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RAPPORT DE MISSION

Fonctionnaire en mission :   M.H. Koumaré

But de la mission :   Assister les Etats à la formulation des initiatives MAP et OMEGA

Lieu et période de la mission :   Abuja (Nigeria) et Dakar (Sénégal) du 1 au 13 juin 2001

**Rapport de mission effectuée à Dakar (Sénégal) et Abuja (Nigeria)
du 1 au 13 juin 2001, par M.H. Koumaré**

I. INTRODUCTION

A la demande du Secrétaire exécutif et sur la requête du Nigeria et du Sénégal, une mission de la CEA composée de Messieurs Patrick Asea, Chef de la Division ESPD, George Alibaruho, Conseiller principal du Secrétaire exécutif, Makane Faye, Conseiller régional au niveau de DISD, Asmelash Beyene, Conseiller régional à DMD et moi-même a séjourné à Abuja du 1 au 4 juin 2001 et à Dakar du 11 au 13 juin 2001.

Le but de la mission à Abuja était de prendre part à l'atelier sur le Plan MAP et à apporter l'expertise et l'expérience de la CEA dans le développement économique ainsi que la mise en œuvre des programmes régionaux.

A Dakar, la mission avait pour but de prendre part à la rencontre scientifique sur le Plan OMEGA initié par le Président Abdoulaye Wade. Cette rencontre avait pour agenda de réfléchir sur la cohérence et l'opérationalité du Plan OMEGA.

II. PARTICIPATION

Les pays suivants ont pris part à la réunion d'Abuja : Nigeria, Afrique du Sud, Algérie, Sénégal, Mali, Tanzanie et Egypte. En outre, les organisations suivantes ont participé à la réunion : CEA, PNUE, Banque mondiale, PNUD, Fonds monétaire, IGAD et les ambassadeurs accrédités au Nigeria.

A Dakar, ont pris part : les économistes des universités françaises et américaines, des institutions internationales (Banque mondiale, l'Union européenne, Fonds monétaire, Banque africaine de développement, PNUD, FAO, OUA, CEA), les représentants de l'Algérie, de l'Afrique du Sud, du Maroc, du Nigeria, du Japon ainsi que des consultants et experts nationaux et internationaux.

III. PARTICIPATION DE LA CEA

A. Abuja du 1er au 4 juin 20001

La réunion a été organisée sous forme d'atelier sur 7 thèmes à savoir :

       i)   création de conditions préalables pour le développement durable ;
       ii)   améliorer la gouvernance économique ;
       iii)   développement humain ;
       iv)   infrastructure ;
       v)   diversifications des biens et services ;
       vi)   commerce international ; et
       vii)   accroissement du flux de capital.

Les différents thèmes ont été introduits par les pays tels que l'Afrique du Sud, le Sénégal, Nigeria, l'Algérie et l'Egypte.

En session plénière la CEA a fait un exposé sur la conceptualisation et la mise en œuvre des décennies des Nations Unies pour les transports et les communications en Afrique. Dans cette présentation, il a été fait part des similitudes d'approches et des leçons tirées afin de permettre aux initiateurs du MAP d'en prendre compte lors de la finalisation du document.

En séance de travail du panel sur les infrastructures, la CEA a donné les grandes lignes du document qu'elle a préparé avant d'entamer la mission. Ainsi il a été présenté les grands problèmes de développement des infrastructures en Afrique de même que les idées de projets qui pourraient être préparés et soumis par les Etats africains si cela était nécessaire. En effet, il a été suggéré par la CEA d'éviter que l'initiative ne devienne une liste de projets à soumettre aux bailleurs de fonds.

Le rapport de l'atelier sur les infrastructures ainsi que la contribution de la CEA figurent en annexe à ce rapport.

Le rapport général des débats a permis deux initiatives du Plan MAP de revoir la conception et d'identifier certains projet d'intérêts régionaux, sous-régionaux et nationaux.

Les initiateurs ont aussi proposé un calendrier pour la finalisation des documents avant le Sommet des Chefs d'Etat à Lusaka. Il a été indiqué par les initiateurs du plan qu'un secrétariat du MAP pourrait être crée et logé au sein de l'OUA et de certains pays.

B.   Dakar du 11 au 13 juin 2001

Les réflexions et débats ont été organisés autour en 8 panels et ont porté sur :

i)   Plan OMEGA, une vision à long terme ;
ii)   Effets attendus et la mise en œuvre ; et
iii)   Financement.

Au niveau du thème i) les suivants ont été présentés et discutés : infrastructures, éducation, santé, et agriculture. Des exposés introductifs ont été faits sur chacun de ces points et la CEA a présidé la séance sur les infrastructures. Le rapport de cette séance est joint en annexe à ce rapport.

En outre, la CEA a fait plusieurs exposés sur les infrastructures et le mécanisme de mise en œuvre préconisé par le Plan OMEGA. Les remarques faites ont été intégrées dans les différents rapports.

IV.   CONCLUSION

La participation de la CEA à ces deux ateliers a permis d'assister les pays africains dans la définition et la finalisation des deux initiatives.

Lors du séjour à Abuja, la représentation de RCID a pris contact avec la CEDEAO en vue de discuter du projet commun sur la mise en œuvre de la Décision de Yamoussoukro et de l'étude sur le rapport annuel sur l'intégration en Afrique. A cet égard, les experts de la CEDEAO et de la CEA ont fait l'évaluation des candidatures pour le Chef de projet du don financé par la Banque mondiale. La CEA a aussi collecté les données pertinentes sur les infrastructures et les communications en vue de les analyser dans le cadre du rapport annuel sur l'intégration en Afrique.

Annexes

Abuja (Nigeria)
1 - 4 juin 2001

MILLENNIUM PARNTERSHIP
FOR THE AFRICAN RECOVERY PROGRAMME, MAP

REPORT OF WORK TEAM
ON
INFORMATION AND COMMUNICATION TECHNOLOGIES

1. Introduction

The challenge of bridging the divide is big and cuts across all the sectors. It is compounded by factors such as globalisation, the convergence of the communication technologies, high levels of unemployment as well as retrenchments in the ICT sector.

The state of poor education and health compound this challenge.

ICTs can, if harnessed play an important role in implementing the development programmes of the continent.

2. Issues posing a challenge to Africa

The lack of communication infrastructure is Africa's number one challenge with respect to bridging the digital divide.

The following is an illustration of the different kinds of infrastructure that needs to be built or further developed.

While there are areas with enough infrastructure there were areas where even common radio signals could not be received.

The major infrastructure development projects are massive and will need a well coordinated and planned roll-out programme that takes into account the other infrastructures such as water, energy and transport.

