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**ECA PROGRESS REPORT ON THE IMPLEMENTATION
OF THE REGIONAL PROGRAMME OF ACTION; 1995-1997
(UNTACDA II)**

SUMMARY

At its Tenth Meeting held in March 1995, in Addis Ababa (Ethiopia), the Conference of African Ministers of Transport and Communications adopted a regional programme of action for the period 1995-1997, and requested the ECA, lead agency of UNTACDA II, to prepare, for its eleventh meeting, a progress report on the implementation of the said programme.

This report therefore summarizes the activities carried out by the ECA within the framework of the implementation of the biennial programme. This mid-term report reveals that out of the twenty projects adopted for the regional programme, sixteen were fully or partly executed, while four were abandoned for lack of adequate financial resources.

I. INTRODUCTION

1. At the request of African Ministers of Transport and Communications and upon the recommendations of the Economic and Social Council (ECOSOC) of July 1991, the United Nations General Assembly declared, in its resolution 46/456 of 20 December 1991, the period 1991-2000, as the **"Second United Nations Transport and Communications Decade in Africa (UNTACDA II)"**. The UNTACDA II programme was devised as an integration programme designed to coordinate transport and communications development activities on the African continent through multifarious cooperative efforts.

2. In accordance with the strategy adopted for the UNTACDA II implementation, the first mid-term assessment was conducted in 1994 to appraise the cohesion of the whole programme, the relevance of global and sectoral objectives as well as strategies and projects. This first assessment focused on the efficiency of the various organs of the institutional implementation mechanism and on the progress accomplished and the difficulties encountered. Thus, a detailed appraisal of the recommendations of the first mid-term assessment served as a base for the preparation of the 1995-1997 biennial programme of action.

3. It should be recalled that the 1995-1997 biennial programme of action had identified activities expected to be carried out at the national, subregional and regional levels. In this respect, it was decided that whereas national efforts would, essentially, focus on the execution of priority projects with a subregional and regional impact, subregional working groups should devise, with the support of subsectoral working groups, their respective subregional work programmes, while African regional organizations and the United Nations agencies must incorporate UNTACDA II thematic priority areas in their regular work programmes.

4. Thus, the following themes were adopted for the 1995-1997 regional programme:

- (i) Human resource development and institutional development;
- (ii) Regional cooperation;
- (iii) Management information systems; and
- (iv) Seminars and workshops.

5. This report summarizes activities carried out by the ECA within the framework of the implementation of the 1995-1997 regional programme of work. It should be pointed out that more detailed reports on some of the activities briefly mentioned here, are available at the secretariat. Activities carried out by other UNTACDA II partners within the framework of the regional programme implementation are included in Volumes IV-A, IV-B and V of the report on the second Decade mid-term assessment of September 1997. More specifically speaking, these activities have been presented in greater detail in the report of the second meeting of the Advisory Committee on the Promotion of the (UNTACDA II) Programme, held between 22 and 23 September 1997, in Addis Ababa. This particular report is also annexed to that of the twenty-first meeting of the Inter-Agency Coordinating Committee of UNTACDA II, held in Addis Ababa, from 25 to 27 September 1997.

II. ACTIVITIES CARRIED OUT BY ECA WITHIN THE FRAMEWORK OF THE 1995-1997 REGIONAL PROGRAMME OF ACTION

2.1 Human resource and institutional development

(i) Human resource and institutional development (HRID)

6. Activities linked to this component dealt with the implementation of findings of phase I of the programme at the country level, namely, organization of seminars on human resource and institutional development for certain transport modes and communications. Furthermore, training programmes on thematic issues must be developed.

7. After defining and adopting the programme of phase II of the HRID programme, the project steering committee comprising ILO, ITU, ICAO, UNCTAD, IMO, World Bank, UNDP and ECA, selected, on the basis of accepted criteria, four pilot countries namely, Madagascar, Mali, Sierra Leone and Swaziland, to implement the findings of phase I. This programme, estimated at US \$480,000, has up to date attracted no funding. Furthermore, the political upheavals which occurred in certain pilot countries impeded the search for financing. However, it should be noted that before the political upheavals broke out in Sierra Leone, the Ministry of Transport and Communications had organized, between 12 and 13 January 1995, with assistance from the, UNDP, World Bank and ECA, seminars on policy reforms and developed a programme for the return of expatriates.

