Aviation Department, Ministry of Transport and Communication, Civil Aviation Department, P.O. Box 252 Asmara, Tel. 291 - 1 - 124335, Fax 291-1-124334

Mr. Goitom Ogbazghi, General Manager, Telecommunication Service of Eritrea, P.O.Box 234, Fax 291 112 0938, Asmara Eritrea

Mr. Gebrehiwot Fesseha, Embassy of Eritrea, Cairo, Egypt

17. GABON/GABON

S.E. Mr. Albert Ndjave-Ndjoy, Ministre des transports et de l'aviation civile, BP 20410, Libreville (Gabon)

S.E. Mr. Henri Bekalle-Akwe, Ambassadeur du Gabon en Egypte (Le Caire)

Mr. Jean Pierre Obiang Zue Beyeme, Conseiller du Ministre des transports et de l'aviation civile, BP 2087, Libreville (Gabon) Tél. 774339, Fax (241) 747198

Mr. N'Gwa-Emane, Conseiller du Ministre de l'équipement, BP 49, Libreville (Gabon), Tél.: 241 76 01 97 Fax: 241 77 37 50

Mr. Ngiema Allogo Aaron, Secrétaire général du Ministère des PTT, Tél. 721725, Fax 241 760 109 Libreville (Gabon)

Mr. Basile Edmond Lindoughou, Conseiller, Gabon

18. GAMBIA/GAMBIE

Mr. Ebrima Ceesay, Secretary of State, Department of State for Works, Kanifing, The Gambia, Tel. 375 763/375765

Mr. Baboucarr Foon, Principal Assistant Secretary, Department of State for Works, Communications and Information, Tel 375 7960, Banjul, The Gambia

Mr. Kebba Touray, Director of Finance, Gambia Public Transport Corporation (GPTC) P.O.Box 801, Tel. 220 393 075, Banjul, The Gambia

Mr. Claude Jensen, Director of Human Resources, Gambia Civil Aviation Authority, Banjul International Airport, Tel. 220 472 880 fax 220 472 190

Mr. Mustapha Leigh, Deputy Director of Tech. Services, Dept. of State WC&I

19. GHANA/GHANA

Cdr. Pius M.G Griffiths, Deputy Minister, Ministry of Communications, P.O. Box M41, Accra Tel. 22 80 74, Fax 22 97 86, e-mail griffiths@ncs.com.gh

Mr. Steve S. Akorli, Deputy Minister of Roads and Transport, P.O. Box M38, Accra, Tel. 663457 fax 667114

Mr. Sallas-Mensah Sam, Member of Parliament, Office of Parliament, Box 2598, Tel 233-21-761233, Accra fax 233 21 761234

Mrs. Bannerman-Wood Joyce, Legal Officer, Ghana Civil Aviation Authority (GCAA) Private Mail Bag Kotoka Int, Tel 773464 or 776171 ext 1216, Accra

Mr. Sakibu Bashiru Lomo-Tetten, Chief Executive, Ghana Highway Authority (GHA), Box 1641, Accra, Tel. 663 922, Fax 665571

20. GUINEA/GUINEE

S.E. Mr. Mohamed Issiaga Kourouma, Ambassadeur de la Guinée en Egypte (Le Caire)

Dr. Younoussa Koita, Directeur Général du Service des études et de la planification Ministère des transports, des télécommunications et du tourisme, BP 715, Conakry Tél. 224 41 35 38, Fax: 224 41 35 38

Mr. Kaba Caramba, Conseiller, Ambassade de Guinée en Egypte (Le Caire), Tél. 3408109, Fax: 3411446

21. GUINEA-BISSAU/GUINEE BISSAU

H.E. Mr. Joao Gomes Cardoso, Minister of transport and communications, Bissau (Guinea Bissau), Tel (245) 202 460 or 21 35 83

Mr. Mendonca Mario, Manager of Marine and Ports, RVA Vitotino Costa - Bissau, Tel 245 213911 - 245 (214988), Bissau, Guinea Bissau