2.1.1 Telecommunication infrastructure
a)   Inter-country telecommunication infrastructure
   i.   Satellite coverage
   ii. Cables

b) Intra-country telecommunication infrastructure
   i.   Satellite
   ii. Cables
   iii. Wireless

2.1.2 Internet infrastructure
a) Internet service providers
b) Internet hosts
c) Internet domain name policy
d) Internet number registry

2.1.3 Broadcasting infrastructure
a) Radio
b) Television
   i.   Terrestrial
   ii. Satellite Broadcasting
   iii. Direct to home Television (DHT)
c) Digital Broadcasting

2.1.4 Postal infrastructure
a) Postal e-networks
b) The post bank

2.2   Establishment of Policies
a) Telecommunication policies
b) Broadcasting policies
c) Internet policies

d) Postal policies
e) Other ICT-related policies
  i. Electronic commerce or electronic transaction laws
 ii. Electronic government policies and laws
iii. Electronic crime-related policies and laws

2.3 Establishment of regulatory authorities

a) The independence of Regulatory Authorities
b) The resources for Regulatory Authorities
  i. Financial resources
 ii. Human resources
c) The stability of regulatory Authorities

2.3.1 Harmonisation of policies at regional and continental level
2.3.2 Harmonisation of Regulatory Authorities at regional and continental level

2.4 Development and dissemination of African content

a) Broadcasting content
  i. Content for radio (audio)
 ii. Content for television (video)
iii. Content for film
b) Internet content
  i. African developed content
 ii. Content in African languages
Harmful content

2.5 Human resource development

One of the major challenges for the ICT sector is the lack of skilled personnel in the different ICT related sectors. In particular there is a big shortage of engineers and technicians.

2.6 Overcoming the obstacles

Infrastructure development
The establishment of clear policy and regulatory framework and the liberalisation of the sector are essential for attracting investment into the countries and sectors.

The other challenges require planning and the development of local talent and expertise.

3. On-going programmes and activities

Project 3.1	Centre for Public Service officials (Moroco)

Objective: To introduce an ICT curriculum and a special training programme for public service officials so as to prepare them for introduction , development and implementation of e-government.

Nature of project:
This is a continental institution for training public service officials.

Current problems and how to proceed
There are no problems. The centre is running well. The introduction of an ICT programme will however require funding for instructors, technical equipment and related resources.

As a way forward there is a need to develop the curriculum and the programme. Given the large numbers of public service officials that will need to be trained a well organised plan for this purpose is essential. This is a project that is urgent but that could also be implemented quickly with visible results.

Relevance to MAP:
Important for implementation of government programmes related to efficient delivery of services and strengthening democracy making government a model user of ICTs.

Stakeholders and level of involvement:
Mainly government involvement but there is scope for private sector participation

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Project 3/ 2   Support rural women project: Cameroon

Objective:
To support the application of ICTs for improving the status of women, and persons in rural areas.

Nature of project:
This is a national project in the Cameroon and is proposed to be continental.

Current problems and how to proceed
There project does not have any major problems. It is intended that this project be duplicated in other interested countries and be extended into a MAP project. This is one of the projects that is short term with possibility of quick results that will have an major impact on the lives of not only the women but also their families.

Relevance to MAP:
Supports the gender mainstreaming of MAP initiatives, rural development, poverty eradication and enteprenuership.

Stakeholders and level of involvement:

Project 3/3   The Incubator project

Objective:
- To develop strong African entrepreneurs, especially taking into account those retrenched from telecommunication companies.

- To have an incubator project in every big town

Nature of project:
This is a multinational project

Current problems and how to proceed
Incubator projects were said to have a very high failure rate. They were however seen to be very important for supporting people to be self employed and creating jobs.

On-going projects should be looked at, lessons from them be learnt and corrective measures be taken for existing projects. Where these do not exist new ones should be started.

This project is of a short to medium term nature with the potential to make a significant impact on the lives of many people. It is particularly important given the high levels of unemployment on the continent as well as the high levels of retrenchments in the ICT sector.

Relevance to MAP
This project is important for building SMMEs

Project 3 / 4   ITU Tele-medicine/tele-health projects

Objective
- To link big Hospitals with small ones allowing the sharing of expertise and treatment of patients in rural and other far off places
- to develop the projects into phase two or for further expansion in the same country
- To expand these projects into other countries where an interest exists.
- To identify the telemedicine programmes in (Tunisia), Mozambique and Senegal as well as the South African Telemedicine projects as MAP projects.

Nature of project
These are national projects being proposed to be multinational. One of the project is a joint project between South Africa and Mozambique.

Current problems and how to proceed
All the project require injection of capital to develop into new stages or phases.

As a way forward these is a need to identify all the needs, as well as to identify other countries where phase one may be introduced.

