



Distr.  
LIMITED

E/CN.14/TRANS/146  
9 May 1979

English  
Original: English

**UNITED NATIONS**  
**ECONOMIC AND SOCIAL COUNCIL**

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ECONOMIC COMMISSION FOR AFRICA

Conference of Ministers of Transport,  
Communications and Planning

Addis Ababa, 9 to 12 May 1979

REPORT OF THE MEETING OF EXPERTS

## Introduction

1. The Meeting of Experts of the Conference of Ministers of Transport, Communications and Planning for the United Nations Transport and Communications Decade in Africa was held at Addis Ababa, Ethiopia, from 2 to 8 May 1979 at the invitation of ECA to review the work of the Interagency Co-ordinating Committee for subsequent submission to the Conference of Ministers of Transport, Communications and Planning, scheduled from 9 to 12 May 1979.

## Attendance

2. The Meeting was attended by representatives of Algeria, Angola, Burundi, Cape Verde, Central African Empire, Congo, Djibouti, Egypt, Ethiopia, Gabon, the Gambia, Ghana, Guinea, Guinea-Bissau, the Ivory Coast, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Malawi, Mauritania, Morocco, Mozambique, the Niger, Nigeria, Rwanda, Senegal, Sierra Leone, Sudan, Swaziland, Togo, Tunisia, the United Republic of Cameroon, the United Republic of Tanzania, the Upper Volta, Zaire and Zambia. Observers from the following international and intergovernmental organizations were also present: United Nations Conference on Trade and Development (UNCTAD), Food and Agriculture Organization (FAO), United Nations Development Programme (UNDP), United Nations Educational, Scientific and Cultural Organization (UNESCO), International Civil Aviation Organization (ICAO), Inter-governmental Maritime Consultative Organization (IMCO), Universal Postal Union (UPU), International Telecommunication Union (ITU), African Civil Aviation Organization (AFCAC), Organization of African Unity (OAU), Union of African Railways (UAR), African Posts and Telecommunications Union (UAPT) and Pan-African Telecommunications Union (PATU).

## Opening of the meeting

3. Brief opening speeches were delivered by His Excellency Mr. Yusuf Ahmed, Minister of Transport and Communications of the Provisional Military Administrative Government of Socialist Ethiopia, Mr. Adebayo Adedeji, Executive Secretary of ECA and Dr. S. Nsanzimana, Assistant Administrative Secretary-General of the OAU.

4. In his address, the Minister of Transport and Communications of Socialist Ethiopia welcomed the delegates on behalf of the people and Government of Ethiopia. He briefly recalled the origin of the United Nations Transport and Communications Decade in Africa beginning from the historic resolutions adopted by the ECA Conference of Ministers in Kinshasa in 1977, the United Nations General Assembly and the OAU Council of Ministers and the efforts of ECA in collaboration with other United Nations and intergovernmental organizations in carrying out the basic work leading to this meeting.

5. The Minister stressed the major role and the important task of the meeting which, in his view, was to critically examine and review the reports, to carefully discuss and agree on policy and technical aspects and to present to the Conference of Ministers a balanced and rational draft proposal which would enable it to make sound decisions. He reminded the delegates of the enormous implications their deliberations would have on the preparatory and implementation

phases of the Decade programme and on the future development of transport and communications in Africa.

6. He said that the important task for the delegates was to define strategies, set targets and prepare action programmes for the development and improvement of transport and communications in Africa. They were to consider the possibilities of new demand requirements, new patterns of trade and distribution, better technologies, and should be guided by their expert knowledge of the technological and economic characteristics of the transport and communications sectors and subsectors in their deliberations. He further stressed the need to consider short- and long-term priorities of the Decade and to present balanced, systematic, objective and practical proposals to the Conference of Ministers.

7. The Minister felt that the Meeting of Experts was but the beginning of this major task and must be followed by positive action by all African countries; he urged the delegates to persuade their Governments to fully support the Decade programme at all levels. He concluded by emphasizing the importance of proper planning, regional co-ordination and co-operation in the implementation of the programmes during the Decade.