Mr. Luis A.P.V. Fernandes, Directeur de service, CP 306, Bissau, Guinée Bissau

22. GUINEA EQUATORIAL/GUINEE EQUATORIALE

S.E.Mr. Nkili Nze Nemesio, Secrétaire d'Etat des communications, Ministère des transports et des communications, Tél; 240-9-2843/5133, Malabo, Guinée Equatoriale

Mr. Obama Ela Antonio, Directeur général des transports et de l'aviation civile, Ministère des transports et des communications, Tel 240-9-2605/24094315, Fax 24092515, Malabo, Guinée Equatoriale

23. KENYA/KENYA

Mr. Edward Mwasi, Deputy Secretary, Ministry of Transport and Communications, P.O. Box 52692, Nairobi, Kenya, Tel 3453928,

Mr. Okara Julius Barare, Deputy Secretary, Ministry of Transport and Communications, P.O. Box 72045, Nairobi, Kenya

Mr. Charles J.K. Njoroge, Manager/Strategic Planning/KPTC, P.O. Box 48356, Nairobi, Kenya, Tel. 345 3928

Eng. Wakori Peter, Chief Supt. Engineer (Planning), Ministry of Public Works and Housing, P.O. Box 30260, Nairobi, Tel 3453928, Cairo

Mr. Obara John, J., 2nd Secretary, Kenya Embassy, Cairo, 7 El Mohandes Galal Mohandseen, Tel 3453628/345907, Cairo, Egypt

Mr. Franklin Esipila, Charge d'Affaires, Kenya Embassy, Cairo, 7 Mohandes Galal Mohandesein Giza, Tel 3453628/345907

24. LESOTHO/LESOTHO

H.E. Mrs. Mamoshebi Kabi, Minister of Transport and Communications, Ministry of Transport and Communications, P.O.Box 413, Maseru 100, Lesotho

Mr. Flora Ntho, Deputy Principal Secretary, Ministry of Transport and Communications, Tel. 262 8111 or 161 7100

Mr. Sekonyela Letsoaka, Economic Planner, Ministry of Transport, P.O. Box 413, Maseru, Lesotho

H.E. Mr. Ndumo Shadrack Moeketsi, Ambassador, Embassy of the Kingdom of Lesotho, 4 Agriculture St. Giza, Tel. 3447025, Cairo, Egypt

Mr. Mothae Rasello, Embassy of the Kingdom of Lesotho, 10 Bahral Ghazal Street, Tel. 3447025, Cairo

Mr. Lechesa Khotsang, Traffic Commissioner, P.O. Box 2528/413, Tel. 09266314154, Maseru, Lesotho

25. LIBYA/LIBYE

Mr. Issa Mohamed El Zaarout, Head of Delegation/Libyan Arab Jamahiria

Mr. Arebi A. Mazuz, Libyan Arab Jamahiria, People's Committee for Communications, Jamahiria

Mr. Mohamed M. Issa, Libyan Arab Jamahiria, Libyan Arab Airlines, Tripoli, Libya

Mr. Ali Ahmed Hadari, Libyan Arab Jamahiria, General Postal Services, Libya

26. MADAGASCAR/MADAGASCAR

Mr. Elie Randrianarison, Directeur de Cabinet, Ministère des transports et de la météorologie, BP 1254, Antananarivo

27. MALAWI/MALAWI

Hon. K.K.Chambalo, Minister of Transport, Ministry of Transport, P/Bag 322, Lilongwe 3, Malawi

Mr. Moffat Chitimbe, Technical Controller, P/Bag 322 Lilongwe 3, Malawi

28. MALI/MALI

S.E. Mr. Ibrahima Siby, Ministre des travaux publics et des transports, Ministère des travaux publics et des transports, BP 78, Bamako, Mali

S.E. Mr. Allaye A. Cissé, Ambassadeur du Mali en Egypte

Mr. Sanogho Khalilou B., Conseiller technique, Ministère des travaux publics et des transports, BP 78, Tél. 454 6700, Bamako, Mali

Mme Coulibaly Mariam, Chef de la Section économie et législation, Direction nationale de l'aéronautique civile, BP 227, Tél 337 18 97, Bamako, Mali

Mr. Fomba Brehima, Directeur national des transports, Direction nationale des transports, BP78, Bamako, Mali