Relevance to MAP:
These projects are in support the Health programme of MAP

3.5 Other on-going projects
- The National Information Communication Initiatives, NICIs of the ECA
- The SCAN-ICT of the ECA
- ITCA of the ECA
- Capacity building centres
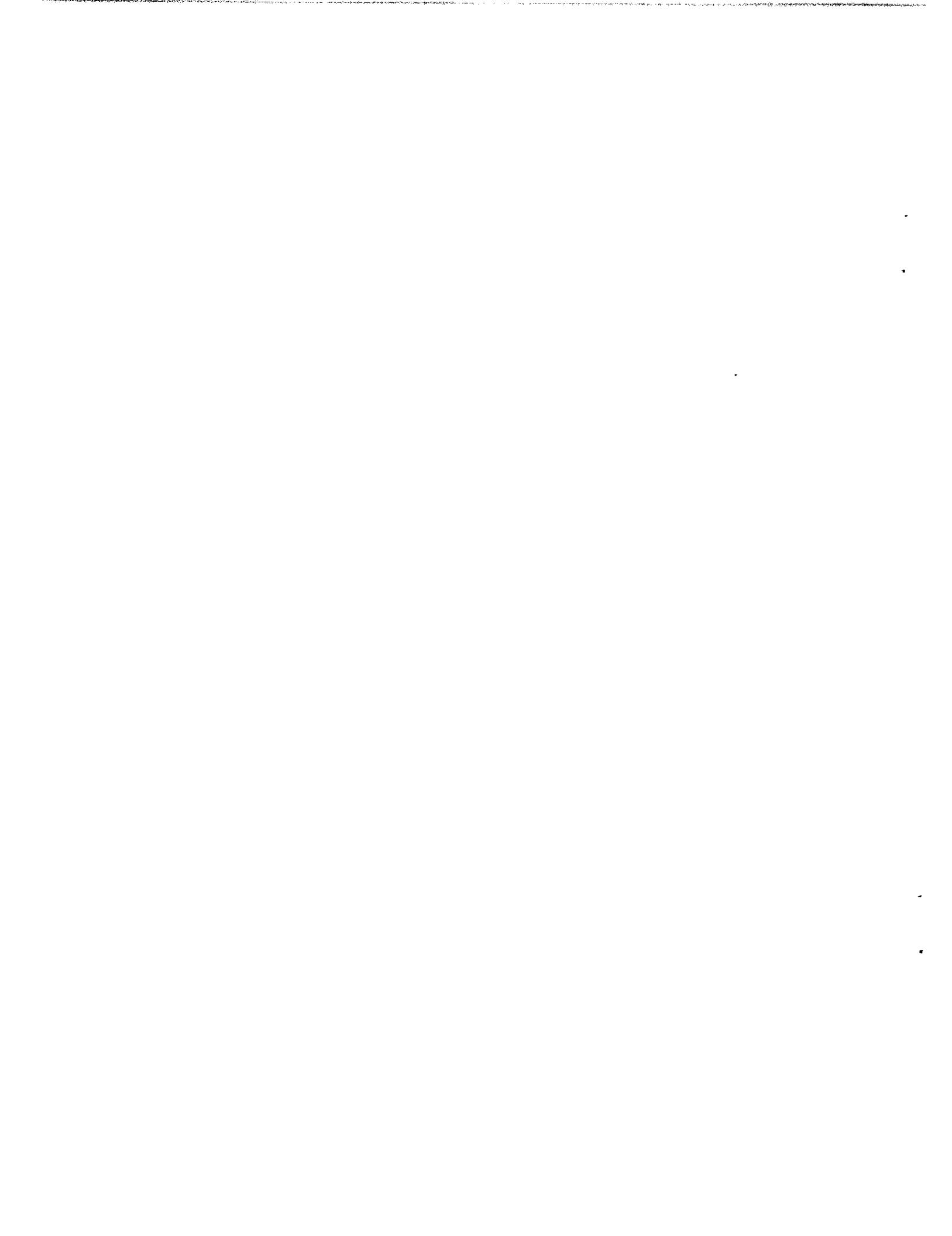- Telecentres: need to be standardised for easier roll-out

4   The Stakeholders
4.1   Identification of stakeholders or partners
Public sector :
Ministries of
- Communication
- Broadcasting and information
- Science and technology
- Arts and culture
- Education
- Health
- Labour
- Law and constitutional affairs
- Trade and industry
- Economic development

- Women, Youth and Childrens affairs
- Transport
- Energy
- Finance

Private sector:
- telecommunication operators
- Satellite operators
- Equipment manufactures(TV,radio,Computer etc.)

The not-for –profit sector
Youth organisations
Women's organisations
Labour organisations especially teachers and health workers

4.2 Nature and extent of partnership
In almost all the projects the participation of the private sector is of an investment nature and a partnership which involves elements such as joint membership of boards.

4.3 The individual and collective roles of the partners
The main role of the public sector partners is with respect to
- creating conducive conditions for investment and growth of the economy
- speedy development of clear policies
- provision of seed funding

5. The Action Plan – new projects
5.1 Activities and programmes at sub-regional, regional and international level. Sequencing of implementation into time frames, short, medium and long term.

Project 5/1	The e-schools project

Objective:
- To make every African youth e-literate
- Re-define universal service to meet the requirements of the new economy
- Make universal e-access in every institution of learning a policy priority on the continent.
- To minimise the impact of the digital divide on today's young generation.

Nature of project:
This is a multinational project which will be developed in stages with each stage having a group of countries that are at different levels of the implementation stage.

Current problems and how to proceed
As this is a very big project it requires very carefull planning. The project will involve many diverse stakeholders and its success depends on each of the different stakeholders implementing their respective parts well and timeously.

The project will require careful, tight and continuous monitoring as well as quick decision-making.

The project will need several policy decisions to be taken and will require the implementation of several programmes to be run simultaniuosly eg training of teachers, awareness building for teachers, communities and students, training and technical personnel for operating and maintenance etc.

A thorough study of how it could be successfully implemented is necessary and also urgent.

In order to proceed it is necessary to identify the first group of countries in which the project will be implemented. Hold discussions with possible partners and begin to plan.

Relevance to MAP
Supports the human resource development objectives of MAP and it is the project that will most significantly contribute to the elimination of the digital divide.

| Project 5/2   The Vijana Digital Opportunity Task Force, |

Objective
- Build e-awareness in youth(Vijana is a Swahili word for youth)
- Build a movement of digital divide volunteers among young people in Africa and the world
- Build African youth in the spirit and values of MAP
- Create conditions and structures that will enable African youth and their counterparts to contribute to accelerating the implementation of MAP projects
- Create conditions that will enable African youth to learn about each other and build a common future
- Build strong links of African youth that live outside the continent with their counterparts in Africa and create conditions for their contribution to Africa's development

Nature of project:
This is a continental including African Youth

Current problems and how to proceed
There are no major problems that are forseen. Although this is not an investment-type of a project it is expected to attract a lot of interest with both public and private sector stakeholders.

This is likely to be the project that will have the highest visibility and impact with respect to the e-awareness programme is well planned.

The development of a possible programme and activities needs to be developed and discussions held with possible stakeholders.

Relevance to MAP
This project, in addition to being the engine of the e-awareness programme is the most important programme to ensure the sustainability of MAP values beyond the current generation of leaders involved in MAP.

| Project 5/3   e-health Project: Linking of Medical Research Centres, |

Objective
- To link African Medical Research Centres, Medical institutions of learning to facilitate information sharing, joint research etc.
- To use ICTs for the awareness building and information dissemination campaign

Nature of project
This is a multinational project

Current problems and how to proceed
This project needs the establishment of the necessary infrastructure to link the different institutions.

The next step is to identify participating institutions, determining the required infrastructure and equipment and taking to suppliers and operators on the wat forward.

Relevance to MAP
Support Health priority Programme of Communicable disease research and management This is a very important element of succes for the programme on communicable diseases.

Project 5/4	Network medical practitioners

Status   New initiative

Objective   To link or network medical practitioners of all levels

Nature of project   Multinational

Current problems and how to proceed
There are no problems and plans to launch the network are underway.Two countries so far are involved.

Relevance to MAP   Supports Health programme

PROJECT 5/5   The *African Connection* Policy Development Village

Objective:
- Training of High level policy-makers in ICT-related policies and provide exposure to the technologies and their applications.
- Ensure that policy makers are equiped to develop policies that facilitate investment in the sector and conditions that ensure that the sector grows
- Provides for structured annual assessment meetings to see progress in projects, look at new developments, develop new partnerships etc and planning

Nature of the project:
Adopted by the MOC a continental project that is very urgentand sent to he DOT Force.