8. Furthermore, it was stated in the prospective assessment report on the Sub-Saharan African Transport Policies (SSATP) programme of November 1995, that initiatives taken within the framework of the latter, also covered aspects relating to human resource and institutional development. A decision was thus taken to incorporate and finance under the SSATP components, the programme designed for phase II of HRID. At the moment, these components are: road maintenance initiative (RMI), railway management, urban transport, trade and transport, and rural travel and transport programme.

(ii) Private sector participation in telecommunications development in Africa

9. Within its policy analysis activities, the ECA introduced in its regular work programme for 1996-1997, a survey on private sector participation in the development of transport and communications in Africa. This survey was conducted in December 1996, under the reference TRANSCOM/1097, by a multi-disciplinary team from the Commission.

10. The objective of this survey was to make better known the concept of sectoral reforms in some modes, through the appraisal of the case of a certain number of countries which have adopted reform policies reflected by increased participation of the private sector in transport and communications operations. In addition to information available at the ECA and that gathered from sister institutions, missions were sent to Tanzania for telecommunications, Uganda for air transport, Kenya for ports and Morocco for the railway aspect.

11. The case studies mentioned above, led, among other things, to the following findings:

- Participation of the private sector in the development of a transport subsector generally resulted from the need to increase the sector's efficiency due to competition and participate in trade globalization;
- African countries have, generally, encouraged the private sector to participate in transport and communications, through extensive commercialization of State companies and liberalization of markets.;
- In most cases, private sector participation resulted from reforms; and
- Benefits accruing from greater involvement of the private sector, are reflected by increased investments and improved and available services.

12. ECA is continuing to consider the above issues as African countries are acquiring experience in their efforts. After these detailed surveys, subregional seminars will be organized as provided for in the regional action programme.

(iii) **Restructuring of parastatals and governmental institutions of transport and communications**

13. Within the framework of this restructuring, the ECA prepared in December 1995, a lead document under the reference TRANSCOM/1024, meant to make better known, through restructuring experiences acquired, the notion of reforms, on the one hand, and serve as a guide for defining programmes and other initiatives designed to improve transport and communications policies in Africa, on the other hand. In addition to information available at the ECA and that gathered from certain sister organizations, missions were sent to Burkina Faso, Cameroon, Côte d'Ivoire and Tunisia to draw from their experiences in organizational reforms and restructuring. These case studies are also available at the ECA under the reference TRANSCOM/1044.

14. Rather than organize two meetings (one in English and the other in French) as provided for in the action programme, the ECA organized, between 26 and 27 November 1996, in Nairobi (Kenya), an ad hoc expert meeting to scrutinize the lead document in order to beef it up with the contributions of each expert. African experts from the Democratic Republic of Congo, Kenya, Uganda, Sierra Leone, Tanzania and Zambia and representatives of MINCONMAR, the World Bank, and ILO attended this meeting. In addition, the ECA enlisted the services of a highly-qualified international consultant to moderate the meeting and present the success story of New Zealand, for the latter had initiated the restructuring of a department of the Ministry of Public Works and Transport into an entirely autonomous viable private company. Report of that meeting is available at the ECA under the reference TRANS/EXP/96-04.

(iv) Financing of transport and communications sectors in Africa

15. In carrying out this activity, the ECA prepared in November 1995, a study under the reference TRANSCOM/946/Rev.1, on financing policies and practices in transport and communications sectors so as to appraise current policies and practices on the continent and assess possibilities for mobilizing additional resources for the implementation of UNTACDA II programme.

16. The survey considered certain recommendations from studies conducted by the former UNTACDA II resource mobilization committee, on financing, as well as relevant information from selected countries and parastatals in order to assess the potential for mobilizing extra resources from public funds (domestic creation and utilization), general and specific taxes deducted from salaries, funding through shares, loans, joint ventures and other forms of private sector participation. The experiences of other developing countries were also used to formulate appropriate recommendations.