Mr. Abdoul Aziz Mahamadou, Chargé du suivi des projets, Direction du plan, BP 21166, Tél. 4546700, Bamako, Mali

Mr. Lassana Koné. PDG. Chemin de Fer, Bamako, Mali

29. MOROCCO/MAROC

Mr. Abdjaouad Daoudi, Secrétaire général du Ministre des transports et de la marine marchande, Rabat, Maroc

Mr. Jillali Chafik, Secrétaire général de la SNED , Rabat, Maroc

Mr. Zhar Hamid, Chef de la Division des études et programmes, Imb 14 Appt.5, Hary El Fath, Rabat, Maroc

Mr. Nagiba Belhadfa, Chargé d'études, Ministère des transports, Rabat, Maroc

Mr. Khalid Berrada, Conseiller, Ambassade du Maroc en Egypte

30. MAURITANIA/MAURITANIE

Mr. Yero Ba Alhassane, Embassade de la Mauritanie en Egypte

31. MAURITIUS/ILE MAURICE

H. E. Mr. Ahmed Rashid Beebejamine, Minister, Ministry of Land Transport, Shipping and Public Safety, Mauritius,

H.E. Mr. Haroon Rashid Abdool, Ambassador of Mauritius,

Mr. Abdullatiff Yussuf, Permanent Secretary, Ministry of Land Transport, Shipping, Mauritius

Mr. Joseph Semeon, First Secretary, Embassy of Mauritius

32. MOZAMBIQUE/MOZAMBIQUE

Mr. Antonio Fernando, Vice Minister, Av. E. Mondlane No. 125/127, Maputo Mozambique, Tel. 258 1 490130/1 Fax 258 1 49 27 28

Mr. Anotonio Fernando, Deputy Minister of Transport and Communications

Mr. Alfredo Namitete, National Director of Maritime Affairs

Mr. Rui Fonseca, President and Chairman of CFM

33. NAMIBIA/NAMIBIE

Hon. Oskar V. Plichta, Minister of Works, Transport and Communications,

H.E. Mr. Eddie S. Amkongo, Ambassador of Namibia to Ethiopia, Addis Ababa, Ethiopia

Mr. Lawrence L. Kiggundu, Deputy Director for Planning Design, Department of Transport, P/Bag 12005, Windhoek, Namibia

Mrs. A.J. Cloete, Personnel Assistant to Minister

34. NIGER/NIGER

S.E. Mr. Samanila Moikaisoka, Ambassadeur de la République du Niger

35. NIGERIA/NIGERIA

Mr. Abubakar Galadima, Director General, National Maritime Authority

Mr. Abdullahi Ahmed Bida, PS - Director General, National Maritime Authority, PLT 1970 Michael Okama Street, Muse zone 5, Abuja, Nigeria

Mr. Ibrahim Mamman, Federal Ministry of Aviation, Abuja, Tel. 234 1 09 523 2112

Mr. Ibrahim Usman Auyo, Nigeria Aviation, Federal Airports Authority of Nigeria, Tel. 234 1 497 0870

Mr. Bankole Ndeoye, Nigerian Embassy, Cairo, Egypt

Mr. Mahe Dange, Nigerian Institute of Transport Technology, Basana Rd. Zaria, Nigeria, Tel. 069 343 58 or 321 44

Mr. Gregor Ghtimwuba Ilukwe, Sub-Administrative NRC, Nigerian Railway, Abuja, Nigeria

Mr. Omotayo Albert, Deputy Director, Federal Ministry of Transport Abuja, Tel 2904065, Abuja, Nigeria

Mr. Osobukola Folorunso, Deputy Director, Federal Ministry of Aviation, Tel. 09-5237427, Abuja, Nigeria

Dr. Oso Julius B., Director, Transport Coordination and Inspectorate, Federal Ministry of Transport, Tel 290 4065, Abuja, Nigeria

Mr. Agha Kingsley, Adviser, Federal Ministry of Transport, Tel 09 5237054, Abuja, Nigeria

