The Way Forward
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<tr>
<td>UNTACDA II</td>
<td>The Second United Nations Transport and Communications Decade in Africa</td>
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<td>NEPAD</td>
<td>New Partnership for Africa’s Development</td>
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<td>IACC</td>
<td>Inter-Agency Coordinating Committee</td>
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<td>RECs</td>
<td>Regional Economic Communities</td>
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<td>ECA</td>
<td>Economic Commission for Africa</td>
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<tr>
<td>CEMAC</td>
<td>Communauté économique et monétaire de l’Afrique Centrale</td>
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<tr>
<td>ICT</td>
<td>Information and Communication Technology</td>
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<tr>
<td>UNCTAD</td>
<td>United Nations Conference for Trade and Development</td>
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<td>GNP</td>
<td>Gross National Product</td>
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<td>SSATP</td>
<td>Sub-saharan African Transport Programme</td>
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<td>RMI</td>
<td>Rod Management Initiative</td>
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<td>RTTP</td>
<td>Rural Travel and Transport Programme</td>
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<td>ADB</td>
<td>African Development Bank</td>
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<td>MOWCA</td>
<td>Maritime Organization of Western and Central Africa</td>
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<td>UAR</td>
<td>Union of African Railways</td>
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<td>OAU</td>
<td>Organization of African Unity</td>
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<td>AU</td>
<td>African Union</td>
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<td>UNIDO</td>
<td>United Nations Industrial Development Organization</td>
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<td>AFCAC</td>
<td>African Civil Aviation Commission</td>
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<td>AFRAA</td>
<td>African Airlines Association</td>
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<td>ITU</td>
<td>International Telecommunication Union</td>
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<td>INDAFTEL</td>
<td>Telecommunication Industry in Africa</td>
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<td>RASCOM</td>
<td>Regional African Satellite and Communications</td>
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<td>WTO</td>
<td>World Trade Organization</td>
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<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<td>OMS</td>
<td>World Health Organization</td>
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<td>OMI</td>
<td>Organisation Maritime Internationale</td>
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<td>UNEP</td>
<td>United Nations Environmental Programme</td>
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THE WAY FORWARD

I. INTRODUCTION

1. Efficient transport and communications infrastructure and services are a vital prerequisite for Africa’s development and integration. Interregional and overseas transport and communications facilitate the expansion of trade, because trade is only possible if people and goods can reach physically (using transport mode) or virtually (using information and communications technology) to the production and consumption areas. In a rapidly changing international environment characterized by globalization and competition, and given the challenges of economic integration and international trade, sound transport and communications infrastructure network and services will facilitate the continent’s full participation into the current profound mutation at world-wide level.

2. Transport and communications infrastructure and services can significantly contribute to reducing poverty since on the one hand there is a link between infrastructure and economic growth, and on the other, the poor are usually identified as having inadequate access to infrastructure services such as clean water, sanitation, and transportation and communications, which are considered as “input indicators” of poverty.

3. Transport and communications integration in Africa would facilitate the creation of a single economic space that would lead to free movement of goods and persons. For transport and communications to play their role and have an effective impact on the integration of the continent, there will be a need for: physical integration of networks; operational integration; user-service provider interface; convergence of policies; joint planning and development of transport and communications; facilities and systems; harmonization of standards; joint cross-border operations; cross-border investments; and accession to international treaties and conventions.

4. The Second United Nations Transport and Communications Decade in Africa (UNTACDA II) final evaluation has revealed that transport and communications infrastructure and services still remain an impediment to the development of international and intra-African trade. The continent is mostly served by relatively small and fewer privately operated infrastructure enterprises working under poor operational conditions, and facing higher risk and costs. The parastatal enterprises established since independence have shown their limitations and are in most cases under severe financial constraint, mismanaged and lack appropriate human resources. The inadequacy of the current transport and communications infrastructure and services have limited the development of agriculture, industry and trade and have thus, affected the ability of African countries to effectively and jointly utilize their potential natural resources.

5. During the last decade, transport and communications development has made some positive contributions to the economic development of Africa. At the same time, it has constituted an important source of externalities, which are not
internalized in many cases due to the failure of national policies in reaching the aim of equalizing private and social cost as well as satisfying the need of the users. The current development of transport is still neither satisfactory, or has not contributed to the reduction of poverty in Africa particularly in rural areas where most of the poor, especially women, live. Provision of good transportation services and infrastructure constitutes a necessary precondition for African economic growth as recognized by the New Partnership for Africa’s Development (NEPAD) and other development initiatives for the development of the continent.

6. Taking into account the above, Inter-Agency Coordinating Committee (IACC) has recommended that the momentum started during the implementation of the UNTACDA II should be continued in a form of Plan of Action for Transport and Services Development in Africa. It is proposed that the Plan be implemented within five years by African countries, subregional organizations with the assistance of financial institutions and specialized African and international institutions. The Plan of Action constitutes the purpose of this document and is submitted for adoption by the Conference of African Ministers of Transport and Communications. The Plan would be evaluated regularly every year at subregional levels under the mechanism of the Regional Economic Communities (RECs) and every three years at regional level by African policy makers under the NEPAD and African Union mechanisms. It is proposed that the Economic Commission for Africa (ECA) plays a role of facilitator and promoter of the actions indicated below, during the implementation of the Plan of Action.