17. Instead of organizing the workshop provided for in the action programme for building African resource mobilization capacity, the ECA submitted on 26 November 1996, its survey on the detailed consideration of the same participants who attended the ad hoc expert meeting mentioned in previous (iii), in order to enrich the meeting's contributions. The report of that meeting is available at the ECA under the reference TRANS/EXP/96-04.

(v) Commercialization of private sector and its participation in transport and communications operations in Africa

18. Taking into account the close linkage between commercialization of transport and communications operations and private sector participation, the ECA decided to include commercialization issues in the its study, TRANSCOM/1097, mentioned under (ii) above. That is why it deemed it necessary to reformulate point (ii) of the regional action programme so as to expand it to include transport. As stated in paragraph 12 of this report, ECA's current objective is to deepen the assessment of modalities and criteria for selecting services to be commercialized and various options for increased private sector involvement in transport and communications operations.

2.2 Regional cooperation in transport and communications

(vi) Subregional seminars on the implementation of the Yamoussoukro Declaration on a new African air transport policy

19. Within the framework of the implementation of this project, ECA provided assistance to the following subregions:

West Africa: ECA prepared the meeting of ECOWAS ministers responsible for civil aviation whose objective was to take decisions to facilitate the gradual liberalization of traffic rights within the said subregion. Thus, it first assisted the coordinating Minister of the subregion, namely, Minister of Côte d'Ivoire, to prepare the meeting

of civil aviation experts held, from 27 February to 1 March 1996, in Accra (Ghana) and that of the subregional follow-up committee held, from 9 to 11 October 1996 in Lome (Togo). In collaboration with the coordinating minister, ECA participated in and contributed to the organization of the meeting of experts and ministers responsible for civil aviation in ECOWAS countries, held from 10 to 14 December 1996, in Yamoussoukro (Côte d'Ivoire)

Southern Africa: ECA analyzed the questionnaires on the Declaration implementation in Southern Africa and transmitted its findings to SATCC for presentation at their meeting of Directors of Civil Aviation Authorities and Chief Executives of airlines, held in 1996, in Tanzania. During that meeting, certain countries stated that they were not informed of certain issues raised. Better understanding of problems relating to the granting of traffic rights and operation of cargo flights could help accelerate the Declaration implementation in the subregion.

Central and North Africa: With regard to the two subregions, ECA made informal contacts with the coordinating focal points of ministers responsible for civil aviation within the framework of the Declaration implementation in these subregions and collection of relevant information in the field. A mission undertaken in Egypt, Morocco and Tunisia revealed that despite the slow progress accomplished in North Africa, there is some flexibility in the granting of traffic rights in the said subregion. ECA however sent to the coordinating ministers of the two subregions, the report of the meeting held in Yamoussoukro, in December 1996, by the ECOWAS ministers, and urged them to organize similar meetings. In September 1997, the Secretariat General of UDEAC organized, in collaboration with the coordinating minister of the Central African subregion, a meeting of ministers responsible for civil aviation, to assess the Declaration implementation in that subregion.

(vii) **Assessment of implementation of international transit facilitation along selected transport corridors in Africa.**

20. Within the framework of the implementation of this project, ECA conducted in December 1996, a study, under the reference TRANSCOM/1103, on the assessment of the implementation of transport facilitation agreements and studies along selected African corridors. This was done within the framework of efforts made to take into account preoccupations contained in objective No.1 of the UNTACDA II programme. This study was based on data collected in the field (missions to selected corridors in West, North, Central, Eastern and Southern Africa) and the utilization of studies and reports prepared by the various intervening parties on the transport and communications sector. Copies of the study are available at the ECA.