Mr. Tajudeen Ola Bello, Director (Operations) Nigerian Railway Corporation

Mr. Rashidi Salami

36. REPUBLIC DEMOCRATIC OF CONGO/REPUBLIQUE DEMOCRATIQUE DU CONGO

Mr. Ilang'lkwa Bonkanya, Conseiller du Ministre des transports et des communications, Fax N°.002438802143, Kinshasa, RDC

Mr. Mayele Ebokwol, Directeur Afrique et Moyen-Orient, Ministère des affaires étrangères BP 7100 Kinshasa, RDC

Mr. Lema Lumiang, Chargé d'affaires, Ambassade de la République Démocratique du Congo, Tél 3403662/3411069, Caire, Egypte

Mr. Chalondawa Kaleshi, Administrateur Directeur technique de l'Office des routes, Tél. 00243 12 33 541, Kinshasa, RDC

Mr. Ngandu Wabanzama, Legal Adviser Lignes Aériennes Congolaises "L.A.C", 31, Avenue Colonel MPIA, Kinshasa, RDC

Mr. A. Muland, Secrétaire, Ambassade de la RDC, Tél 3411069, 3417954, 3403662, Caire, Egypte

Mr. Soku Lindondo Kamoni, Diplomate, 5, EL Mansour Mohamed/ Zamalek, Embassy of Democratic Congo, Caire, Tél 3403662 - 3411069, Fax (202) 3605469

Mr. Lemena Angole Paulin, Diplomate, Ambassade de la RDC, Tél 3411069, 3417954, 3403662, Caire, Egypte

Mr. Limbila Issa, Agent, S/C Ambassade de la RDC, Tél 3411069, 3417954 3403662, Caire, Egypte

37. RWANDA/RWANDA

H.E. Mr. Ntakirutinka Charles, Minister of Transport and Communications

H.E. Mr. Ismail Amri Sued, Ambassador of Rwanda

Mr. Ufiteyezu Joseph, Counsellor, Rwanda Embassy 216, Oman St. Dokki, Tel. 3379947, Cairo, Egypte

Mr. Benoit Karekez, Chef de Division Communication, BP 720 Tél. 250 76081 Fax 250 74806

Mr. François Mugabo, Chef de Division Transport International, BP 720, Tél 250 76326 Fax 250 77474

38. SOUTH AFRICA/AFRIQUE DU SUD

H.E. Mr. Juseus Justus De Goede, Ambassador of South Africa,

Ms. Christiann Janse Van Noorawyk, First Secretary, Embassy of South Africa, 21-23 Giza Street, Tel 5717238/9, Cairo

39. SUDAN/SOUDAN

H.E. General Akul Alsuf, Minister of Transport, Ministry of Transport, P.O. Box 1130, Khartoum, Sudan, Tel. 775290

Mr. Modawi ELTIRAIFI Dafalla, Secretary General, Ministry of Transport, P.O. Box 1130, Khartoum, Sudan

Mr. Osman Elobeid Elamin, Dep. Director National Highway Authority, P.O. Box 756, Khartoum, Sudan

Mr. Mohamed Eisa Ismail, Counsellor, Sudan Embassy, 3 Ibrahimi Street Garden City- Cairo, Tel 3545043 - 3549661, Cairo, Egypt

Mrs Fatima Mohamed Abdel Latif, Central Planning, Civil Aviation, Authority, P.O.Box 430, Khartoum, Sudan

40. SWAZILAND/SWAZILAND

Hon. Dumisani Magongo, Minister for Public Works and Transport, P.O.Box 58, Mbabane, Swaziland

Mr. Amos Mathonsi, Transport Economist, P.O.Box 1187, Mbabane, Swaziland

Mr. Andreas Manana, Chief Engineer, P.O.Box 58, Mbabane, Swaziland, Tel. 454 6700 or 455 001

Mr. Phinda Zwane, Private Secretary, P.O.Box 58, Mbabane, Swaziland

41. TANZANIA/TANZANIE

Hon. Dr. Maua A. Daftari, Deputy Minister of Communications and Transport, P.O.Box 9144, Dar-es-Salaam, Tanzania

H.E. Mr. Muhammed M.H.Mzale, Ambassador, Tanzanian Embassy, Cairo, Egypt

Mr. David P.A. Kajange, Senior Transport Planning Officer, Ministry of Communications and Transport, P.O. Box 9144, Dar-es-Salaam, Tanzania