Current problems and how to proceed
Discussions with the private sector in South Africa are nearing completion for their contribution to the centre. A major and on-going contribution has been pledged to meet the bulk of the requirements.

Discussions with other private sector for equipment and other participation are on course. Further development of the programme is necessary including venues where the programme could be run before the completion of the village.

Relevance to MAP
Creation of investor friendly conditions important for MAP. Development of policies such as e-govemance important for the democracy principles of MAP.

Stakeholders and level of involvement
To be a public/private sector partnership project. Higher level of involvement of both. The governance to reflect this. To run by proceeds

6.   THE ACTION PLAN

6.1   OAU Summit to adopt the MOC proposal for OAU to adopt Declaration on e-readiness in Africa

6.2   Establishment of the Africa e-readiness Commission

6.3   LDC Plan of action
The need for a special programme for LDCs has been identified in several forums and is one of the programmes on the African Connection-the ATU Strategic Plan. The DOT Force also recognised the need for such a programme.
It is proposed that copies of the recently concluded 3rd UN Conference on LDCs Plan of Action should be obtained and implemented.

6.4   Participation in international forums
The low level of participation of African countries in international meetings was seen as a major problem.

Establishment of an African Radiocommunication Advisory Group
Given the fact that it is difficult and expensive for countries to develop all the necessary experts and to have them participate meaningfully in the international meetings, notably in the World Radiocommunication Conferences, it is important and urgent to set up an African Group of experts who would represent the interests of the continent and assist to development continental positions.

6.6 World Summit Information Society (2003)
The ITU Plenipotentiary Conference held in Minneapolis in 1998 proposed that a WSIS is held. The idea has been adopted by the UN and the Summit is due to be held in 2003. Given the important of this Summit for Africa and the cross-cutting nature of its agenda it is important to begin preparing for it. It is proposed that sub-committees involving different ministries coordinated by the MOC beginning some preparatory work.

6.7   ECOSOC (July 2001)
The 2001 High level segment of ECOSOC is dedicated to Africa. It is important that this opportunity is used to highlight MAP and its programmes.

The coordination segment of ECOSOC has technology, especially information technology as its theme. It will be important that the relevant ministries participate so as to contribute to the ICT agenda.

7. Other Programmes
- Regional Intergration
- Public and community access points
- Provision of e-translation services for conferences
- The TECHNOPOL project in Algeria
- Support for small farmers
- e-Translation services
- email address for every citizen through the post office

8. Work to do in preparation for OAU Summit
a) Draft the Declaration to be proposed for adoption
b) Draft Terms of Reference for the Africa e-readiness Commission

8.1   Work to do in preparation for Genoa Summit
Get list of interested countries for the major projects:
- e-schools
- e-health

8.2   Work in preparation for ITU Telecom Africa 2001
Plan to launch a MAP ICT project in November. There is a need to identify which project will be launched and which the participating countries will be.

Given that all the major companies in the ICT sector will be in South Africa for this event, a special 'MAP partnership' meeting will be organised with the aim of concretising programmes.

Recommendations
9. Assignment and or delineation of roles, both individually and collectively, to partners and stakeholders.

9.1   The Ministerial Oversight Committee
9.2   The MOC to continue spearheading the ICT programme and overseeing progress with respect to MAP programmes.

MOC to establish an MOC MAP committee to deal with the MAP programme, identify experts and form teams of experts to address specific sub-programmes.

9.2.1   The *African Connection* Centre for Strategic Planning, ACCSP
The ACCSP to facilitate the execution of tasks, especially studies that need to be made in preparation for finalising the priority project proposals prior to the Genoa Summit.

9.2.2   Tasks for the African Telecommunication Union, ATU
The ATU to sensitise members states on MAP and collect information on interested participants in the different projects.

UNITED NATIONS

ECONOMIC COMMISSION FOR AFRICA

CONTRIBUTION
OF ECA

CONTINENT-WIDE AND REGIONAL DEVELOPMENT OF TRANSPORTATION INFRASTRUCTURE

I.   Introduction

Transport - anywhere in the world and in any form - plays a fundamental role in the daily lives of people. In the developing world such as Africa, transport is generally considered one of the most important factors in the development process. This is also applicable to countries in the developed world, because healthy and accessible transport system is fundamental to any region survival and wealth.

The relationships between transport and development are complex and vary in terms of location and timing. No development is possible without transport. The development of transport leads to other forms of development; it can also spearhead other related developments. Without transport there can hardly be any exchange of goods, ideas or movements of persons and as a result, there can be no economic development.

The development of a modern and efficient transport system can lead to other forms of development. Transport in Africa is seen as a factor that initiates development as well as an indicator of the level of development. Transport is also a means to facilitate the socio-cultural mixage of people.

Transport is a driving force of development as it facilitates the operation of a large number of activities in a given zone. In areas with good transport infrastructures, people can take advantage of this development to promote various economic and social-activities, facilitate and increase their movements as well as improve their living standards.

In areas with efficient transport system, food shortages are rare as transport promotes food production and encourages the implementation of an efficient distribution system. On the other hand, in areas where the transport system is not well developed, the movement of people and goods is limited therefore, economic and social activities are reduced, resulting in poor and declining living conditions.

In extreme cases, the lack of a transport system can lead to stagnation and can compromise the survival of people as foodstuffs can not be transported to their destinations. In some African countries, due to lack of appropriate transport infrastructure and services, the agricultural products become rotten, thus the revenues of peasants are reduced. This situation also contributes to increase hunger in Africa.

Transport infrastructures and services are vital for economic growth. The introduction of new transport facilities and the improvement of the existing services can have a positive impact on economic development. As a direct effect of the improvement of the transport system, new industries can be established as well as increases in agricultural productivity. Market access and size could be improved and new zones could be made available for the cultivation of new crops. People could be attracted to new growth zones and with the introduction of new ideas and skills, the economic activity could be considerably diversified.

For developing countries, development of an efficient transport system is essential for socio-economic development and also serves as an instrument for the exchange of goods and cultures which is paramount for any rural development as well as any exploration of mineral resources and the establishment of industries. Improvement in rural transport and travel can

increase production and lower the cost and distribution of agricultural products. Similarly, improvement of urban transport can increase labor market and productivity. The interurban and international transport can facilitate domestic and international trade, and ensure the physical and economic integration of a region such as Africa.