II. RECENT EVOLUTION AND TRENDS IN TRANSPORT AND COMMUNICATIONS SECTOR IN AFRICA

1. Transport

7. African countries and RECs have been making serious efforts over the past years to expand their transport and communications infrastructure and improve their services to ensure their sustainable development. In this regard, many policy reforms have taken place to attract the private sector and to establish road funds. However, due to lack of appropriate policy frameworks in the sector and the problems associated with institutional structures, the growth and efficiency of the sector has been impeded. The last evaluation for UNTACDA II has indicated that the road subsector still remains a dominant mode in Africa accounting for 90% of inter-urban transport. The total length of roads in the region is about 2 million kms out of which 27.6% is asphalted (about 62,000 kms). The current road density in the region is estimated at 6.84 kms per square 100 km. This indicates the inadequacy of the African network compared with Latin America (12 km/100sq.km) and Asia (18 km/100 sq. km). The African network distribution is 2.71 km for 10,000 persons thus making the network accessibility low. Cumbersome administrative measures and poor facilitation policies, resulting in high costs of operations dominate road transportation in the region. Many countries in the region, especially land-locked ones and their coastal and transit neighbors, have developed agreements at subregional levels to facilitate the movement of goods and persons, but most of these agreements are yet to be fully implemented.

8. Africa has 15 landlocked countries and their transportation needs to the sea ports have to be adequately provided for. Cumbersome administrative procedures
and poor facilities within the Transit Countries are detrimental to the development of
the international trade of these landlocked countries. To address these bottlenecks a
number of **transit corridors** have been identified for development. In this connection,
many of such landlocked countries and their coastal neighbors have developed
bilateral and multilateral agreements to facilitate the movement of goods and
persons, but these arrangements are being frustrated since some of the major
provisions are in conflict with national laws and regulations. There is need to harmonize
and enforce axle load limits along the corridors.

9. The African **rail network** currently estimated at a length of 89,380 kms, for a land
surface of 30.19 mil. Sq. kms is thus giving the African region 2.96 km. per 1000 sq kms.
The interconnections of the network is relatively poor especially in central and western
Africa, and the availability of rolling stock is still very low compared to other regions of
the world. During the last Decade African countries have introduced railways
concessioning with the objective of reducing the role of the governments in their
management, and to increase their operating performance. However, the African
railways network, especially those in central and western Africa are still not
interconnected. But all railway networks in Africa, including interconnected ones, still
require harmonization of operating rules and technical standards.

10. **Maritime transport and ports.** Maritime transport accounts for 92 to 97 % of
Africa’s international trade. During the last Decade, Africa’s merchant fleet and its
tonnage decreased from DWT 7.3 m in 1990 to DWT 6.1 m in 1999. Over the same
period, the tonnage carried by the global merchant fleet increased from DWT 618.4 m
in 1990 to DWT 799.0 m in 1999. In that year, therefore, the African merchant fleet lifted
0.8 % of the tonnage carried by global merchant fleet as compared to 1.1 % in 1990.
The declines occurred in all categories of African ships, except container vessels
whose share since 1995 slightly increased Africa’s share from 15% by 1997. In 2000 the
average age of African merchant fleet is 19 years compared to world average of 14
years. However, the situation is a little better with container fleet average of 11 years
as compared to the global average of 10 years. Africa has about 80 **major ports**, with
facilities ranging from conventional berths to container, white/crude oils and bulk
cargo. In 1999 world trade reached 5.2 billion tons of which only 9.8 % and 4 % was
loaded and offloaded respectively in African ports indicating an imbalance of about
50 %. The global container traffic has been growing since 1997 at a rate of 6.7% with
developing countries accounting for 1.6%. In Africa only nine countries have recorded
double digit growth. One of the major problems facing the ports sub-sector in Africa is
that most of them are operated as parastatals, although few countries have recently
commercialized their port operations and management.

11. The **air transport** subsector has received a major breakthrough since the
adoption of the Yamoussoukro Decision in 1999 and the commitment expressed by
individual and group of countries with the support of donors to implement the
Decision. The Decision resulted in speeding up the liberalization of access to air
transport market in the region. It also brought airport and air space management
reforms, which showed a better advantage of competition resulting from free access
to the air transport market. In terms of traffic, airline share in world traffic stagnated at
about 1% despite the boom in international and intra-African traffic during the
decade. The passenger load factor exceeded that of Latin America and the
Caribbean at about 12% below the world average. In contrast, the freight-loading
coefficient estimated at 20% below average remains far behind that of other regions. In order to improve airline operations, regional alliances have forged even though they have not yet attained the levels of Latin America. Many countries have created autonomous civil aviation authorities and have gone for the concession of their airports. The private sectors have shown interest in investing in the airlines industry as well as the management of air space as a result of the liberalization process. Regional organizations and some countries have invested financial resources in the improvement of air navigation services. To ensure the full liberalization of the air transport market, it will be necessary to develop appropriate regulatory measures to ensure the role playing of all stakeholders. It will be also necessary to improve safety and security measures. The negative effects of September 11, 2001 are expected to haunt air transport for the coming two to three years and requires more attention to reduce their severity.