Mr. Hamadi Juma Kivina, Chief of Corporate Planning & Management Services, Tanzania Railways Corporation, P.O. Box 468, Dar-es-Salaam, Tanzania

Mr. Chalton Mwakasungula, Research & Development Manager, Tanzania Central Freight Bureau, Box 3093, Dar-es-Salaam

Mr. Fadhil Josiah Manongi, Chief Economist, Tanzania Telecommunications Company Ltd, P.O.Box 9070, Dar-es-Salaam

Ms. Jane Lyimo, Economist, Directorate of Civil Aviation, P.O. Box 2819, Dar-es-Salaam, Tanzania

Mr. Alphonse S. Ndakidemi, Director of Consumer and Industry Affairs, P.O. Box 474, Dar-es-Salaam, Tanzania

42. TOGO/TOGO

Mr. Comla Kadje, Secrétaire d'Etat, Chargé des transports et des ressources hydrauliques, BP 13078, Tél. 221626, Fax: 22 17 16

Mr. Mawutoe Fatonzoun, Directeur général des transports, Ministère chargé des transports, Lomé, Togo

43. TUNISIA/TUNISIE

S.E. Mr. Yousef El Mokaddih, Ambassadeur de la Tunisie en Egypte

Mr. Fawzi Wartani, Conseiller, Ambassade de Tunisie en Egypte

44. UGANDA/UGANDA

H.E. Mr. John Nasasira, Minister of Works, Transport and Communications, P.O. Box 10, Entebbe, Uganda, Tel. 042 - 20580/ fax 041-255028

H.E. Mr. Ibrahim Mukiibi, Ambassador of Uganda, 9 Midan El Missaha, Dokki, Cairo, Egypt,

Mr. Grace James Itazi, Director of Transport, P.O. Box 10, Entebbe, Uganda, Tel. 256 042 20418

Mr. Edward Sali, Chief of Planning, Uganda Posts & Telecommunications Corporation, P.O. Box 7171, Kampala, Uganda

Mrs. Jennifer Musiime, Acting Corporation Secretary, Uganda Airlines, P.O.Box 187 Entebbe, Uganda. Tel. 042 203 29 Fax 042 20355

Mr. Mushana Stephen, Uganda Embassy, 9, Midan Messaha, Dokki, Cairo, Egypt

Mr. John Okalany, Ag. Director Air Transport, Civil Aviation Authority, P.O. Box 5536, Kampala, Uganda

Mr. Mugenyi Frederick Edward, Planning and Development Manager, Uganda Railway Corporation, P.O.Box 7150, Kampala, Tel. 256 041 258 057, Fax 256 041/244 405

Ms. Mary Mbabazi, Secretary, Ministry of Works, Transport and Communications, P.O.Box 10, Entebbe, Uganda, Tel. 042 20580 Fax 042 20135/041 255

45. ZAMBIA/ZAMBIE

Hon. D. L.Lupunga, MP, Minister of Transport and Communications, Ministry of Transport and Communications, P.O. Box 50065, Lusaka, Zambia, Tel. 260 252 315, Fax 260 251 795

Ms. Margaret Miyoba N., Assistant Secretary (RR), Ministry of Transport, Lusaka, Zambia, Tel. 260 252 315, Fax 260 251 795

H.E. Mr. Kafumukache Patrick, Ambassador, 25 Abdel Moneim Riad St. Tel 3501178, Cairo, Egypt

Mr. Hachwell Chima, First Secretary, Zambia Embassy, Cairo, Egypt

46. ZIMBABWE/ZIMBABWE

Hon. Enos Chikowore M.P. Minister of Transport and Energy,

H.E. Mr. Henry Moyana, Ambassador of Zimbabwe, Embassy of Zimbabwe, Cairo, Egypt, Tel. 3355047.