The changes taking place in Africa in the areas of technology, politics, science etc. are generally swift and impressive. Transport is an important feature in this modernization process. At times it contributes to the acceleration of the process and at other times it decelerates this process.

Africa is a continent made up of 53 independent countries with varying cultures and different sizes as well as rough and dangerous terrain. With an immense agricultural and mineral potential, the role of transport is crucial especially in the continent economic and socio development.

Africa is also a continent with 15 landlocked countries, with the remaining 38 partially or totally in the tropics. Travelling in Africa is still cumbersome and difficult. In the past, travelers in Africa were subject to long and hazardous journeys. Businessmen and goods only arrived at their destination after several months. These problems still exist as it is very easy, though expensive, for a foreign visitor to travel thousands of kilometers from New York, London, or Moscow to an international airport in Africa like Lagos (Nigeria) or Nairobi (Kenya), than to travel within an African country either by road, rail or the use of the domestic air services. It takes more time energy and resources to reach a remote rural community in an African country than flying from a foreign continent to an international African airport. The access by villagers to modern systems of transport is very limited.

Finally, an appropriate transport policy related to environment, safety and security will reduce the socio-economic cost of the impact of environmental issues of health and road accident. The accelerated growth rate of urban population in Africa, the increase in number of motor vehicles, the use of cheapest fuel and of second hand cars from Europe, the road accident, the lack of appropriate maintenance of cars, have started to have an impact on the quality of the air, the urban pollution and more importantly on the health of urban population. The economic impact is estimated in Africa at 3% of GDP.

In recognition of the role of transport in socio-economic development of Africa and on request of African countries, the UN General Assembly has declared the periods 1978-1988 and 1991-2000, as the United Nations Transport and Communications Decade for Africa with the objective to physically integrate Africa so as to foster trade and economic growth.

II.   Africa in the context of transportation

General Situation

Africa is a continent of 29,600 million square km with varying landscapes which hinder surface transportation. The continent has more than 53 independent states, and the total population is around 800 million. It is noted that 35% of this population is leaving in urban area and 65% in rural area. There are 15 land locked countries, with no access to the sea. Thirty-eight of the 53 countries are under the tropics'. Travelling within Africa is still very difficult and it takes a considerable amount of time for passengers and goods to arrive at their various destinations. The prolonged length of time involved in these movements have an impact of the price of goods as well as on the operating cost of the enterprises and inconvenient for the business community. For example it is by far quicker today to fly from

Dakar or Addis Ababa to New York than from East Africa to North Africa or even within some countries in the ECOWAS or ECCAS sub-region.

Sector overview

- Road:

  The sector is characterized as follows:

  - Network 1.5 million km of road = 50.6 km/100 sq. km with 50% of major roads and 50% of secondary and rural roads.
  - Lack of appropriate maintenance and high operating cost. If Africa can reduce the unit cost by 10%, there will be a saving of US$12 billions.
  - High road accidents with an socio-economic cost estimated at more than 2% of GNP.
  - Poor corridor facilitation, which lead to long delays of up to 20 to 40 days for less than 1,600 km.
  - Less than 10 millions vehicles.

- Railways

  The African rail network is 80,700 km, which means a density of 2.7 km/sq. km. This network is disjointed and uses 9 gauges with only 3, fulfilling international standard.

- Maritime transport and ports

  This is characterized by cumbersome administrative procedures; lack of appropriate capacity, infrastructure and equipment; inefficiency of port operation, and inadequacy in safety standard. Intermodal and multimodal concepts are not well exploited.

- Air transport

  This form of transportation lacks inadequate regulatory policies, with over protectionism, leading to a disjointed African network as well as lack of maintenance of infrastructure and requiring financial resources to renew the fleet in order to develop and introduce new services.

III. Priority areas for continent-wide and regional Development of transportation infrastructure

The importance and need for building efficient, safe transportation systems and providing affordable services at national, sub-regional and regional levels have been a permanent concern for a long time among African countries. ECA has been associated with these endeavors as well as the OAU, the regional economic communities such as ECOWAS, SADC, COMESA, UMA, the UN and African specialized agencies.

This is a pressing need looming high on the continent's agenda in collaboration with its development partners as we move into the 21st century facing globalization and liberalized world economy. In this respect, the African Ministers in charge of transport adopted in Cairo, in 1997, during their 11th meeting a framework of action for building strong and efficient transport systems in Africa for the 21st century. The long-term goal of the framework is to establish integrated and efficiently operated transport systems for Africa's physical

The main thrust of this plan is:

(a)   *To pursue and deepen ongoing reforms in the transport sector*. In this regard, emphasis will be placed on:

    (i)   drawing up and implementing policies and strategies for planning and financing;

    (ii)   building maintenance capacities through the association of local and international expertise;

    (iii)   promoting access to services including the rural areas with emphasis on gender issues. In this regard, attention should be paid to the Trans-African Highway Programme as conceived in the early 60s; and in corridor development; and

    (iv)   removing non-physical barriers/impediments to smooth flow of traffic. The corridor approach should be followed during this exercise.

(b)   *To promote an adequate technological base for the development of efficient and operational transports system*. To that effect, the immediate areas of focus will be:

    (i)   enhancing capacities for negotiations on technology transfer;

    (ii)   promoting research and development and ensuring training in building some transport equipment.

(c)   Capacity and institutional building

Human resources and institutional development are essential for the transport sector in order to support trade and tourism development. In this regard, the approach to be followed should give greater responsibility to sub-regional economic cooperation organizations and to the programme of training of trainers and better utilization of trained staff. The focus should also include the promotion of small and medium-scale enterprises.

(d)   Improve management and conditions for sustainable development of transport

The actions required under this issue will include:

    (i)   Establishment of a regional and sub-regional transport databases in order to produce reliable and detailed performance parameters and key data for policy decision makers and investors;

    (ii)   Improvement of safety and security in order to reduce its socio-economic cost;

    (iii)   Reducing the impact of transport on environment through intensification of environmental protection measures. In this regard, assessments will be undertaken in order to help countries in staff training and in formulating and applying regulations.

All of these areas of focus should be translated into actions under each modal sector of transportation and some proposals that ECA is developing are:

(i)   Civil aviation: gradual liberalization of the access to air transport;

(ii)   Railways interconnection

(iii)   Trans-African Highways development

(iv)   Road safety development

(v)   Facilitation including use of IT

(vi)   Technology development

(vii)   Capacity building

These project ideas should be developed in cooperation with RECs and the contribution of member States. It is only after these consultations that appropriate cost could be prepared.

IV.   Partnership

While the above could be part of an African plan, it should be seen as an effective cooperation framework to be implemented with all of Africa's partners in development. The latter should develop and/or strengthen meaningful cooperation with African institutions, dealing with transport as well as with regional economic grouping to implement the framework.