8. In his remarks, the Executive Secretary also joined the Minister of Transport and Communications of Socialist Ethiopia in welcoming the delegates and reiterated the origin of the Decade from the new international economic order in which African countries played an important role, the North/South dialogue in which the Decade idea was born through General Assembly resolution 32/160. He pointed out the uniqueness of the Decade in United Nations history in that it concerns a region rather than a cause and involved the entire international community. He then described the work carried out by ECA and other agencies with OAU collaboration, and thanked the UNDP for providing the necessary resources for the work and the member States for their co-operation in the preparatory work.

9. The Executive Secretary informed the delegates that much ground has already been covered by the consultants, the expert working groups and the Interagency Co-ordinating Committee, which would facilitate the work of this meeting. He entrusted the delegates with the task of examining the global strategy and modifying it where appropriate, approving a plan of action and considering the mechanism for implementing and monitoring progress during the Decade, and stressed that success of the Decade depended on the vigorous participation of member States.

10. He remarked that although the poor state of African transport and communications systems were inherited from the colonial era, many decades had since passed and nothing seemed to have improved, and warned that unless a determined collective approach was used in seeking a solution, nothing was likely to change.

11. In his view, transport and communications were the most serious problems facing Africa and upon which all other major programmes of economic co-operation and an African common market depended for success, and he hoped that advantage would be taken of the Decade programme to enhance the success of the other

programmes and over-all African economic development. In his view, the challenge was that leadership in solving these problems must come from within Africa itself, and he hoped that the delegates would lay a strong foundation for the solutions.

12. In conclusion, he expressed the hope that by 1988, the poor state of transport and communications in Africa would be something for historians to read and wonder how Africa had tolerated such a situation for so long.

13. In his opening speech, the Assistant Administrative Secretary-General of the OAU welcomed the delegates on behalf of the Administrative Secretary-General who was absent from Addis Ababa, and said that the importance of the United Nations Transport and Communications Decade in Africa could not be overemphasized in view of the stage reached in developing modern infrastructure in Africa and the fact that such development must first and foremost depend on Africa's own ability.

14. While recognizing some programmes of regional importance such as the PANAFTEL and trans-African highways, he said that much remained to be done in the transport and communications sectors.

15. He urged the delegates to thoroughly and objectively examine the various documents submitted to them and to propose a comprehensive strategy and programme of action to the Conference of Ministers. In conclusion he said that they would have made a substantial contribution to solving the social and economic ills that confronted Africa.

#### Election of officers

16. The following representatives were elected to the Bureau: Mr. Asseged Woldem Amanuel, Head, Transport Department, Ministry of Transport and Communications of Socialist Ethiopia, as Chairman, Mr. Amadou Ndam, Director of Transport, Ministry of Transport of the United Republic of Cameroon, as first Vice-Chairman, Mr. Mohamed Benammour, Inspector General, Ministry of Posts and Telecommunications of Algeria, as second Vice-Chairman, Mr. Mahmoudou Samoura, Director of Telecommunications of Senegal, as Rapporteur.

#### Adoption of agenda

17. The following agenda was adopted for the meeting:

1. Opening of the meeting by His Excellency the Minister of Transport and Communications of Socialist Ethiopia
2. Statements by ECA and OAU
3. Election of officers
4. Adoption of agenda and organization of work
5. Presentation of the report of the interagency meeting by ECA and general discussion

6. Expert group/committee meetings
7. Plenary of expert/group committees: finalization of main report
8. Plenary meeting to adopt final report
9. Venue and date of plodging conference for the Decade programme
10. Any other matters
11. Closure

Organization of work

18. The secretariat's suggestion that there should be only two main committees (one for transport and the other for communications) and a drafting committee made up of the bureaux of the plenary and the two main committees was unanimously accepted. The creation of any subcommittees was to be decided by each main committee.

Presentation of the report of the interagency meeting by ECA

19. Mr. Tchouta Moussa, Chief of the ECA Transport, Communications and Tourism Division introduced the basic document "Global strategy For the implementation of the United Nations Transport and Communications Decade in Africa (document E/CN.14/710/Add.1, E/CN.14/ECO/138/Rev.1, E/CN.14/TRANS/136/Rev.1) and the Chairman opened the floor for discussion by delegates.

20. The Zambian delegate made the following observations:

(a) Member States should be informed of the timing and cost of projects to enable them to harmonize national development plans with Decade programmes to avoid conflict in the two;

(b) National projects should be flexible and under constant review since some of them may be over- or under-costed; and

(c) Since some countries have not presented projects as part of the Decade, they should be given an opportunity to do so.