Mrs. Vela Mavis Mupawose, Deputy Secretary, Ministry of Transport and Energy, P.O.Box CY 595, Causeway, Harare, Zimbabwe, Tel.: 700991

Mr. David Chawita, Acting Deputy Director Civil Aviation, Department of Civil Aviation, Private bag 7716, Causeway, Harare, Zimbabwe

Mr. Gilvas Nhemachena, Deputy Director (Roads), P.O. Box CY595, Causeway, Harare, Zimbabwe

Mr. Douglas Muhwava, Diplomat, Embassy of Zimbabwe, Cairo, Egypt

ORGANIZATIONS/ORGANISATIONS

**1. AFRICAN EXPORT IMPORT BANK (AFREXIM)/
BANQUE AFRICAINE D'IMPORT-EXPORT (AFREXIM)**

Mr. Kamal el-Kheshen, Head of Operations, 1191 Cornish El Nil, WTC, Cairo, Egypt

**2. AFRICAN CARIBBEAN AND PACIFIC (ACP)/
GROUPE DES ETATS D'AFRIQUE, DES CARAIBES ET DU PACIFIQUE (ACP)**

Mr. Sekou Condé, Expert Transports/Communications, 451 Av georges Henri 1200 Bruxelles, Belgique, Tél. 32 2 743 0600

**3. AFRICAN DEVELOPMENT BANK (ADB)/
BANQUE AFRICAINE DE DEVELOPPEMENT (BAD)**

Dr. Rao, Principal Transport Engineer, African Development Bank, BP 1387, Abidjan, Côte d'Ivoire

Mr. Abdou Salam Ba, Principal Transport Economist, 01 BP V 316, Abidjan, Côte d'Ivoire

**4. AGENCY FOR THE SAFETY OF AIR NAVIGATION IN AFRICA AND
MADAGASCAR (ASECNA)/
AGENCE POUR LA SECURITE DE LA NAVIGATION AERIENNE EN
AFRIQUE ET A MADAGASCAR (ASECNA)**

Mr. Amadou O. Guitteye, Chef Dept. Développement, 32-38 Ave J. Jaurés, BP 3144, Dakar, Sénégal.

**5. AFRICAN CIVIL AVIATION COMMISSION (AFCAC)/
COMMISSION AFRICAINE DE L'AVIATION CIVILE (CAFAC)**

Capt. Shettima Abba-Gana, President, African Civil Aviation Organization, 15 Boulevard De la Republique, Dakar Senegal (221) 23 20 30

Mr. Gasper Uriyo, Deputy Secretary of AFCAC, 15 Blvd de la Republique, BP 2356, Dakar, Senegal, Tel. 201 2 602

**6. AFRICAN AIRLINES ASSOCIATION (AFRAA)/
ASSOCIATION DES COMPAGNIES AERIENNES AFRICAINES (AFRAA)**

Capt. Mohammed Ahmed, Secretary General, P.O.Box 20116, Nairobi, Kenya

Mr. Aberra Makonnen, Director Corporate and Industry Affairs, P.O.Box 20116, Nairobi, Kenya

7. CHINA CIVIL ENGINEERING CONSTRUCTION CORPORATION (CCECC)

Mr. Xiaoxing Chen, Executive Deputy General Manager, 46, N/A Drive EB, Lagos, Nigeria

Mr. Quingru Meng, 46, N/A Drive, EB, Lagos, Nigeria, Tel. 290 5055

8. COMITE DE LIAISON DE LA ROUTE TRANS-SAHARIENNE (CLRT)

Mr. Ayadi Mohamed, Secrétaire général, Lot. CADAT - No. 5 Ben Omar-Kouba-Alger, Algérie, Tél/Fax 213.2-53 09 06

9. TRANSPORTEK (CSIR)

Dr. Hubreut Ribbens, Transportek, CSIR, P.O.Box 395, Pretoria 0001, Republic of South Africa, Tel.: (27-12) 841 3900

Mr. Govert Schermers, Transportek, CSIR, P.O.Box 395, Pretoria, Republic of South Africa, Tel. 27 12 841 2954 Fax 27 12 841 4200

10. USA-FEDERAL HIGHWAY ADMINISTRATION

Dr. Moges Ayele, Director, National Highway Institute, 901 N Stuart St. Suite 300, Arlington, VA 22203, USA,

**11. INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)/
ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE (OACI)**