I wish to emphasize that cooperation with the private sector is essential because governments can not do everything and they should not, indeed, be responsible for everything. The private sector should play its role in building and managing infrastructures and services; government should provide the enabling environment and regulate the provision of such services. Their role should be limited in planning, monitoring, harmonization, safety and security, cost recovery and transit planning.
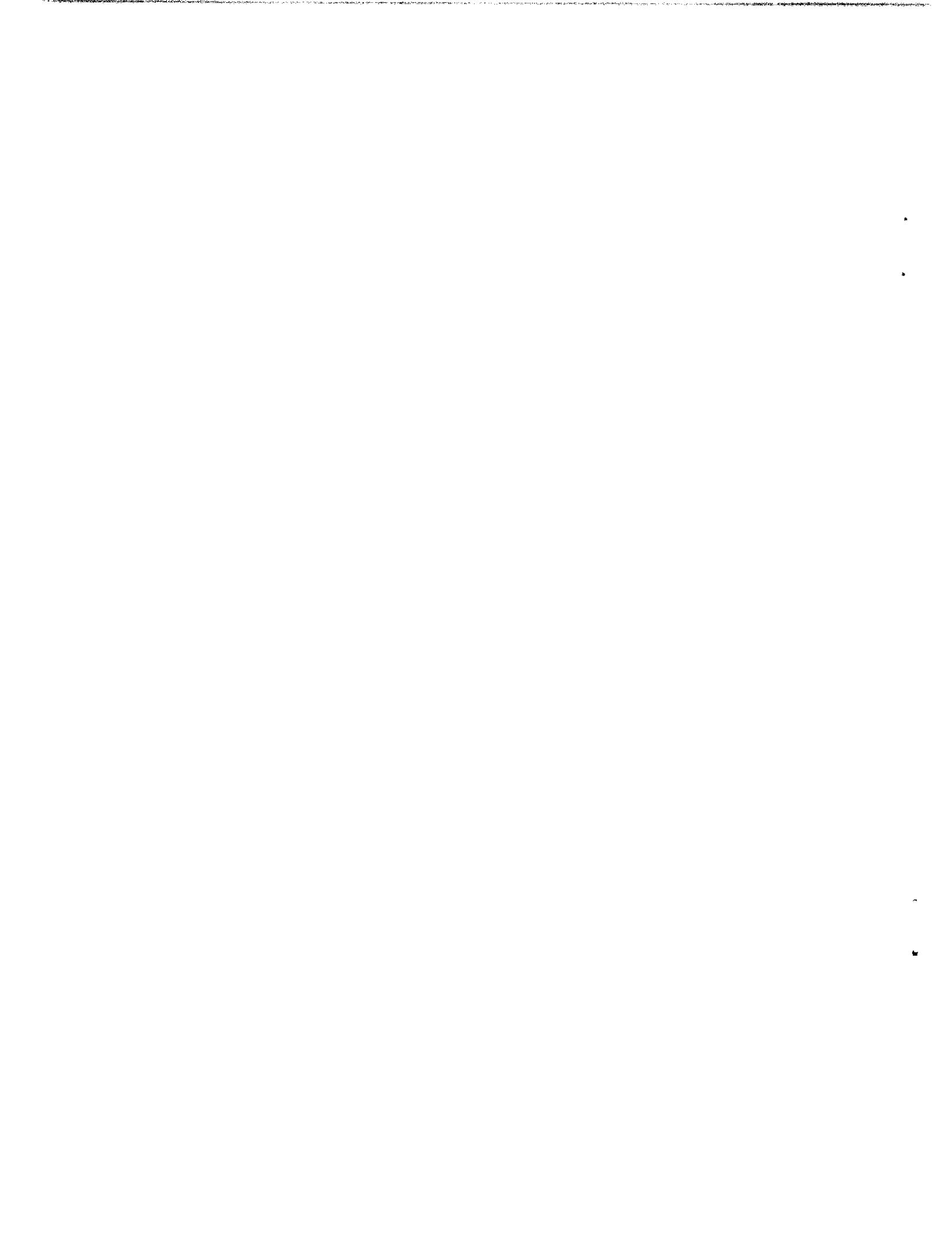
Dakar (Sénégal)
11 - 13 juin 2001

IV. RAPPORT GENERAL DE SYNTHESE

La conférence internationale des économistes sur le plan OMEGA s'est réunie à Dakar du 11 au 13 juin 2001. Elle a regroupé près de 200 économistes et experts venant d'Afrique, d'Amérique, d'Europe et d'Asie ainsi que des représentants des institutions internationales (BAD, BM, BOAD, CEA, CNUCED, FMI OUA, PNUD, UE) et des représentants de partenaires bilatéraux dont la France, le Japon et les Pays-Bas pour réfléchir et débattre sur la cohérence et l'opérationalité du plan OMEGA.

La conférence a salué l'envoyé spéciale de Monsieur le Président de la République Algérienne son Excellence Abdel Aziz Bouteflika qui a délivré un message spécial d'appréciation et d'appui aux travaux des économistes. Le message a appelé vivement à la réalisation de la convergence des différentes propositions africaines, en vue de la constitution d'une initiative unique qui permet à l'Afrique de parler d'une seule voix afin de répondre aux multiples défis de la mondialisation.

Le Président de la République du Sénégal dans un discours d'ouverture de très haute facture, a rappelé les grandes orientations du Plan OMEGA. Il a surtout insisté sur la nécessité de tirer tous les enseignements pour l'Afrique, des expériences qui ont été initiées dans le passé afin de présenter une initiative véritablement économique, cohérente et réalisable qui permet au continent d'adhérer à une vision globale et réalisable de développement durable fondé sur une insertion dynamique et compétitive dans l'économie mondiale. Cet objectif de constitution d'économies africaines compétitives nécessite la correction des distorsions macroéconomiques et structurelles en Afrique.

Après avoir rappelé la substance du Plan OMEGA pour l'Afrique, le Président de la République a fixé le cadre de la Conférence en invitant les économistes et experts réunis pour l'occasion à "procéder à un examen critique de la démarche, de la logique, de la pertinence, du choix des objectifs parmi mille priorités, de celle des moyens et d'apprécier l'adéquation des moyens aux objectifs." Il est dès lors question de faire subir au Plan OMEGA un test de cohérence interne par la communauté des économistes et experts réunis à cet effet.