21. The delegate from the United Republic of Tanzania supported the above observations and added that the Decade programmes should be flexible and the documents under discussion should be regarded as working documents subject to modifications and amendments rather than as final documents.

22. The delegate from Senegal pointed out that (a) road transport technology has not been given due consideration in the document and indicated that the establishment of a road transport technology centre in Africa to develop road transport technologies and techniques would be appropriate; (b) urban transport had been completely neglected, in spite of the fact that all major urban centres in Africa were faced with enormous urban transport problems.

23. The Gambian delegate alluded to the complexities and difficulties of African problems and pointed to the existence of a Commonwealth Telecommunications Union and UAPT for the English- and French-speaking African countries respectively; he expressed the desire that this dichotomy be corrected under the auspices of the Decade.

24. The delegate from the United Republic of Cameroon suggested that countries not visited by the previous missions should be visited by new missions to complete the missing links in the report. While generally happy with the quality of the work on the trans-African highways, he felt that no attention had been paid to feeder roads, access to land-locked countries and possible production zones.

25. The delegate from Senegal observed that inadequate attention had been given to the Code of Conduct in the maritime transport subsector as advanced by UNCTAD. Although the global strategy raised no serious objection, he felt that the sectoral document should be carefully analysed to ensure that sectoral objectives and the strategy were properly related.

26. The delegate of the United Republic of Cameroon supported the above statement and suggested that the plenary session should consider the strategy document thoroughly since it covered several sectoral objectives. Individual committees were to define the sectoral orientation of the Decade and determine whether the programmes and method of implementation were those that member States would like to adopt.

27. The Egyptian delegate indicated that he would like to see a statement of the sources and means of finance in the strategy paper. Several other delegates made statements regarding financial sources, magnitude, and commitments. The secretariat and UNDP explained that, although financing was a critical aspect of the Decade programmes, this must necessarily follow the selection of priority projects by this meeting and the determination of available resources from the pledging conference before the gaps would be determined.

28. The UNESCO participant cautioned the meeting not to lose sight of the regional objectives of the Decade and said that although regional projects were difficult to analyse and finance, their benefits and objectives were more in line with the Decade. Besides, national needs were not only numerous, but were difficult to satisfy - thus in establishing priorities, regional subregional and national projects were to be considered in that order.

29. In discussing the criteria to be adopted for selecting projects the secretariat indicated that although there was no hard and fast rule, appropriate consideration should be given to regional, subregional and national projects, the mode and/or subsector in question and the over-all objective. Common agreement was necessary from the member States to enhance the chances of securing donor funds.

30. The ICAO participant warned that assignment of priorities should not be debated in isolation of the realities facing Africa and suggested that this be

done at the subcommittee level. He recounted the experience of ICAO, AFRAA and AFCAC in the Civil Aviation Donor Conference in Geneva last year.

31. The representative from PATU informed the meeting that his organization is a member of the PANAFTEL Co-ordinating Committee and should be included in paragraph 136 (English version) of the strategy document.

32. The chairman of the plenary session reopened the meeting by informing the delegates that the two committees had just completed their work and that their reports would be presented in the following order:

- (a) General report by the chairman of each committee
- (b) Sector-by-sector reports presented by the rapporteur of each committee

33. Having outlined the manner in which the structure of the committees' reports would be presented, the chairman stressed that in spite of the difficult discussions conducted, a friendly and courteous atmosphere had prevailed and a general consensus had been reached during the discussions held by each committee.

34. He then invited each committee chairman to give a general briefing of the debates conducted by each committee.

35. The chairman of the transport committee, the delegate from the Ivory Coast, expressed his satisfaction with the work carried out by his committee and outlined the various sectors covered during the discussions. The following seven major documents were analysed and amended by the committee:

- (a) Report on maritime transport;
- (b) Report on ports;
- (c) Report on air transport and air freight;
- (d) Report on railways;
- (e) Report on road, road transport and management
- (f) Report on multimodal transport;
- (g) Report on inland water transport.

36. He stressed that while due consideration had been given to national projects, priority had been given to regional and subregional projects in conformity with the guidelines and criteria for project selection set out in the global strategy for the Decade.

I. Examination of the report of the communications committee

37. The floor was then given to the chairman of the communications committee who briefed the session on the deliberations of his committee and expressed his satisfaction for the collaboration and great understanding of the members of his committee.