21. The study mainly strove to: (a) determine the extent at which the recommendations of previous studies and bilateral and multilateral transport agreements on transport facilitation along certain corridors had been implemented; (ii) recommend appropriate steps to be taken to accelerate implementation of recommendations and inter-State agreements yet unimplemented, in order to guarantee the landlocked countries, the least possible

interruptions in the flow of traffic through the transit country; (iii) recommend any other necessary follow-up measures or activities to be undertaken by countries and subregional and regional organizations to improve transport facilitation along the region's main transit corridors; and (iv) indicate alternative transit corridors liable to serve the needs of landlocked countries.

22. The main findings from this study underscored the necessity for the ECA to continue to consider transit agreements in order to gauge the impact of their implementation as well as the institutional frameworks existing in the various subregions before organizing subregional workshops, to prepare training programmes, as stipulated in the regional action programme.

(viii) **Regional cooperation among African ports**

23. Within the implementation of this project, three African organizations, namely, the Port Management Association of Eastern and Southern Africa (PAMESA), Port Management Association of Western and Central Africa (PMAWCA) and Port Management Association of North Africa (PMANA), benefited from the study conducted in April 1997 by the ECA, on the rationalization and harmonization of ECA-sponsored institutions. This study recommended, *inter alia*, that instead of merging the three organizations as initially planned, they should rather be encouraged to jointly organize forums on African ports under the auspices of the Pan-African Port Management Association which would act as their joint secretariat.

24. The ECA is also currently surveying ways and means of assisting African ports to increasingly exchange experiences and adopt a common position, vis-a-vis the international maritime community and port assemblies, on aspects relating to the commercialization concept which is fast becoming a matter of concern for the ports. In this respect, the ECA organized in Dar-es-Salaam, jointly, with the Port Management Association of Eastern and Southern Africa (PMAESA) and the United Nations Economic Commission for Latin America and the Caribbean, a seminar on port commercialization. Furthermore, ECA is preparing to organize at the beginning of 1998, two other seminars on the same theme: the first, in Mombasa (Kenya) and the second, in Maputo (Mozambique), before carrying out a similar exercise in the West and Central and North African subregions.

25. To better coordinate the activities of the three subregional associations towards increased cooperation among them, the ECA is encouraging them to establish data banks for their respective ports. In this connection, the terms of reference for the establishment of the data base for Dar-es-Salaam and Mombasa have just been approved by PMAESA, and the implementation arrangements are at a very advanced stage. This experience will also be extended to other associations.

(ix) **Seminar on cooperation implementation mechanisms for the maintenance of inter-State inland waterways.**

26. Due to the restructuring of ECA undertaken in 1996, and the subsequent review of the Commission's work programme necessitated, moreover, by the then financial crisis, this project was dropped. Thus, it was proposed that it be included in the study conducted by ECA for UDEAC on the harmonization of inland (UDEAC/River Congo) navigation regulations, which covers the implementation of cooperation mechanisms in this domain.

(x) **Trans-African highways**

27. Efforts made in this area were focused on the development of inter-State network, and implementation of inter-State traffic facilitation. This project was an integral part of the programme for the single Trans-African Highway Bureau expected to assist member States, among other things, to develop their roads and road transport programmes and coordinate implementation of programmes of various committees and authorities of the Trans-African Highway Bureau. It was agreed that the Bureau's programme would be funded from contributions by member States. However, very little progress has been accomplished since the ad hoc meeting of plenipotentiaries on statutes of the Trans-African Highway Bureau, held in Rabat (Morocco), in September 1993, at which Algeria, Central African Republic, Democratic Republic of Congo, Egypt, Ethiopia, Kenya, Malawi, the Kingdom of Morocco, Federal Republic of Nigeria, Republic of Tanzania, and Zambia, signed the said statutes.

28. Since then, the ECA has contacted the other member States within efforts of reactivating the Bureau to sign and ratify the statutes. In addition to the countries mentioned above, Ghana and Cameroon have signed the statutes, thereby raising the number of signatories to 13 among which Egypt, Kenya and the Kingdom of Morocco have ratified the statutes. Uganda has paid US \$49,250 for the establishment of the single Bureau but has not signed the statutes.