12. **Multimodal transport** is governed by the United Nations International Convention on Multimodal Transport, which was signed in May 1981 but has not yet come to force because the requirement of 30 countries has not yet been achieved. Ten countries including five from Africa have ratified the convention on multinational transport. A multimodal convention has been adopted by member States of CEMAC which takes into account the experience of the United Nations Convention and it provides the framework for multimodal transport regulation among member States. The African countries that have signed do not as yet have the provisions of the convention incorporated in their national laws. The biggest development in multimodal transport in Africa during the last decade is the establishment of Inland Container Depots (ICDs) serving landlocked countries and the growth of containerization and container traffic particularly in southern Africa. The subsector needs to give special attention to (i) Ratification and accession to international treaties and conventions; (ii) application and utilization of ICT and corridor development initiatives; and (iii) establishment of indigenous Multimodal Transport Operators (MTOs).

13. **Urban transport** in Africa is still lacking the institutional framework it requires in terms of its stake in environment protection, and urban roads safety despite the fact that African urban population growth is about 6% more than 10% of the gross national product (GNP) coming from the urban sector. African cities devote 15 to 20% of their budget expenditure on urban transport systems and an average urban household spends about 18% of its monthly income on transport which aggravates poverty. The acquisition of personal cars is growing in the cities by anything from 15 to 20%. There is urgent need for the development of appropriate policies for urban transport with the objective of reducing urban pollution. The lack of adequate urban services is also an issue of concern.

14. **Inland water transport** is providing the African continent with an inexpensive, energy-efficient and environmentally-friendly form of transport. Progress in its development and exploitation in Africa has remained slow over the past decade, although it had grown in importance in other regions of the world. This is mainly because Africa has few navigable inland waterways. The Congo, Nile and the Zambezi rivers are classified as international waterways, but most of other rivers are still in their natural state, with seasonally variable and unpredictable water depths. The lakes offer better opportunities for inland water transport, particularly in eastern and
central Africa. The industry is still largely unstructured and decentralized. Poor navigational aids, inadequate port facilities, non-implementation of safety regulations for inland waterways vessels and non-conventional crafts, remain some of the biggest challenges in the development of both river and lake inland waterways in Africa.

2. Communications

15. In the area of telecommunications the status as in the year 2000 indicates a telephone density of 2.49% with 1.48 mobile telephone subscribers per 1000 persons in Africa. For internet subscribers it was 2.75 subscribers per 10,000 persons and 52.6 internet users per 10,000 persons. Since 1999, the respective growth rate in order listed in these categories have been 2.3%, 48% and 50.6% as compared to 7.6%, 44.6% and 47.7% globally. Also, more than 26 regulatory bodies have been created (the global number is 101), 17 countries have fully privatized their national telecommunications (globally 100 countries have done so), and telecommunications services are now open to competition (in full or partially) in a large number of African countries. During the last Decade, African countries have embarked on several reforms, which led to the establishment of conducive environment for private sector participation. However, the sector is characterized by high costs, poor quality of services and in some cases by lack of appropriate competition. The African markets as well as the communications network are not integrated. The levels of connections and the waiting list, which represent only a low part of the whole demand, illustrate that Africa has one of the highest margin developments in the world. Despite the relative investment effort made, the progress in the telecommunication subsector in Africa remains slow compared to other regions. The telephone network in Africa is reputed to be the least reliable in the world; telephone lines fail to operate every 11 months compared to four years on the average world–wide. Finally, most of the African telecommunication networks are constituted of imported materials and equipment which are very costly.

16. The use of ICT to maximise and increase efficiency is gradually being recognized within the transport sector on the continent. However most of the entities responsible for the development of transportation, do not have the luxury of competent ICT expertise.

17. With the gradual liberalization of audio-visual facilities and the declining costs of radio broadcasting transmission equipment and programme production, the change in the radio broadcasting landscape has been speeded up in several African countries with the emergence of private commercial, religious, educational and other FM stations in urban and rural areas. Local private television companies are taking shape in Africa and are beginning to compete with the traditional state services. Included are also the satellite services introduced in many countries. In 1999, there were seven television sets per 100 persons in Africa as compared to 25.9 for the rest of the World.

18. The detachment of postal services from telecommunications has been widespread in the last decade in Africa. In the year 2000, Africa had only 10 countries (16 world-wide) where postal and telecommunications services continued to operate under one state management. Available information indicates that Africa’s postal services have not changed much in the last decade.
III. CHALLENGES AND ISSUES

20. In general, the performance of the transport and communications infrastructure and services sector in Africa is still hampered by the following issues and challenges:

   (a) Lack of appropriate policy formulation and implementation

21. Over the past years, African countries have been making efforts to expand their various infrastructures and ensure their sustainability. However, due to lack of appropriate policy framework and the problems associated with the existing institutional structures, the growth and efficiency of the sector has been impeded. Most of the policies adopted to regulate and operate transport infrastructures and services development in Africa, do not help create a conducive environment for private sector participation. Some of the issues requiring special attention under policy formulation, among others, are: (i) formulation and harmonization at national, subregional and regional levels of appropriate policies; (ii) adoption and implementation of liberalization policies of markets especially in air transport, maritime and telecommunications; (iii) safeguarding the interest of consumers; (iv) establishment of appropriate regulatory framework for a liberalized environment; (v) enhance implementation capacity in Ministries of Transport and Communications to drive forward Policy and legal reforms in member state; (vi) ensure enforcement of rules, regulations and agreements in collaboration with all relevant government organs and agencies; (vii) undertake harmonization and joint implementation of policy and legal framework at REC level.