Les réflexions et débats, organisés en huit panels, ont porté sur trois thèmes majeurs:
- **Plan OMEGA, une vision à long terme: Présentation, articulation, rationalité, stratégie;**
- **Les effets attendus et la mise en œuvre;**
- **Le financement.**

I   LE PLAN OMEGA, UNE VISION A LONG TERME: PRESENTATION,ARTICULATION, RATIONALITE, STRATEGIE

Le premier thème a pour objet d'éprouver la pertinence des quatre secteurs retenus comme prioritaires par le Plan OMEGA et qui sont:
- **les infrastructures,**
- **l'éducation,**
- **la santé,**
- **l'agriculture.**

Les exposés introductifs, d'une grande rigueur scientifique, ont examiné l'intérêt de l'amélioration de la dotation factorielle de l'Afrique en capital physique et humain, composantes essentielles du développement durable.
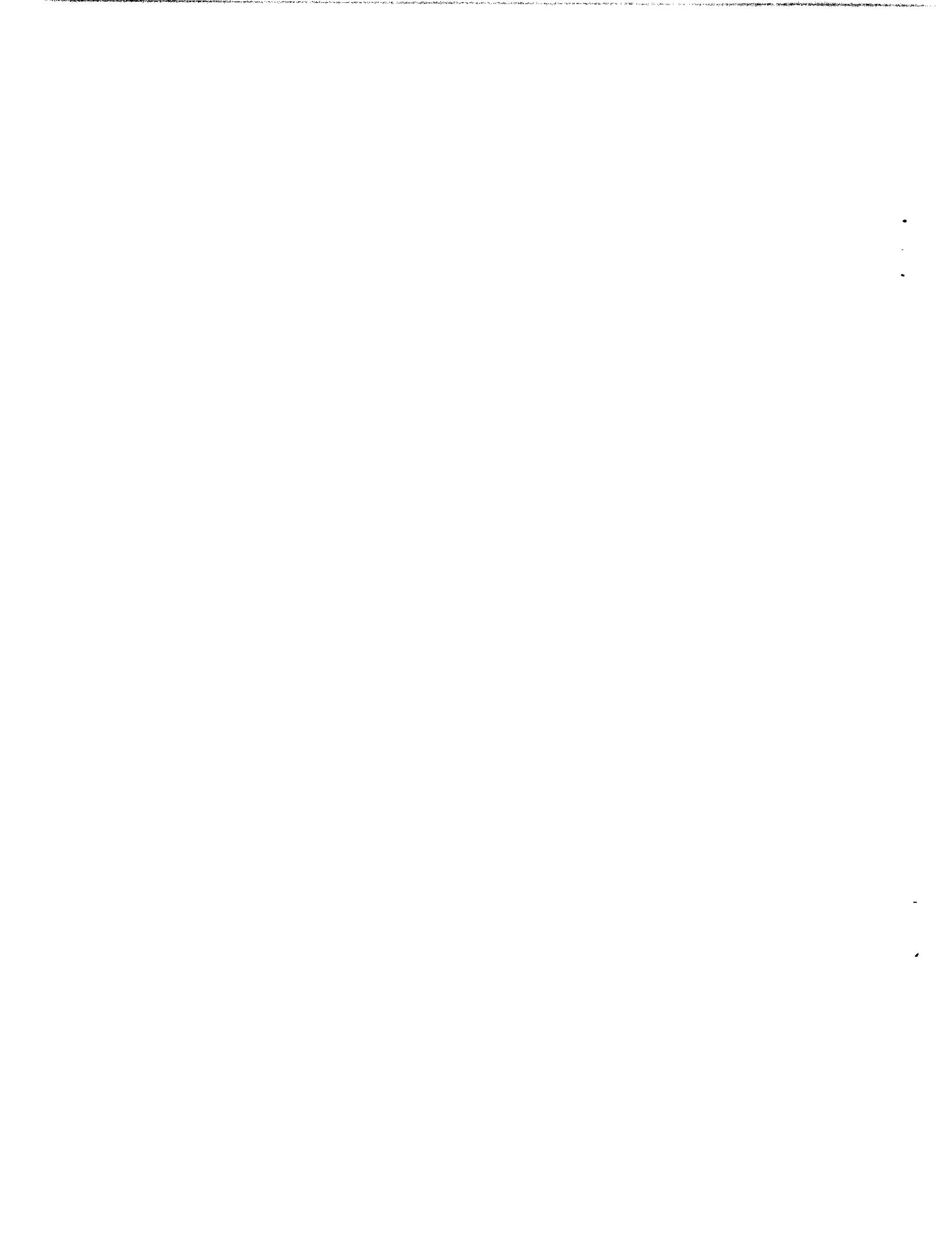
Concernant le capital physique, on observe un retard extrêmement important dans les routes, les ports, les ponts, les ouvrages hydroagricoles, l'assainissement, etc...A cette insuffisance quantitative s'ajoutent des déficiences qualitatives importantes. La conséquence immédiate de ces déficits qualitatifs et quantitatifs est la réduction du niveau de productivité globale des facteurs de production. Ils empêchent ou bloquent les processus de formation des marchés en constituant des obstacles à la circulation des hommes, des biens, des capitaux et des services. Ces déficits se présentent comme la principale contrainte à l'élévation du niveau de compétitivité des productions manufacturières, industrielles et agricoles et expliquent ainsi le faible poids du continent dans le commerce international. Enfin ces déficits infrastructurels constituent un important facteur de ralentissement des processus d'intégration des pays africains.

La conférence reconnaît que la résorption de ces disparités ainsi que la réhabilitation des infrastructures existantes contribueront à relancer la croissance.

Concernant le capital humain (éducation et santé), les priorités identifiées par le Plan OMEGA et qui permettent la résorption des déficits reposent sur l'amélioration du niveau d'instruction des populations et de leur état sanitaire. Les programmes visent à la scolarisation universelle, à l'arrêt de l'expansion de la pandémie du sida en Afrique et à l'adoption d'une politique d'éradication du paludisme. Par ailleurs, au niveau de l'enseignement supérieur, il est proposé la régionalisation et la spécialisation des universités couvrant l'espace sous-régional et continental.

Pour l'agriculture, les développements ont mis en évidence les immenses potentialités et ressources agricoles encore largement sous-exploitées. De plus, les processus productifs se sont avérés inefficaces et peu compétitifs, ce qui explique les pénuries alimentaires récurrentes et structurelles. Cette situation est due principalement à la faiblesse de la base infrastructurelles et aux politiques agraires inadaptées.

En conséquence, la conférence recommande l'application des stratégies permettant d'accroître la productivité agricole par hectare et par actif rural à partir d'une modernisation du secteur grâce à des stratégies d'investissement massif du secteur privé et de l'Etat dans les infrastructures agricoles, la formation, la santé et la normalisation. Ce package devrait permettre de faire de l'agriculture un des moteurs de la croissance économique.