38. With regard to the presentation of the report of the committee, he stated that the projects presented by the committee were according to the following categories:

- (a) priority projects
- (b) additional projects

While it was true that difficult discussions had been carried out, a general consensus had prevailed during the committee's deliberations. The rapporteur then took the floor to present the work of the communications committee in greater detail.

39. The committee had examined the following reports:

- (a) Report on telecommunications;
- (b) Report on satellite communications;
- (c) Report on broadcasting;
- (d) Report on postal services
- (e) Report on manpower and training in telecommunications fields

40. The importance of communications in Africa was clearly recognized and emphasized by the delegates who expressed their kind appreciation to ECA and the specialized agencies for the quality of the documents submitted to the meeting.

41. The committee also recognized the great and vital importance of the PANAFTEL network.

42. With regard to the report on communications and more specifically the addendum enumerated in the annex on the PANAFTEL network, the committee proposed an upward revaluation of the estimated costs. The committee also recommended the hiring (renting) of circuits.

43. The report on radio and TV (broadcasting) was also adopted by the committee with the inclusion of the projects presented by the delegates. A total of 27 new (or additional) projects were included. In the report on postal services, UPU gave priority to the projects of its organization and the delegates were invited to submit the technical form of their projects to the UPU representative.

44. Concerning the report on training of manpower, the creation of centres for basic training was recommended in each member State. It was also suggested that the creation of regional centres for more sophisticated skills should not be limited to communications only but also extended to postal services. Exchange of personnel with the assistance of specialized international organizations was also recommended. A classification of projects was made at the following levels:



- (a) Priority I projects (P.I)
- (b) Priority II projects (P.II)
- (c) Projects for land-locked countries
- (d) Priority III (national) projects (P.III)

45. There are 150 projects for the first phase with an estimated cost as follows:

P.I projects	\$US 150 million
P.II projects	\$US 51 million
P.III projects	\$US 72 million

plus an additional \$US 27 million for national projects. The total estimated package of the projects was put at \$US 300 million, with 50 per cent allocated to projects of regional and/or subregional character.

46. The committee adopted a resolution congratulating ECA and the specialized agencies which took part and collaborated fully in the preparation of the sectoral reports presented to the communications committee. It also adopted a resolution emphasizing the need for the development of rural telecommunications.

## II. Examination of the report of the transport committee

47. The chairman of the transport committee went into greater detail on the deliberations of his committee.

### (a) Report on maritime transport

48. A total of 30 projects were retained for this sector in the following orders:

- regional projects (3)
- subregional projects (9)
- national projects (18)

The estimated cost of these three categories of projects was put at around \$US 195 million.

### (b) Report on ports

49. Here again a certain number of projects were retained:

#### (i) Regional projects

- training of manpower: two projects; estimated cost: \$US 4.4 million
- studies: three projects; estimated cost: \$US 1 million

- (ii) Subregional projects
  - studies: \$US 300,000
  - equipment: four projects; estimated cost: \$US 4.5 million
- (iii) National projects
- (c) Report on air transport and air freight

50. On this sector two series of conclusions were reached and two draft resolutions were introduced by the committee:

- (i) Establishment of an African air tariff conference to negotiate, agree and act on fares and rates;
- (ii) Freedoms of the air requesting each African State to grant the fifth freedom of the air to all airlines of OAU member States; first and second freedoms of the air should also be granted to all airlines of OAU member States; the notion of cabotage traffic should be studied by AFCAC and AFRAA.

A total of 44 projects with an estimated cost of \$US 435.1 million were retained.

(d) Report on railways

51. In this sector a total of 18 projects with an estimated cost of \$US 893.25 million were retained.

(e) Report on road, road transport and management

52. A total of 27 projects with an estimated cost of \$US 1,240 million were retained. It was agreed that the eight projects submitted by the United Republic of Cameroon would receive the consideration of the ECA experts to see if they meet the criteria for project selection used for other regional, subregional and national projects for their inclusion in the Decade programme.