   (b) Inadequate financing

22. The financial problems in the transport sector are often associated with the expansion of infrastructure and its sustainability through maintenance interventions and excessive reliance on loans. Often, the costs of infrastructure renewal are beyond the capacity of African countries. Governments currently face the problem of how to generate and mobilize resources for the renewal of infrastructure since the foreign loans and grants for the construction of new infrastructure and maintenance are becoming very scarce and not enough to cover all the priorities for African development. Recent estimates suggest that annual infrastructure investment requirements in Africa are about 5 to 6 per cent of GDP, which implies investment needs of over US$250 billion during the next 10 years alone. To achieve effective private sector participation in infrastructure development requires governments to create an enabling environment (appropriate policy and legal framework). Most donor resources are for Investment Action Programme, rather than the Policy Reform Action Programme which is crucial for attractive private sector funding for investing in infrastructures. There is therefore a huge market that the private sector could exploit. African countries can only meet the resource requirements indicated above if both private and public sector funding are mobilized for mutually agreed projects. The key areas of concern are: (i) establishment of conducive environment for the private sector participation; (ii) introduction of innovative policies and measures to increase financial resources; (iii) establishment of stable macroeconomic policies; (iv) development and implementation of clear and transparent regulatory measures; and
(v) development of cross border financing; (vi) to ensure resources are directed to the priorities of REC’s and member States.

(c) High cost of transportation and communications infrastructure and services

23. Africa’s transport and communications infrastructure and services costs are the highest in the world. For example, the freight costs in East and West Africa is 70% higher than in Asia. Some studies in the 1990s indicated that transport costs in some African countries were 5 to 6 times higher than those in a comparable South Asian country. Studies undertaken by the United Nations Conference on Trade and Development (UNCTAD) in July 2001, revealed that the ratio of transport costs as a percentage of value of exports could reach 55.5% for land-locked countries in Africa. In this regard, it will be necessary to: (i) adopt measures to reduce additional costs related to administration; (ii) redefine the role of government in regulation and avoid monopoly; (iii) improve infrastructure; and (iv) ensure better maintenance and improved facilitation measures.

(d) Lack of appropriate human and institutional capacity

24. Human resource and institutional development is among the prerequisites for sector development and participation in world globalization. But, in most African countries, the infrastructure sector lacks the required human resource and institutional capacity as well as technical efficiency to produce, create and deliver transport and communications services to the African community. The actions to be developed should take into account: (i) sharing of knowledge and good practices; (ii) training of trainers; (iii) establishment of appropriate capacity at national and subregional level; (iv) reinforcement of Associations; (v) establishment of centers of excellence; and (vi) address the issue of HIV/AIDS on transport related activities.

(e) Poor transport and communications facilitation

25. Unnecessary administrative procedures and lack of appropriate facilitation measures and policies are hampering access to markets. Under these circumstances, the private sector is not participating in the development of the transport sector and long delays sometimes up to 10 days for goods transportation can be observed in corridors of less than 1,000 km in length. In some African corridors there are up to 7 checkpoints per 100 kilometers, hence reducing the number of turn-round of vehicles and increasing cost of transportation. The intercountry transport operation activities are also usually affected by facilitation problems associated with transit services, customs and other regulations arising from the policy framework of the different countries. Efforts should be made in the coming years to deal with: (i) the ratification and implementation of the appropriate conventions; (ii) harmonization and simplification of procedures; (iii) removal of non-physical barriers including simplification of customs procedures; and (iv) intensification of the use of Information and Communications Technology (ICT).

(f) Inadequate safety and security
26. The rate of road accidents is very high in Africa compared to other continents. The socio-economic cost of these accidents is estimated at about 2% of GNP. All transport and communications modes involve safety and security of people and goods especially in specific corridors, air and maritime transport urban and rural areas, which need to be addressed during the coming years. Areas for special considerations should include: (i) creation of awareness and education in safety and security issues; (ii) training of appropriate stakeholders; and (iii) development and implementation of manual and appropriate policies; (iv) development of manuals on port safety and security, and (v) develop capacity for search and rescue.

(g) Weak environment and pollution measures

27. Environmental degradation is now a major global concern. Transport infrastructure and the means of transportation have a big negative impact on the environment, which needs to be controlled. The air and noise pollution of most African cities and congestion at borders have been intensified during the last years. In addition risk of maritime pollution is increasing. The environmental problems associated with this situation are expressed in terms of gas emissions, noise, oil spillage, ship waste treatment etc. The creation of awareness and adoption of appropriate policies and measures at national, subregional and regional levels will help improve the situation. Examples of such measures include: establishment of coastal and maritime observatories; establishment of pollution control measures; and reinforcement of existing programmes.

(h) Unexploited technological development

28. The introduction of Information and Communication Technology (ICT) in the transport sector is the most challenging issue facing African countries due to the obsolescence of the equipment and instrument. The use of Information Technology (IT) has changed the way of doing business, and proved a potent instrument of trade expansion in the form of e-commerce. Such potential opportunities are not well exploited in Africa. The appropriate use of ICT and training and the acquisition of knowledge will be the necessary actions to be undertaken during the coming years.