Mr. Ahmed Zerhouni, Representative of ICAO, ICAO Middle East Office, P.O. Box 85, Ter. 1, Cairo Airport, Tel. 267 4841

Mr. Robert Jean Razafay, Adviser to ICAO Regional Office, P.O. Box 85, Cairo Airport, Terminal One

Mr. Mohamed E.B. Zarroug, Air Transport Officer, ICAO Middle East Office, Egyptian Civil Aviation Complex, Airport Road, Tel. 267-4840

**12. INTERNATIONAL LABOUR ORGANIZATION (ILO)/
ORGANISATION INTERNATIONALE DU TRAVAIL (OIT)**

Mr. Ahmed Tawfik, Senior Programme Officer, 9 Taha Hussein St. Zamalek, Cairo, Egypt, Tel 3400123 or 341 9290,

Mr. Kwaku D. Osei-Bonsu, Senior Expert Employment Intensive Work, ILO EAMAT, P.O. Box 2552, Addis Ababa, Ethiopia

**13. ORGANIZATION OF AFRICAN UNITY (OAU)/
ORGANISATION DE L'UNITE AFRICAINE (OUA)**

Mr. Yao Afanou, Chef, Division des transports et des communications, BP 3243, Addis-Abeba, Ethiopie

Mr. Ata Koram, Chief, Communications, P.O.Box 3243, Addis Ababa, Ethiopia

**14. ORGANISATION COMMUNE BENIN-NIGER DES CHEMINS DE FER ET
DES TRANSPORTS (OCBN)**

Mr. Basile Mehoul, Directeur du Matériel OCBN, BP 16, Cotonou, Benin

**15. INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)/
ASSOCIATION INTERNATIONALE DU TRANSPORT AERIEN (AITA)**

Mr. Sassy N'Diaye, IATA Regional Director for Africa, Geneva, Switzerland

**16. INTERNATIONAL UNION OF RAILWAYS (UIC)/
UNION INTERNATIONALE DES CHEMINS DE FER (UIC)**

Mr. Phillipe Roumeguere, Chief Executive

Mr. Vipin Sharma, Director World Division

**17. INTERNATIONAL TELECOMMUNICATIONS UNION (ITU)/
UNION INTERNATIONALE DES TELECOMMUNICATIONS (UIT)**

Mr. Mohamed Cherif, Project Officer, Places des Nations 1211 Geneva, Switzerland

**18. PERMANENT SECRETARIAT OF TRANSIT TRANSPORT
COORDINATION AUTHORITY OF THE NORTHERN CORRIDOR (TTCA)**

Mr. Silas Kanamugire, Acting Coordinator, P.O.Box 95341, Mombasa, Kenya,
Tel. 254 11 311 572/225 956

**19. PANAFRICAN POSTAL UNION (PAPU)/
UNION PANAFRICAIN DES POSTES (UPAP)**

Ms. Suzanne Millogo, Deputy Secretary General Adjointe of PAPU, P.O.Box 6026
Arusha, Tanzania, Tel. 255 57 3917

**20. SOUTHERN AFRICAN TRANSPORT AND COMMUNICATIONS
COMMISSION (SATCC)/
COMMISSION DES TRANSPORTS ET DES COMMUNICATIONS
D'AFRIQUE AUSTRALE (SATCC)**

Mr. Godwin M. Punungwe, Railway Specialist, SATCC CP 2677, Maputo,
Mozambique

**21. REGIONAL AFRICAN SATELLITE AND COMMUNICATIONS
(RASCOM)/
CENTRE REGIONAL AFRICAIN DES COMMUNICATIONS PAR
SATELLITE (RASCOM)**

Mr. Casimir Leke Betechuoa, Manager Promotion, RASCOM, 01 BP 3628
Abidjan, Côte d'Ivoire, Tel. 225 22 36 74 or 225 23 36 83