29. However, the ECA, through its cooperation programme with the International Road Federation (IRF), has assisted member States within the framework of the establishment of national road associations and national road safety councils, the organization in October 1995, of the IRF regional conference on African highways, held in South Africa as well as the organization of the world IRF meeting held in June 1997, in Toronto (Canada).

30. Concerning inter-State transport facilitation, ECA has conducted studies and consulted member States on the implementation of road transport facilitation along certain corridors.

(xi) **Manufacturing of transport equipment**

31. This component's main activity was focused on the follow-up of pre-feasibility studies conducted by UNIDO and ECA within the framework of phase I of the UNDP-financed project on the manufacture of transport equipment for road, railway, maritime and inland water transport.

32. It should be recalled that following the review of 93 plants and installations for the manufacture and maintenance of transport equipment in 12 African countries, four subregional plants were selected for the project. These plants are the Zimbabwe Engineering Company Limited, the "Chantier Naval et Industriel du Cameroun (CNIC)", the plant for the manufacturing of vehicle spare parts in AKAKI (Ethiopia) and, the national railways company in Senegal.

33. Owing to the lack of finances to continue phase I of the project, the ECA caused the holding, in February, of a bilateral UNIDO/ECA meeting to adopt practical modalities for the project continuation. Following that meeting, it was decided, *inter alia*, to: (i) deepen the pre-feasibility study by incorporating in it aspects relating to market studies and subregional and regional cooperation mechanisms; (ii) develop a data bank on all information gathered during the diagnostic and pre-feasibility studies as well as on investment plans; (iii) consult recipient countries through the project steering committee meeting to agree on how to proceed; (iv) organize a closing seminar to exchange experiences in the domain and establish a short- and medium-term plan of action; (v) organize a tripartite project assessment meeting; and (vi) organize a meeting of funding agencies through the UNTACDA II subsectoral working group, on the development of transport and communications industries. Given the above information and due to inadequate financing, the project has not, up to date, been fully covered.

34. In April 1996, UNIDO and ECA however provided their technical assistance to the CNIC by sending a joint mission there within the framework of the study on the final location of the BAMUSSO floating dock and the preparation of the Round Table of financing bodies.

35. Furthermore, within the framework of preparation for the Fifth Cycle of UNDP Programming, the ECA submitted to it a project proposal on support to UNTACDA II programme, amounting to US \$950,000, designed to furnish US \$50,000 for the closing seminar on the manufacture of transport equipment project. This funding was not obtained due to the drop in the UNDP budget.

(xii) ECOWAS and ECCAS study on coastal shipping

36. The project to establish a subregional coastal shipping company for West and Central Africa started off in 1992 within the framework of multisectoral assistance to ECOWAS and ECCAS secretariats, with UNDP financing.

37. The project follow-up committee, comprising intergovernmental organizations such as UDEAC, ECOWAS and ECA and economic operators, held its fourth meeting in July 1995, in Abidjan (Côte d'Ivoire), to consider the reports on market studies and legal aspects of the project as well as follow-up activities, including the investment plan. During the meeting, two sub-committees were set up. The first was expected to identify interested persons and companies; determine the amount of capital required; and define the company's terms of reference, while the second sub-committee, was required to propose a sketch of a ship model adapted to the needs of the company. Pursuant to the meeting's deliberations,

the working sub-groups were urged to pursue investigations with the assistance of the Ministerial Conference on Maritime Transport in West and Central Africa (MINCONMAR) and the West and Central African Port Management Association, in order to gather maximum information on all aspects of the project.

38. Efforts made ever since by all the partners led to the official launching of the subregional shipping line in Abuja (Nigeria) on 7 and 8 October 1997.

(xiii) African postal transit centres

39. This project to establish subregional and regional postal transit centres in Africa is expected to move to the feasibility stage following the study jointly conducted by the ECA, UPU and PAPU and completed in May 1994. However, it was not possible for ECA to continue the project owing to the non-disbursement of the special UNTACDA II (UNTFAD) fund, furnished with contributions from member States and development partners concerned.