(i) Poor contribution of urban and rural areas to development and to poverty reduction

29. It is estimated that in the near future half of the poor in Africa will live in urban areas, but very far from their work places. As a result urban commuters will have difficulties to access adequate transport services. The present situation of the urban centers shows that households spend 5% to 10% of their income on transport. In some cases the figure is even 15% or more. The rural population on the other hand is often devoid of modern transport access in Africa resulting in the majority of the population being still dependent on traditional modes of transport such as pack animals and non-motorized vehicles. The issues for special considerations under this point are related to: (i) better planning of infrastructure and land use; (ii) empowerment of women to develop rural travel and transport policies; and (iii) development and implementation of appropriate rural transport policies.
30. Lack and paucity of appropriate data to monitor, plan and assess the performance of the transport and communications sector has made it difficult for policy makers to develop appropriate policies and investments for the sector. The establishment of database at national, subregional and regional levels following the harmonization of data and procedures for their collection, including the elaboration of performance indicators should receive the highest priority in the coming years.

31. African infrastructure network is disjointed due substandard and missing links in all modes of transport and communications, especially along trans-African highways, railway lines, air transport and communications. Consequently travel within Africa is difficult and not available during all seasons. In addition, markets are not integrated and all products cannot reach the consumption areas on time. Among the issues to be addressed under this item are: (i) the completion of missing links at national, subregional and regional levels; (ii) elaboration of appropriate maintenance procedures; (iii) coordination among various RECs; and (iv) improvement and expansion of the interconnection and the physical network.


32. The following are the weak and strong points learned during the implementation of the two-decade programmes:

a. Weak points

1. Financial Constraints

33. The decade programmes had suffered from financial constraints and related resource limitations due to conditions and cumbersome procedures of the implementation of financing by some donors, as well as obligations to mobilize entire counterpart budget to projects. Lack of sufficient local counterpart funding and inadequate financing to cater for recurrent maintenance costs of completed projects and existing networks had also been major constraints.

2. Lack of commitment on the part of government and organizations (particularly the regional communities)

34. This problem has been manifested mainly in the form of lack of definite policy commitment to the sector at all levels. The formulation and implementation of the different policies at all levels, related to the sector were not consistent and have been characterized by lack of clarity/transparency. Deviations are often observed between regional, subregional and national transport policies that had seriously affected the commitment of the various partners/stakeholders towards the implementation of common goals and objectives.
3. **Lack of clarity in the definition of tasks**

35. This comprises problems associated with institutional arrangements, regulations and policy framework issues. It is often expressed in different forms that include: (i) lack of coordination between the regulatory functions of the various government agencies and the parties responsible for the development of the sector; (ii) limitations in the existing structure of the Transport and Communications Ministries, often characterized by their bureaucratic and monopolistic nature, as well as their inadequate capacity to manage the various projects; (iii) lack of demarcation between government agencies and transport operators; (iv) lack of planning, institutional and management capacity and absence of management autonomy; and (v) slow implementation process in the restructuring and privatization of state owned enterprises.

4. **Inadequate implementation and follow-up mechanism**

36. During the implementation of the two-decade programmes, the inadequate implementation of projects had been a common phenomenon. There was lack of adequate follow-up mechanism at all levels and that has been affecting the mobilization of resources and the achievements of time frame in the implementation of projects at national levels. The inadequate follow-up of the implementation of valuable decisions such as the framework for Action Plan adopted during the 11th meeting of the Conference of African Ministers of Transport and Communications in Cairo, Egypt in 1997, had adversely affected the outcome expected from the programme during the remaining years.

5. **Relatively low level of achievements of the objectives**

37. Although, the level of achievements of the different objectives of the decade programme varies from sector to sector it has in general been low. This has been mainly due to lack of adequate follow-up mechanism and institutional and other constraints. It is also worth noting that the formulation of objectives and goals should be more realistic in future, taking the main issues of the sector in to account at national, subregional and regional levels.

6. **Data Base**

38. The paucity of data has hampered the analysis and evaluation of UNTACDA II projects and programs.

   **b. Strong points**

7. **Recognition of the importance of transport and communications**

39. African policy makers have recognized that the economic development of the continent depends also on safe, affordable and reliable transport and communications, infrastructure and services that are planned at national, subregional and regional levels. Therefore, two United Nations Transport and Communications Decades were proclaimed at the request of African countries, by the United Nations General Assembly. The New African Partnership for Africa’s Development has also
recognized the need of developing transport and communications infrastructure and services to reach the goal of African leaders.

8. **Recognition of the magnitude of the financing requirement**

40. During the year of implementation of the UNTACDA II programme, African countries have recognized the need to put more financial resources in transport and communications infrastructure and services development in order to reduce the gap of the performance of African transport with those of the rest of the world.

9. **Relevance of UNTACDA II objectives**

41. The outcome of the final evaluation clearly indicates that the implementation of the programme has constituted a relevant and an effective framework for dialogue and consultations towards the development of transport and communications sectors in Africa. It concluded also that preparation and approval in 1991 of the UNTACDA II objectives and strategies by African Ministers of transport and communications had paved the way for effective cooperation among the various Economic Commission for Africa (ECA) development partners for supporting economic and social progress of African states either individually or collectively.