(f) Report on multimodal transport

53. The following projects were retained:

- (i) Regional projects
  - establishment of multimodal companies: estimated cost: \$US 5 million
  - multimodal institute: estimated cost: \$US 5.2 million
- (ii) Land-locked countries projects
  - financing
  - studies towards the adoption and development of containerization: estimated cost: \$US 10.5 million
  - facilitation of documentation procedures

(g) Report on inland water transport

54. The following projects were retained in this sector:

(i) Regional projects

- studies: three projects; estimated cost: \$US 1 million

(ii) Subregional projects

- training for West, East and Central Africa: estimated cost: \$US 4.6 million
- studies: seven projects; estimated cost: \$US 2 million
- equipment: estimated cost: \$US 2 million
- projects related to co-operation machinery or institutions: estimated cost: \$US 3 million

(iii) National projects of priority

- technical assistance: four projects; estimated cost: \$US 400,000
- other projects: estimated cost: \$US 2 million

Report of the first plenary meeting

55. The report of the first plenary meeting, presented by the chairman of the plenary, was adopted after amendment of the attendance.

Structure for the implementation of the later phases of the Decade (document DEC/TRANSCOM/INF/11)

56. The secretariat introduced this document which was a proposal to the Conference of Ministers and was important because it concerned the work still to be carried out as well as specifying the roles which were to be played by TCA and other agencies.

57. The document suggested that the African Ministers of Transport and Communications meet every two years to examine progress in project implementation of the Decade and annually at the subregional MULPOC level. The ministerial meetings were to be preceded by meetings of experts.

58. The document proposed that the existing interagency mechanism be maintained but a special secretariat to co-ordinate the activities of the Decade was to be established in ECA with a co-ordinator, assisted by a deputy co-ordinator and two assistant co-ordinators. This special secretariat would be mainly concerned with the follow up and implementation of the Decade projects.

59. It was further stated that the report proposed that ECA would manage the funds for regional and subregional projects.

60. In his brief remarks about the proposals, the chairman said that ECA was the clearing house for users and donors of funds for the Decade.

61. The UPU representative observed that he had no objection to paragraph 5 but wished the secretariat to clarify subparagraph 5 (d) and the role of other specialized agencies since they had always monitored and evaluated projects within their area of competence.

62. The second Vice-Chairman observed that he felt one co-ordinator was sufficient and saw no need for a deputy and two assistant co-ordinators. He suggested that any increase in the number of staff should be at the subregional MULPOCs.

63. The delegates from Kenya and the Ivory Coast questioned the criteria of allocating consultants to the MULPOCs and it was explained that this was on the basis of projects.

64. The delegates from Algeria, Central African Empire, the Ivory Coast and the United Republic of Cameroon were concerned about the role of the Transport, Communications and Tourism Division of ECA when a special secretariat was created for the Decade programmes outside the Division. In addition, the delegate from the Central African Empire observed that he saw no need for a new structure in view of the existence of the MULPOCs and the fact that ECA had recently decentralized its activities. The creation of another agency only complicated matters of authority and the reporting system and he suggested that the direct line of contact should be from the MULPOCs to the ECA Transport, Communications and Tourism Division.

65. The secretariat explained that the role of ECA had been clearly defined in the United Nations General Assembly resolution and there was no conflict with the activities of the specialized agencies. It was stated that the Transport, Communications and Tourism Division would be engaged in other transport, communications and tourism activities outside the Decade activities while the MULPOC work would be supervised by the Decade co-ordinator and that there was no intention to re-centralize ECA activities.

66. The ICAO representative recounted that his organization had been involved from the start in the drafting of the strategy document but now found it difficult as to what ICAO's role was or reporting back to his governing body. He stressed that paragraph 10 of the document did not specify the tasks which were to be entrusted to other agencies and felt that the proposal should have been discussed by the interagency meeting so that individual roles would have been properly defined.

67. The representative of ITU indicated that the role of the specialized agencies had been clearly defined and agreed upon and that there was an apparent change of this by ECA in paragraphs 5, 10 and 14.

68. The delegate of Mauritania cautioned that the discussions needed not to be limited to structural problems, since Governments may agree or refuse the

structure. In his view the ECA Transport, Communications and Tourism Division not only existed but had done a good job and the entire activities of the Decade should be co-ordinated by it. He suggested that the Conference of Ministers should meet twice during the Decade - at the end of the first phase and during the last year of the Decade. Similarly, the ministerial meetings at MULPOC level should be every two years.

