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**UNITED NATIONS TRANSPORT AND COMMUNICATIONS
DECADE IN AFRICA (1978-1988)**

(Report to the Economic and Social Council,
July 1990 Session)

UNITED NATIONS TRANSPORT AND COMMUNICATIONS
DECADE IN AFRICA (1978-1988)

1. At their July 1979 sessions, the OAU Conference of Heads of State and Government and the Economic and Social Council of the United Nations considered and adopted the (1) Global Strategy for the United Nations Transport and Communications Decade in Africa (1978-1988) and (2) the programme of action for the first phase (1980-1983), which together made up volume I of the Decade and had come out of the Conference of Ministers of Transport, Communications and Planning that was held from 9 to 12 May 1979 in Addis Ababa.

2. Following the publication of volume I and in preparation for the Pledging Conference in aid of UNTACDA which the United Nations Secretary-General was to convene and which was actually held in New York on 20 November 1979, ECA prepared volume II of the Decade in 12 parts (one on each sector) comprising data sheets for projects to be carried out from 1980 to 1983. The document came in useful after a second round of consultation missions was conducted throughout Africa in June 1979 to update certain project estimates, appraise those projects that had merely been listed in Volume I, itemize, select and identify projects that had been submitted after the May 1979 Conference in Addis Ababa by countries that for various reasons could not be visited during the first round of missions conducted from October 1978 to February 1979.

I. PROGRAMME FOR THE FIRST PHASE (1980-1983)

3. The entire amount required for this programme stands at \$US8.9 billion in round figures, slightly higher than the figure indicated in volume I for the reasons outlined above. Volume II therefore lists and identifies 771 operations including:

- 550 general studies, technical assistance, co-operation and training projects, in addition to infrastructural and material and equipment acquisition projects that had been studies and could be carried out in the immediate or short term. The cost of these projects is estimated at \$US8,504.54 million.
- 221 specific viability and implementation studies which had to be carried out, that can reasonably be expected to be completed only towards the end of the first phase or early in the second phase (1984-1988) of the Decade. These studies will cost \$US351.4 million

(1) OAU resolution 738(XXXIII) and Economic and Social Council resolution 1979/61.

(2) Referred to in the UNTACDA report as (United Nations Transport and Communications Decade in Africa).

4. Programme projects can be classified by subsector amount in millions of US dollars and percentage as follows:

	Amounts	(in percentage)
- Roads and Road Transport (ROP) ^{1/}	1,796 19	20
- Railways and Rail Transport (RAP)	3,223 11	36.5
- Maritime Transport (SHP)	320 04	4
- Maritime Ports (HAP)	632 74	25
- Air Transport (AIP)	2,240 76	7
- Inland Water Transport (INP)	86 20	1
- Multimodal Transport (MMP)	43 15	0.5
Transport subtotal	8,342 19	94.0
- Telecommunications (TEP)	223 48	2.5
- Communication by Satellite (SAP)	0.38	-
- Broadcasting (BRP)	169 41	2
- Postal Services (POP)	44 35	0.5
- Training in Communications (MAP)	76 13	1
Communications subtotal	513 75	6.0
GRAND TOTAL	8 855 94	100

5. The two tables below provide a brief analysis of the programme priorities of the Global Strategy for the Decade and the nature of the project (in millions of United States dollars).

1/ Project titles and numbers are in volume II ROP = road projects, 01,02....13,14; RAP-Railway projects 01,02....; INP-Inland waterways projects 01,02.... etc

Table 1

Priority Sectors	Regional projects	Sub-Regional projects	National projects with regional or subregional impact		National projects		Total
			In under-privileged countries	In Advanced countries	In under-privileged countries	In Advanced countries	
Transport	239.01	996.36	1,464.89	1,366.03	1,256.19	3,009.71	8,342.19
Communications	182.33	0.66			74.86	255.90	513.75
Total	421.34	997.02	1,464.89	1,366.03	1,341.05	3,265.61	8,855.94
Percentages	5	11	17	15	15	37	100

Table 2

Actions	<u>Infrastructures and Equipment/Materials</u>		General and specific studies Technical assistance and cooperation action	Training	Total
	In under-privileged countries	In developed countries			
Transport	3,137.55	4,062.70	731.70	410.24	8,342.19
Communications	150.72	244.05	31.82	87.16	513.75
Total	3,288.27	4,306.75	763.52	497.40	8,855.94
Percentages	37	49	9	5	100
	86				

II. PROGRAMME PROMOTION ACTIVITIES CARRIED OUT FROM JULY 1979 TO LATE NOVEMBER 1979

6. Immediately after the OAU Assembly of Heads of State and Government and the Economic and Social Council considered the UNTACDA Global Strategy and approved the programme for the first phase (1980-1983), ECA undertook a series of sensitization activities with potential funding agencies and donors for the Decade by :

- calling a meeting on 31 July 1979 of the ambassadors of industrialized countries accredited to the Government of Ethiopia and the EEC/EDF representative in Ethiopia;

- sending in September 1979, missions to explain the programme of the Decade to international financial institutions (IBRD, UNDP, OPEC Fund, RADEA, ADB, BEI, Arab Fund of Kuwait of Abu Dhabi) and competent bodies in the area of development aid in Africa, countries that give bilateral assistance (Federal Republic of Germany, Italy, Switzerland, Holland, France, Scandinavian countries, United States of America, Canada, Japan, Austria, Kuwait, Qatar, United Arab Emirate, Oman, Saudi Arabia). This series of missions took off in Brussels after the Executive Secretary of ECA had talks (5-6 September 1979) with the authorities of EEC/EDF and held a meeting at the ACP secretariat with the ambassadors of the countries accredited to the Belgian Government;

- preparing for the Pledging Conference fixed for 20 November 1979, which was preceded in New York by a meeting of the Interagency Co-ordinating Committee and a "prepledging conference"

III. THE PLEDGING CONFERENCE

7. The Pledging Conference, which was held on 20 November 1979, resulted in :

- Firm commitments, exclusively by African countries, totalling \$US128,088.00^{1/};
- Pledges for the development of transport and communications in Africa in the form of bilateral or multinational assistance by a number of industrialized countries; Nigeria (for its own programme), and various international financial institutions (UNDP, World Bank, EDF, ADB) totalling some \$US6.3 billion;
- extending to 30 June 1980, the time within which countries and funding agencies that could not pledge at the Conference or were not represented should make their commitments.