10. **The need to maintain a framework for consultation**

42. Experience from the two decade programmes indicate that there is a need for an established framework for maintaining consultations and dialogue at national, subregional and regional levels in the development of transport and communications in Africa.

V. **THE SUCCESSOR ARRANGEMENT FOR UNTACDA PROGRAMMES**

43. As indicated above, the IACC meeting organized in Addis Ababa from 31st October to 2nd November 2001 recommended that a successor arrangement of the UNTACDA programme should be in a form of Plan of Actions with clear vision statement as well as actions involving all stakeholders.

1. **Vision**

44. The vision of this Plan of Action is to: “Develop integrated transport and communication systems to provide the continent with safe, reliable, efficient and affordable infrastructure and services so as to promote regional integration, address the needs of the poor, reduce the impact of HIV/AIDS, empower women, underpin economic growth and enhance Africa’s position in the global markets”. The elements of the Plan of Actions are indicated below. The successful implementation of the plan of Actions will require innovative approach and better collaboration as well as joint actions among countries and Regional economic communities. It will require more specifically:

    a) Expression of Commitment by like minded states to implement regional projects in a form of Memorandum of Understanding to work together with
the assistance of bilateral donors. In this regard, coordination arrangement between the interested donors and the policy makers will be developed;

b) Empower subregional organizations to take the lead in setting up and implementing of appropriate rules and procedures in line with good economic and political governance of the countries concerned e.g. sound and transparent policy for private sector participation. In this regard, coordination among subregional organizations will be necessary in order to avoid duplication;

c) New role of governments to attract the private sector the governments shall:
   (i) ensure that infrastructure development policies and programme fit into the overall policy framework for reducing poverty; (ii) focus on the formulation of policies and provision of directions and laying out productive regulations as well as credible, transparent legal and regulatory frameworks; and (iii) creation of appropriate enabling environment for privatization/commercialization, corporatization to attract private sector investment.

d) Enforcement of policy through the use of legal instruments existing at sub regional and regional economic communities. These Communities will have the role of implementation agencies of the actions together with the countries concerned and the specialized regional and international agencies.

e) Promote solidarity among member States in order to facilitate access of countries with low indebtedness capacity to concessional resources for the development of regional projects.


45. Africa needs to build on success achieved and emulate examples elsewhere in the area of infrastructure and services for transport and communications otherwise it will continue to lag behind the rest of the world. As indicated above, the continent needs to: adjust its policies, build physical and human capacities, modernize management, attract more private sector, improve transport facilitation, adopt appropriate corridor approach, reduce transportation cost, improve safety and security, take into account poverty reduction dimension in infrastructure development policies and introduce new technologies. Efficiency however, requires concentrating on a few areas of priority actions on the above identified key challenges and issues. The development objective of each of the element indicated below is meant to address the key issues and challenges indicated above. The actions indicated below are to be implemented in a period of five years and should constitute the coordinated work programme for regional and subregional organizations dealing with transport and communications infrastructure development in Africa. The actions have taken into account the continuation of the regional initiatives developed during the UNTACDA II programme.

46. The year 2002 has been initially set aside to allow for the necessary consultations among the partners that would be involved in the implementation of the proposed
Plan of Action, and further consultations will continue during the implementation period.

a. Policy reforms and private sector participation

**Objective 1:** To assist countries to improve the management of transport and communications infrastructure and services and deepen ongoing reform.

**Outputs:**

1. Technical publication on best practices related to transport policy on privatization/commercialization/corporatization of infrastructure and services. (RECs, UNECA, Specialized agencies, Associations).

2. Technical assistance to member States on transport and communication policy development, harmonization and reforms. (UNECA, Multilateral and Bilateral donors, UN Institutions).

**Objective 2:** To ensure the implementation of the SSATP programme

**Outputs:**

1. Implement the Business Plan of the SSATP related to RMI, RTTP, Trade and Transport, Urban Mobility and Railway Restructuring. (World Bank, ADB, ECA, RECs, UAR, MOWCA, Bilateral donors, African countries).

2. Mobilize more resources for the SSATP and extend if possible the coverage of the programme to all African countries. (World Bank, ADB, ECA, RECs UAR, Port Associations, Bilateral donors, African countries).

**Objective 3:** Promote institutional and regulatory environment to ensure a competitive, affordable and efficient transport sector and reinforce member States and RECs’ institutional capacities to increase private and public partnership in transport and communications sectors.

**Outputs:**

1. Establish and/or cooperate with private sector networks. (UNECA, OAU/AU, RECs, Associations).

2. Prepare and organize seminars, workshops on legislative guide on privately financed infrastructure as well as on infrastructure development through various forms of commercialization/privatization. (UNCTAD, UNIDO, World Bank, ADB, MOWCA, Port Associations etc). 

3. Prepare, exchange, and disseminate information on African as well as other regions experience on commercialization/privatization with a view to facilitate knowledge transfer and creating better public understanding with private sector participation. (UNECA, OAU/AU, RECs, ADB, UAR, MOWCA and Port Associations).
4. Train experts of Member States and the RECs to conceive and implement policy reform regulation (UNCTAD, UN agencies and Port Associations).

5. Prepare and implement appropriate regulatory framework to encourage a dealing with liberalized environment and help ensure affordable and reliable transport services and competitive and efficient transport markets.