2.3 Management information service

40. Phase I of the project to develop a regional transport data base in Africa, was completed in 1995 by the World Bank, in collaboration with the ECA, after the closing seminar organized by both organizations in July 1994, in Addis Ababa (Ethiopia). The project for phase II of the programme which took account of comments and observations of the Tenth Meeting of the Conference of African Ministers of Transport and Communications, held in March 1995, in Addis Ababa, which was submitted to the UNDP in December by the ECA, has, to date, attracted no financing. Thus, it was not possible for the ECA, as envisaged, to increase the number of pilot countries to include other countries applying, namely: Benin, Cameroon, Côte d'Ivoire, Ghana, Guinea-Conakry, Malawi, Kingdom of Morocco, Nigeria and Sudan.

41. At the national level, ECA has developed, in certain countries concerned, an alternative programme for transport data harmonization and networking through the organization of sensitization and orientation seminars. Thus, a seminar on that theme organized, in March 1996, by the Nigerian Federal Ministry of Transport and ECA, led to the set-up of a Task Force placed under the direction of the ministry and the National Institute for Transport and Technology (NITT), whose terms of reference are to consolidate the findings of the seminar so as to establish a national data base. Discussions are currently being held with Cameroon and Guinea to organize similar seminars. Furthermore, following the visit of the Minister of Transport of Namibia to the secretariat, consultations on modalities for establishing a national data bank to cover all transport and communications modes, are, at the moment, well advanced. With the exception of Burundi, all the other pilot countries have received, during the period under review, ECA technical assistance within the framework of consolidating achievements of phase I, including harmonization of their transport statistics.

42. At the subregional level, ECA has continued with its efforts to consult with other intergovernmental organizations in a bid to harmonize the findings of the project phase I.

In that connection, it assisted the Southern African subregion within the framework of the harmonization of data base to be established by the South African Transport and Communications Commission (SATCC) for the South African Development Community (SADC), as SATTC is currently executing a project on a similar data base for its 12 members. To boot, ECA has assisted the Port Management Association for Eastern and Southern Africa (PMAESA), to prepare the terms of reference for establishing a data base for the subregion's ports. The project execution will start very soon with two pilot ports, namely, the Mombasa(Kenya) and Dar-es-Salaam (Tanzania). The Gabonese Railways which publishes, periodically, statistical yearbooks for the Union of African Railways (UAR), has also benefited from UAR bilateral consultations with the ECA on harmonization and standardization of railways data collection methodologies. Current consultations between ECA and the Arab Maghreb Union (AMU) seek to enable the latter to establish a data base for its members, based on the model proposed by the ECA regional programme.

43. Progress accomplished at regional levels, consisted in finalizing evaluation of the project phase I carried out by the World Bank in its capacity as the executing agency of that phase. ECA has published a report on the regional data base programme which was presented to participants in the Conference on African Highways, jointly organized in Johannesburg by the IRF and ECA, in October 1995, following which the two organizations formulated a project proposal on roads and road transport, titled, "The African Road Data Bank (ARDB)", for an initial amount of US \$506,000 to cover the project implementation for the period 1996-1997. The project document, currently being studied by the ADB and ACP secretariats have, up to date, received no funding.

(xv) **Transport and communications in figures**

44. This product was part of the regional transport data base project jointly executed by the ECA and the World Bank with UNDP funding. The project has not taken off due to the lack of resources.

2.4 Seminars and workshops

(xvi) **Review of road safety activities in Africa**

45. In preparation for the Third African Road Safety Congress, ECA conducted, in 1997, a study on the situation of road safety in Africa by assessing the progress accomplished and the problems encountered since the second congress held, in Addis Ababa, in 1989. This lead document was prepared on the basis of an analysis of questionnaires sent to States, ECA missions on the field and reports on country experiences submitted by local consultants recruited for that purpose.

46. The document addresses the overall progress accomplished by African countries in order to improve road safety on the continent, identify areas of immediate concentration in order to adopt an integrated approach to problems, and propose aspects for the formulation of an African Road Safety Initiative. It served as a lead paper during the opening sitting of

the Third African Road Safety Congress, and is found in the compendium on the congress available at the ECA under the reference ECA/RCID/43/97.