69. The delegate from Gabon expressed fear in continuing debate on the proposal since he felt there was a fundamental difference of opinion between ECA and the specialized agencies. The delegate of the United Republic of Cameroon supported the above observation and added that he understood that the objective of the new structure was to be increased efficiency in carrying out the Decade activities. He suggested that this could be achieved by reinforcing the manpower of the Transport, Communications and Tourism Division, which had already done reasonably well rather than creating a new structure. The burden of good performance was on ECA as the lead agency and not on other agencies. He indicated that the African group had insisted during the General Assembly debate that ECA be given the lead role despite the fact that it lacked the technical expertise but was in a position to co-ordinate the role of other agencies.

70. The delegate of Senegal observed that the fears of the specialized agencies were brought about by the creation of a new structure of which they were unaware.

71. The secretariat was unaware of any conflict with the other United Nations specialized agencies and emphasized that its role was mainly co-ordination while the technical work remained with the agencies. It was thought that such conclusions were the result of misunderstanding of the proposal.

72. The delegate of Mauritania indicated that it would be unfortunate to adopt the proposal since most delegations preferred its withdrawal to enable ECA and the specialized agencies to resolve the questions about their role and that of a structure. He felt very strongly that these were United Nations internal problems which did not concern the Governments.

73. The delegate of Kenya proposed that:

- (a) the organization be strengthened by an additional number of experts in the transport and communications fields;
- (b) it continue to collaborate fully with the various specialized agencies to ensure the success of the Decade;
- (c) the misunderstanding between ECA and the specialized agencies be re-examined and resolved before any proposal is made to the States.

74. The representative of UPU suggested that the entire document be withdrawn from discussion and presented to the next interagency meeting for consideration and a clearer definition of roles of each institution. He expressed his dissatisfaction with the role assigned to the specialized agencies and stated that UPU may withdraw from further participation in the Decade if the document were adopted in its present form.

75. The delegate of Senegal stated that the roles of each specialized agency must be clearly defined, and that it was up to the delegates to decide on the kind of collaborative arrangement they wanted to see followed. The specialized agencies should clearly understand that ECA had been designated as the co-ordinator. With regard to the pace of ministerial meetings, he suggested that this decision be left to the Ministers themselves. Summarizing the discussions, he mentioned that two theses seemed to have emerged:

- (a) the thesis of the delegates who thought that the ECA Transport, Communications and Tourism Division successfully handled the Decade programme; and
- (b) the thesis of ECA itself which stated that it needed an additional department for the implementation of the programme.

He then proposed that ECA withdraw the document and try to reach a consensus with the other agencies.

76. The delegation of the United Republic of Cameroon emphasized that the success or failure of the Decade programme was likely to hinge on this proposal and that it should be examined paragraph by paragraph to enable acceptance or rejection of portions of it.

77. The representative of UPAT agreed that the Decade programme was of great importance to other agencies and they had already participated in the preparatory work and all basic principles had already been accepted at the interagency meetings. He felt that the internal structure problem should be resolved by ECA alone and indicated that strengthening of the Transport, Communications and Tourism Division was most preferable.

78. The UNDP representative clarified the position of interagency roles in project implementation, stating that it was quite usual for agencies to quarrel over their individual roles and suggested that the document be discussed because of its importance. He further stated that the UNDP was not committed to provide funds until the proposal had been examined in the context of financing. He also suggested that the Ministers be allowed to decide how often to meet.

79. The delegate from the Central African Empire observed that, in his view, the proposed structure sought to preempt the activities of the Transport, Communications and Tourism Division. He requested clarifications on what was meant by "separate and additional capacity". He supported the proposal for strengthening the Transport, Communications and Tourism Division and the subregional MULPOCs. and requested that the idea of a separate and additional capacity be rejected.

80. In reply to several questions posed by certain delegations and agencies, the representative of the secretariat gave the following reply:

- since the activities within the context of the Decade would largely exceed those of the Transport, Communications and Tourism Division, the proposal to create a new structure for the Decade was well justified; the Division would continue to carry out its own work programme;
- since the new structure proposed was distinct from the Division, he was of the opinion that it did not seem that there would be any conflicts.

It was not the intention of ECA to implement projects in place of the agencies who had specialists, but ECA should restructure with a view to better ensuring its role as co-ordinator. The structure proposed was the most appropriate.

81. After the various interventions and proposals made by the different delegates, the chairman decided that the document should be examined paragraph by paragraph.