6. Establish public/private sector partnership based on trust and risk sharing.

7. Reinforce capacity at national levels for better handling of financial and legal issues of concessioning and privatization process.

**Objective 4**: Liberalize market access of transport and communications sectors.

**Outputs:**

1. Assist RECs in the implementation of the Yamoussoukro Decision and define regulatory framework for liberalized markets (UNECA, OAU/AU, ADB, AFCAC, AFRAA, RECs, Bilateral and Multilateral institutions).

2. Disseminate information and develop additional legal measures to liberalize the air transport markets in Africa. (UNECA, OAU/AU, AFCAC, AFRAA, RECs).

3. Organize workshop on air transport liberalization. (UNECA, OAU/AU, AFCAC, AFRAA, RECs).

4. Prepare and implement appropriate policies for communications market liberalization. (ITU, RECs, Associations, ECA, etc.).

5. Harmonize national policies and set up regulatory organs for liberalized markets (ECA, ITU, RECs, Association, etc).

6. Progressively liberalize the urban and international land transport in parallel with the organization of the sector.

7. Promote and facilitate access of private sector to the management of national railway authorities by establishing share holdings.

**Objective 5**: Improve the policy in providing information services and development of industrialization in communications (ITU, RECs, Associations).

**Output:**

1. Implement AISI. (UNECA, RECs, Partners).
2. Harmonize national and regional regulations (ITU, RECs, Association).
3. Prepare and implement market liberalization policies as well as regulatory framework (ITU, RECs, Association, etc.).
4. Implement INDAFTEL (ITU, RECs, UNIDO, Private sector, etc.).

b. Capacity building and human resources and institutional development

**Objective 6:** Strengthen African capacities to conceive and implement policy reform in order to improve the management of transport and communications infrastructure and services and to create a conducive environment.

**Outputs:**
1. Prepare appropriate policies which will create an institutional and regulatory environment to separate the activities related to policy aspects from operations.
2. Workshops on knowledge sharing, advisory services (UN institutions and private sector).
3. Organization, every three years, of Symposia on African Transport Development (UNECA and partners).
4. Training of trainers at subregional and regional levels (UN Institutions, Private sectors, Bilateral donors, etc.).
5. Training on ICT-related transport issues such as e-commerce. (UNCTAD, Private sector, etc.).
6. Reinforcement of activities and performance of existing subregional and regional Associations and institutions dealing with the development of transport and communications.

c. Infrastructure and poverty alleviation

**Objective 7:** Assistance to member States to improve socio-economic conditions through infrastructure and services development in urban and rural areas.

**Outputs**
1. Studies on poverty and transport related issues in selected African countries. (ADB, OAU, UNECA, UN specialized institutions, RECs).
2. Improve transport access services in urban and rural areas (SSATP, countries, Associations, RECs).
3. Empowerment of women in infrastructure and services development (African countries and donors).

4. Studies on the impact of HIV/AIDS on transport and communications services development and creation of awareness through seminars. (UN Institutions, ADB, Multilateral Institutions, etc).

d. Transport Database

**Objective 8:** Establish a regional database to monitor the performance of the sector and to guide investment.

Output:

1. Publish with extra budgetary resources an update methodology for data harmonization and collection (ECA and Port Associations).

2. Prepare with extra budgetary resources software for database development at ECA, RECs and specialized institutions (ECA, RECs and Port Associations).

3. Provide advisory services to member States in data collection and establishment of database (UN Institutions, ECA and Port Associations).

4. Establish and develop, maintain and network with institutions, using extra budgetary resource, and the regional and subregional database at ECA and RECs. (ECA, RECs and Port Associations).

e. Physical infrastructure and integration of markets

**Objective 9:** To improve transport and communications infrastructure and services in order to promote intraregional trade and free movement of goods and persons within and beyond the continent and to improve the infrastructure connectivity in order to facilitate trade.

Outputs:

1. Promotion for the construction of missing links of infrastructure (Trans African Highways, rail, communications, etc.). (ADB, UNECA, RECs, African countries, etc).

2. Promote railway interconnection and harmonization of technical standards (UNECA, UAR, RECs, ADB, African countries, Multilateral and bilateral donors, Private sector). This is one of the regional initiative.

3. Promote interconnection of telecommunications network and encourage member states to participate in ITU project of industrialisation as well RASCOMM project.
4. Encourage sustainability of the infrastructure through maintenance (African countries, ADB, RECs, Transport and communications institutions)

f. Facilitation

Objective 10: To improve facilitation of selected corridors and replicate the Spatial Development Initiative (SDI) concept.

1. Prepare manuals and provide technical assistance to Member States in implementing harmonized and simplified transport and communications infrastructure procedures that promote trade in specific corridors. (RECs, OAU/AU, UNECA, Port Associations Bilateral donors, and Member States).

2. Increase awareness through seminars in order to develop local expertise for R&D. (UNCTAD, UNECA, WTO, OAU/AU, UN Agencies, Port Associations and African specialized agencies, etc).

3. Provide advisory services and training to implement corridor agreements and build capacity at national level. (UN Institutions, African specialized institutions, countries, Port Associations).

4. Prepare studies on transportation cost along selected corridors and raise awareness of policy makers (UNCTAD, RECs, UNECA, etc.).