Pour les nouvelles technologies de l'information et de la communication,
La philosophie du Plan OMEGA est:

1- d'analyser les modalités d'insertion de l'Afrique dans la société globale de l'information et du savoir dans la perspective de diversifier les sources de croissance et de bénéficier du regroupement des vastes ensembles économiques;
2- de permettre l'accès intégral des populations à la société de l'information;
3- d'accompagner, à travers une politique industrielle hardie, les entreprises à sécuriser des positions concurrentielles de rang mondial.

Les NTIC étant un secteur transversal, les axes prioritaires ont été identifiés:

- au niveau des infrastructures, la mise en place d'infrastructures de télécommunications et d'information par création d'une dorsale Internet africaine, disposition d'un satellite africain, accès des villages et zones rurales au TIC;
- au niveau de l'éducation, instauration du télé-enseignement pour améliorer le ratio enseignant/élève en milieu rural;

- au niveau de la santé, développement de la télé médecine pour améliorer le ratio médecin/habitant;
- au niveau de l'agriculture, la promotion de la recherche, de la formation et la disponibilité de techniques de production et de commercialisation permettant le développement et l'élargissement des activités agricoles.

L'élargissement de l'accès aux NTIC étant susceptible de transformer plusieurs métiers actuels et d'en générer d'autres, l'implantation de l'infrastructure de base, propre et commune à toute l'Afrique, sera fondée sur le programme Initiative Société de l'Information en Afrique (AISI) de la CEA, déjà adoptée par les Ministres des télécommunications, des finances et du plan et même par les Chefs d'Etat africains depuis 1996.

II   LES EFFETS ATTENDUS ET LA MISE EN ŒUVRE

Le caractère massif des investissements dans les quatre secteurs doit appeler une évaluation ex-ante des effets sur l'ensemble des économies nationales, sous-régionales et continentales afin de profiter des avantages récurrents et d'anticiper les effets négatifs. Le panel consacré à ce thème a fait l'état des lieux des études théoriques et empiriques qui ont porté sur l'impact direct et indirect des infrastructures et du capital humain sur la croissance économique. Cette analyse de l'état des connaissances scientifiques a permis de montrer le rôle stratégique du capital physique et du capital humain dans les processus de croissance économique et sociale.

Les effets de l'accumulation productive du capital physique et du capital humain sont transmis à l'économie selon deux canaux: d'une part à travers l'accroissement des capacités de production et de la productivité globale des facteurs et d'autre part à travers les externalités positives.

Il est recommandé de poursuivre la réflexion sur les méthodes comptables et économétriques d'évaluation des effets macroéconomiques et sociaux de la mise en œuvre du Plan OMEGA. De même, une plus grande attention doit être portée à la gestion des charges récurrentes occasionnées par ces investissement massifs.

Au niveau de la mise en œuvre institutionnelle, il se dégage du panel consacré à la gestion et à l'administration du Plan OMEGA, que le cheminement de l'information repose sur l'identification des besoins nationaux, suivie de celle mécanique des besoins sectoriels sous régionaux; ensuite vient l'étape des arbitrages sous-régionaux, secteur par secteur, afin de dégager des plans sous-régionaux cohérents. Après l'arbitrage des Chefs d'Etat, le Plan continental, obtenu par synthèse des plans sous-régionaux est examiné par une session spéciale de lancement politique à l'ONU.

Il est également préconisé une agence d'exécution dirigée par un Conseil d'Administration, ouvert aux divers partenaires et dont les fonctions principales sont des missions d'orientation, de décision et de contrôle.

III   FINANCEMENT

En ce qui concerne le financement du Plan OMEGA, le Président de la République a rappelé l'échec du binôme aide-endettement et a exhorté les économistes et experts à la recherche d'instruments alternatifs pour mobiliser les ressources nécessaires au financement du Plan.

D'abord le panel a examiné les sources internes de financement qui se composent de l'épargne intérieure africaine (publique et privée), des excédents longs de réserves en devise de certains Etats et également des ressources qu'ils ont déjà mobilisées, programme routier, programme éducation et formation, santé, nutrition, pauvreté, etc...

Ensuite, il a exploré d'autres sources de financement externes parmi lesquelles:
- l'émission de bons du trésor par les pays développés,
- les droits de tirage spéciaux,
- les emprunts obligataires,
- les investissements directs étrangers,
- les ressources provenant des conversions de dette

CONCLUSION

Différents rapports élaborés par les institutions internationales établissent que si les tendances macroéconomiques et structurelles antérieures ne sont pas profondément modifiées, le continent irait irrémédiablement vers une pauvreté grandissante et une marginalisation plus prononcée, ce qui l'exclurait des affaires économiques et même politiques du monde. Ces documents montrent qu'une réduction de la pauvreté de moitié à l'horizon 2015 nécessite un taux de croissance d'au moins 7% en moyenne par an ce qui nécessite des investissements équivalant à environ 35% du PIB des pays concernés. Dans cette optique, le Plan OMEGA offre une vision stratégique opérationnelle permettant à la fois de sortir de la crise et d'amorcer un processus irréversible de développement durable en s'appuyant sur la résorption des disparités dans le capital physique et dans le capital humain. Les investissements réalisés dans les différents secteurs identifiés permettront l'amélioration de la compétitivité future des économies africaines et le renforcement des perspectives de croissance. Dans la stratégie proposée, le secteur privé(national, sous-régional, régional et international) est appelé à jouer un rôle dynamique aussi bien dans l'initiation que dans la réalisation des projets.

Le financement de ces investissements exige la mobilisation forte et effective de toutes les ressources internes du continent mais également l'implication conséquente de la communauté internationale. Au demeurant, les bénéfices économiques, financiers et sociaux attendus de la réalisation de ces investissements justifient une implication très forte de tous les acteurs privés en quête de profit. Il revient aux Etats, à travers une meilleure gouvernance, de contribuer à la création d'un environnement suffisamment stabilisé et sécurisé pour attirer les flux internationaux de capitaux escomptés.

La Conférence recommande la mobilisation de toutes les couches sociales africaines autour d'une initiative économique commune. Cette mobilisation constitue le facteur qui, combiné à la créativité, au talent et à la volonté des peuples d'Afrique, permettra une meilleure insertion du continent dans le processus de mondialisation, et en définitive, de relever les défis majeurs du développement économique et social.

ANNEXES

SOMMAIRE DES AUTRES TOMES

TOME II

Exposes introductifs des panels (Textes)

Tome III

VI . Exposes introductifs des panels (PowerPoint)