**22. CENTRAL AFRICAN CUSTOMS AND ECONOMIC UNION (UDEAC)/
UNION DOUANIERE ET ECONOMIQUE DE L'AFRIQUE CENTRALE
(UDEAC)**

Mr. Benjamin N'Dala, Directeur de Department, UDEAC, BP 1004, Bangui, RCA

**23. WEST AFRICAN ECONOMIC AND MONETARY UNION (UEMOA)/
UNION ECONOMIQUE ET MONETAIRE OUEST AFRICAINE (UEMOA)**

Mr. Yaovi Adodo Commissaire de l'UEMOA, 01 BP 543 Ouagadougou, Burkina
Faso, Tel. 226 31 88 73/76 Fax 226 31 88 72

Ms. Helene Guissou, Directeur des Transports et Télécommunications, 01 BP 543
Ouagadougou, Burkina Faso, Tel. 226 31 88 73/76

**24. UNITED NATIONS DEVELOPMENT PROGRAMME (UNDP)/
PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT
(PNUD)**

Mrs. Ayat Ahmed Soliman, Programme Officer, WTC Cairo, Egypt, Tel. 57848 40

**25. UNION OF AFRICAN RAILWAYS (UAR)/
UNION AFRICAINE DES CHEMINS DE FER (UAC)**

Dr. Bernard Zoba, Secretary General, P.O.Box 687, Kinshasa, Democratic Republic of Congo

Mr. Adama Diagne, Honorary Secretary General, Villa 7647 Sicap Mermoz Dakar, Senegal

**26. UNIVERSAL POSTAL UNION (UPU)/
UNION POSTALE UNIVERSELLE (UPU)**

Dr. Moussibahou Mazou, Deputy Director General, Universal Postal Union,

Mr. Hashem Al Quadah, Regional Adviser for the UPU, Postal traffic centers, Ramsis Square, NPO, Cairo, Tel. 574 9196

27. UGANDA RAILWAY CORPORATION (URC)

Mr. Frederick Edward Mugenyi, Planning and Development Manager, Uganda Railways Corporation, P.O.Box 7150, Kampala, Uganda

**28. WORLD BANK/
BANQUE MONDIALE**

Dr. George Banjo, World Bank, Harare, Zimbabwe, Tel. 263 4 708 659

29. GEFTARAIL-FRANCE

Mr. Michel Bosio, Director, GEFTARAIL, 4 Pl de la Pergola Gergy 95000, France,

Ms. Irène Silberstein, Conseil GETARAIL, 2 Impasse des Rougettes, 95800 Gergy St. Christophe, France

**30. SECRETARIAT-ECONOMIC COMMISSION FOR AFRICA (ECA)/
SECRETARIAT-COMMISSION ECONOMIQUE POUR L'AFRIQUE (CEA)**

Mr. Kingsley Y. Amoako, Executive Secretary, ECA, P.O. Box 3001, (251-1) 51 12 31 Fax (251-1) 51 44 16

Mr. Mbaye Diouf, Chief, Regional Cooperation and Integration Division (RCID), P.O. Box 3001, Fax: (251 1) 51 30 38, Tel. 251 1 51 66 29, Addis Ababa, Ethiopia

Mr. Mpekesa Bongoy, Principal Transport Advisor, Cabinet Office of the Executive Secretary, Fax (251-1) 514416, Addis Ababa, Ethiopia

Mr. Hachim Koumare, Team Leader, Transport Sector, RCID, P.O. Box 3001, Fax (251-1) 513038, Tel: (251-1) 511870, Addis Ababa, Ethiopia

Mr. R.M.Okello, Officer-in-Charge, Subregional Development Center (SRDC), Lusaka, Zambia

Mr. Patrick Bugembe, P.K., Senior Economic Affairs Officer, BP 316, Tangier, Morocco

Mrs. Mamou Ehui, Special Assistant to the Executive Secretary, P.O.Box 3001, Addis Ababa, Ethiopia

Mr. P. A. Were, EAO, RCID, P.O. Box 3001, Tel.: (251-1) 517200, Fax (251-1) 513038

Mr. M.E.Dhliwayo, EAO, SRDC, Lusaka, Zambia

Mr. A. Tchibozo, EAO, RCID, P.O. Box 3001, Tel.: (251-1) 517200, Fax (251-1) 513038

Mr. Demba Diarra, PAO, RCID, P.O. Box 3001, Tel.: (251-1) 517200, Fax (251-1) 513038