5. Prepare cost reduction measures and assistance to member States in ratifying conventions. (UN Institutions, Specialized agencies and Association).


g. Safety and Security

Objective 11: Create awareness and assist member States to improve transport and communications safety and security.

Outputs:

1. Organize seminars on African Road Safety initiative (RECs, UNECA, Private sector, etc.).

2. Collect and disseminate data on safety and security issues related to all modes of transport and communications and infrastructure services development (UNEC, ICAO, WHO, GRSP, UN specialized agencies, Associations, RECs).

3. Assistance to member States to improve safety and security in infrastructure and services development including establishment of national road safety council. (UN Institutions, Associations, Private sector, etc.).
4. Strengthening civil aviation security to meet the requirements of the International Civil Aviation Organization (ICAO).

5. Organize seminars/workshops on safety and security in ports (IMO and Port Associations).

h. New Technology

Objective 12: Increase efficiency and use of ICT in improving infrastructure services development as well as management of the transport and communications sectors.

Outputs:

1. Creating awareness of policy makers and private sector on ICT related issues to transport and communications infrastructure and services. (UNCTAD, WTO, UNIDO, Specialized Institutions, Association).

2. Promote utilization of ICT in corridor development. (UNCTAD, RECs, UN Institutions, Associations and private sector).

3. Assistance to member States in the development of policies related to ICT in infrastructure and services. (Private sector, UNCTAD, UN Institutions, etc.).

i. Environmental issues

Objective 13: Increase awareness and assist member States to reduce the impact of infrastructure development and transport services on environment taking into account environmental issues in national policies and regulations.

Outputs:

1. Studies on environmental impact of transport in selected African countries to identify environment-related problems in transport and communications and to propose appropriate solutions. (UNEP, WHO, IMO, Specialized Institutions, African countries).

2. Organize seminars on environmental issues related to transport and communications development. (UNEC, OAU/AU, RECs, Specialized Institutions).

3. Assistance to member States to develop policies and regulation to be incorporated into national regulations. (UN Institutions, RECs, African countries).

4. Develop appropriate legislation to control gas emission (African countries, UN Institutions, Specialized agencies, etc).

5. Protecting the marine environment through the implementation of appropriate IMO conventions.
6. Preserve marine environment through the establishment of maritime navigation support centers with a view to ensuring better maritime transit and improving maritime traffic safety.

7. Reinforce safety and security of maritime fleets and train seafarers.

**j. Financing Infrastructure sector**

**Objective 14**: Increase awareness and assist member States to develop innovative financing solutions for their infrastructure projects.

**Outputs:**

1. Organize donors sensitization meetings on the financing of the missing links (RECs, UNECA, OAU/AU, Association, African countries, ADB, Private sector).

2. Prepare and disseminate innovative financing solutions for the development of infrastructure and services (ADB, UNCTAD, UNIDO, ITU, UNECA, RECs, UN and African specialized Institutions).

3. Promotion of subregional initiatives for financing intra-country projects. (RECs, African countries, subregional transport institutions, and Associations).

4. Promotion and support to the ICAO International financial Facility for Aviation Safety (Member States, ICAO, and bilateral donors).

5. Continue to promote mobilization of internal resources.

6. Assist airlines to access resources for the industry’s development.

**VI. STRUCTURE AND MECHANISM**

47. The success of the implementation of the Action plans will depend on the mechanisms to be set up. In this regard, taking into account the lessons learned from the previous UNCTADA mechanisms, it is essential that the implementation of the programme should be the primary responsibility of the member States and that the role of OAU/AU, ECA and NEPAD focuses on supporting the effort of member States.

48. **Regional**: OAU/African Union, NEPAD secretariat, and ECA, (as lead agency) in conformity with their mandate and on the basis of their respective resources, will work with the donor community, African sub-regional organizations, and the United Nations agencies to formulate plans of action, coordinate, and monitor their implementation.

49. **Subregional**: The RECs in cooperation with the ECA/SRDCs will implement subregional activities, coordinate, and monitor the pursuit of policy reforms and those physical integration and infrastructure projects that improve accessibility. The SRDCs will need adequate resources to undertake these tasks, and will work with NGOs, subregional and regional professional associations.
50. **National**: Member States will institute policy reforms and conduct transport and communications infrastructure and services projects working as much as possible with NGOs, civil society, professional and trade union organizations.

51. **Supreme organs**: The instances of concerted actions will be an annual forum of the Regional Economic Communities and a forum to be organized every two or three years by OAU/African Union, NEPAD secretariat, ADB and ECA.

52. **Multilateral agencies**: ADB as a lead agency of the NEPAD for infrastructure development will coordinate and take the lead role for resource mobilization and provision of advisory services especially in financing policies to mobilise the private sector.

53. **Sectoral agencies and professional organizations**: They will play a lead role in assisting member States to develop appropriate policies and conducive environment.

**VII. FUNDING ARRANGEMENTS**

54. The following funding arrangements are proposed:

- Member States have to mobilize required internal and external resources to implement the Plan of Action;

- The OAU/African Union, NEPAD secretariat, ADB, RECs, African countries and ECA will bear joint responsibility for making arrangements for member States to secure financing;

- For subregional activities, the subregional communities will bear similar responsibility;

- National activities and projects will be the responsibility of member States; and

- The African policy makers and planners will prepare the entire project financing request and conduct all activities leading to the mobilization of financing for project execution.