82. The discussions were opened on the document with item A in the Introduction being adopted without amendment. Item B on the role of ECA as lead agency was also adopted without amendment.

83. With regard to item C on the mechanism for the implementation of the Decade, item (a) on intergovernmental structure was adopted without amendment.

84. Concerning item (b) on interagency and intra-African organizational structures for co-ordination and implementation, the representative of ICAO suggested that paragraph 10 be replaced with paragraph 13 of the global strategy, but this was not accepted. The delegate from the Central African Empire proposed and was seconded by Mauritania that "separate capacities" be deleted from paragraph 10 and the Transport, Communications and Tourism Division be strengthened instead, since the Division had so far carried out the work effectively. However, the UNDP representative questioned the authority of the meeting to decide against the structure proposed by ECA.

85. After thorough discussion, the proposal made by ICAO was rejected.
86. With regard to discussion of item (c) on internal structure within the ECA secretariat, the following amendments were made: Paragraph 11 was amended to read as follows: 11. "At ECA, the Transport, Communications and Tourism Division has so far been responsible for the Decade and must certainly continue to play an important role. It is therefore desirable to strengthen the Division to ensure that ECA effectively plays its role as lead agency". Paragraph 12 was then deleted. Paragraph 13 was amended to read as follows: "It is also planned in the subregions to strengthen the MULPOCs with an adequate number of staff and consultants to be determined according to the needs".
87. The representative of UNDP indicated that it might be impossible for ECA to obtain funds to strengthen the Division if the proposed new structure was not adopted.
88. Concerning the discussion on item D on mobilization and management of resources, paragraphs 14 and 15, the delegate of the United Republic of Cameroon questioned how ECA would manage the funds.
89. In reply to this question, the representative of the secretariat explained that the mechanism of funds management is well explained in paragraph 15 and that ECA is well suited to manage the funds in view of the fact that the entire exercise is under the control of the United Nations Controller.
90. After discussion item D was amended as follows: the title becomes: Mobilization of resources. Paragraphs 14 and 15 were replaced by the following paragraph: "ECA is entrusted with assisting the Secretary-General of the United Nations in mobilizing financial resources for the Decade".
91. The delegate of Rwanda pointed out that although there were three categories of projects, ECA proposed to manage funds for two only and wondered who would manage the funds for the third category of projects and supported the proposal of the delegate from the United Republic of Cameroon.
92. After these discussions, the chairman declared that the document had been approved with amendments and that it would figure in the report to be submitted to the Conference of Ministers.
93. The chairman introduced the next item of the agenda which was the examination of draft resolutions:

- (1) Draft resolution on the structure for the implementation of the later phases of the United Nations Transport and Communications Decade in Africa [ UNTACDA/Res.1 (draft) ] which was debated and amended as follows:



The title becomes "Draft resolution for the mobilization of resources for the implementation of the later phases of the United Nations Transport and Communications Decade in Africa". Item 1 was deleted and subsequently item 2 became 1.

- (2) Draft resolution on the global strategy for the implementation of the programme for the United Nations Transport and Communications Decade in Africa  
[UNTACDA/Res.2 (draft)] was adopted without modifications except reference to document "E/CN.14/710/Add.1 of 30 November 1978".

- (3) Draft resolution on the programme of actions to be carried out during the first phase of the United Nations Transport and Communications Decade in Africa  
[UNTACDA/Res.3 (draft)] was discussed and adopted with the following amendments:

Paragraph 3 to read as follows: "Congratulate the Executive Secretariat". ECA as architect of the Decade was deleted. The rest of the text was retained. A new paragraph was included: "Also request that the other specialized agencies particularly those belonging to the United Nations system spare no effort to ensure the successful implementation of the programme".

94. Item 6 of the agenda was discussed in conjunction with the draft resolution on the Conference of Plenipotentiaries of donors and financial backers  
[UNTACDA/Res.4 (draft)] and was adopted without modifications.

95. The work programme of the Conference of Ministers proposed by the ECA secretariat was discussed and adopted.

96. Concerning the adoption of the final report of the Meeting of Experts, the chairman expressed his confidence in the rapporteurs of the two committees to adequately reflect all the relevant aspects raised during the discussions in the report to be submitted to the Conference of Ministers for consideration.

97. The meeting concluded its deliberations at 10.40 p.m. on 8 May 1979.