(xvii) **Third African road safety congress**

47. ECA organized, in collaboration with OECD, from 14 to 17 April, in Pretoria (South Africa), the Third African Road Safety Congress attended by 300 professionals from 51 countries, including 31 African countries, and international organizations. Papers presented during the congress focused on 15 current themes previously identified by the congress steering committee comprising ECA, OECD, the host country, and their partners operating in the domain. The congress enabled the various panellists to exchange experiences in road safety matters and identify problems that the African continent has always encountered at the national, subregional and regional levels.

48. In the light of the various papers presented, the congress concluded its deliberations by emphasizing the need for the continent to launch the African Road Safety Initiative in order to: (i) sensitize decision-makers and politicians to the challenge posed by road safety problems; (ii) develop the best information systems; (iii) ensure increased community participation in the formulation of road safety programmes; (iv) include road safety aspects in the transport sector development policies; (v) assist member States to prepare integrated inter-sectoral and multi-disciplinary road safety programmes with clearly defined objectives, and appropriate administrative structures; (vi) develop manpower and build institutional capacities; (vii) develop subregional and regional cooperation programmes within the framework of transport operations; and (viii) develop North/North and South/South research, technology transfer and assistance policy programmes.

(xviii) **African transport forum**

49. ECA decided to organize the first African Transport Forum, between 26 and 27 November 1997, on the sidelines of the eleventh meeting of the Conference of African Ministers of Transport and Communications. This first forum organized under the theme "building transport capacities in Africa," will give an opportunity to bring together African decision-makers, public and private sector operators, planners, economists, representatives of universities and research institutes, IGOs, specialized United Nations agencies, NGOs, etc.

50. Since transport development is an on-going and long process which is not expected to stop at the end of UNTACDA II, ECA would like to institutionalize the periodic organization of this forum in order to establish a platform for the exchange of ideas on the best practices and experiences and carry out an overview of new transport policies in Africa and elsewhere, and consequently define development programmes.

(xix) **Subregional workshops on implementation of UNTACDA II strategies**

51. Plans were made to organize five seminars, one per subregion, to discuss ways and means of implementing aspects of UNTACDA II strategy specific to each subregion. In that

respect, ECA had approached Cameroon and Kenya to host the seminars for Central and Eastern Africa respectively. However, it was not possible to organize them due to the financial difficulties that beset the United Nations by the end of 1995.

(xx) **Environmental issues in transport and tourism sectors in Africa: realities and perspectives**

52. In order to carry out this activity, ECA included in its 1996-1997 work programme, a study of the impact of transport and tourism development on the environment. It was conducted in 1996 by a multi-disciplinary team assisted by consultants recruited for that purpose.

53. The study which covered the tourism and transport, land and inland waterways sectors, strove to: (i) identify environmental problems caused by transport and tourism development in Africa; (ii) propose appropriate measures to African governments in order to minimize the adverse effects of such development; and (iii) sensitize African countries to efforts to be made in the area and encourage them to take necessary remedial measures to ensure the proper management of environment. The gamut of measures suggested in the study include: statutory, institutional and local incentives measures, techniques and action programmes designed to eliminate adverse effects, translation of integrated sectoral development plan into sustainable economic and social development plan as far as the positive impact is concerned.

54. Furthermore, the survey considered, through case studies, the experiences of African countries in their efforts to combat pollution caused by transport and tourism operations, in order to verify, in particular, the effectiveness of measures taken by these countries in the field. The document is available at the ECA under the reference TRANSCOM/1067.

III. CONCLUSION

55. This report reveals that out of the 26 projects adopted under the regional action programme for the period 1995-1997, 16 were completely or partly executed, while four were abandoned for lack of adequate financial resources. The current execution rate of 80 per cent would therefore have been 100 per cent had there been sufficient resources.

56. In the immediate future, it will be necessary to refurnish, *inter alia*, the special United Nations Trust Fund for Africa's Development (UNTFAD), through contributions from member States and development partners concerned, to enable ECA to implement the plan of action so as to speed up the Decade programme implementation.