IV. LESSONS TO BE DRAWN FROM THE CONFERENCE

A. Amount pledged

8. Countries and institutions that were unable to announce figures or programmes at the Conference nonetheless indicated and highlighted the support they had given in the past to the development of transport and communications in Africa,

^{1/} Increased as of April 1980 to \$US155,588.00.

committing themselves to maintain and even increase their assistance in these areas. It is also assumed that industrialized countries and such financial institutions as OPEC and RADEA which were not represented at the Conference but which are known for their assistance to the development of these sectors will continue to do so. It can also reasonably be expected that the potential contributions of all these funding agencies added to the \$US6.3 billion recorded at the Conference will make it possible to attain the amount of \$US9 billion required to implement the programme for the first phase of the Decade. This means that the programme is not as overly ambitious as has been thought.

9. This optimum (or certainty) is warranted by the fact that information received to date at ECA indicates that some 20 funding agencies have as recently as April 1980 provided \$US2.3 billion worth of financing for ongoing UNTACDA projects while a number of projects costing in the neighbourhood of \$US850 million has aroused the interest of some funding agencies. Further information has yet to be received particularly from FAC in France, EDF and USAID. 1/

10. The significant unanimous position that emerged from the Conference which will have no mean impact on the implementation of the Decade was the stand taken, with few exceptions, by funding agencies that implementation of the Decade programme should be financed exclusively under bilateral and multilateral arrangements.

11. Implementing the Decade programme under bilateral agreements concluded between beneficiary countries and funding agencies which intend to maintain their respective practices and procedures creates a certain framework and some constraints on :

- the prerogative of African States to appropriate as they see fit the quotas allocated to them (by World Bank for example and EDF under Lome II) among the various sectors of agriculture, stockraising, industry, health, education, transport and communications and so on;
- the right of African States to submit projects in any sector to interested funding agencies.

12. ECA as lead agency for UNTACDA will have to see to it that African countries respect the priorities they have set themselves in transport and communications and in the programme of action they themselves have prepared.

13. Two major preoccupations can be discerned from the emerging puzzle, one of them with regard to implementing regional and subregional infrastructural, equipment, training and study projects, the other regarding the preparation of the second phase of the Decade and involving some 221 study projects selected during the first phase (1980-1983).

1/ Details as given in annex I to this report.

3. Regional and subregional projects

14. Whereas "national" and even "national projects with a subregional or regional impact" have every chance of being implemented by African countries on their own the same may not be true for regional or subregional operations that are for one thing less attractive to national services which often feel less directly concerned and for another require protracted negotiation of a consensus among countries owing to their more complex mode of implementation.

15. From the funding agencies viewpoint these operations also invariably raise problems since financial institutions or donor countries prefer to have to deal with a single partner regardless of the importance that all funding agencies attach to regional and subregional projects.

16. Such regional groupings as:

The Economic Community of West African States;
The Economic Community of the Great Lakes Countries (CEGL);
The Customs and Economic Union of Central Africa (UDEAC);
The Kagera River Basin Development Authority;
The Mano River Union;
The Common African and Malagasy Organization OCAM);

Will obviously facilitate future negotiations since they can elicit consensus among the countries they represent for a specific project and in so doing avoid unco-ordinated submissions to a funding agency or financial group. ECA is making efforts to establish more of such bodies including

- Major transafrican highway authorities, beginning with Mombasa-Lagos Highway Authority;

- Preferential Trade area for Eastern and Southern African States (PTA) which in the long term could become a structured economic community.

17. While such intergovernmental organizations provide a sound basis for launching regional and subregional projects, ECA would also be equally well-placed to conduct such operations if it had the financial resources. Funding agencies and African Governments could discuss those projects whose geographical location might provide a positive response to the concerns expressed in ECA Conference of Ministers resolution 391(XIV) adopted at the meeting held from 9 to 12 April 1980 in Addis Ababa and reproduced annex II of this report.

V. PREPARATION FOR THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA : SECOND PHASE (1984-1988)

18. The first phase of the Decade (1980-1983) should prepare the ground for the second phase which is concerned solely with the financing and implementation of new projects and the continuing identification of other new projects, and also with the continued implementation of projects started during the first phase.

19. The execution of studies for the 221 projects listed in the programme for the first phase will determine the uninterrupted implementation of the programme for the second phase and must, for this reason, take place simultaneously with that of the 550 projects ready to be implemented immediately or in the short term. The 221 projects are classified as follows:

	<u>Number</u>	<u>Cost</u> (in millions of US\$)
Roads	74	205.18
Railways	13	58.51
Maritime transport	6	15.80
Ports	21	9.45
Air transport	27	36.93
River transport	26	10.76
Telecommunications	8	1.41
Broadcasting/television	22	4.40
Postal services	22	6.96
Training and manpower	2	2.00
Total	221	351.40

20. Funding agencies, donor countries and finance institutions are often reluctant to finance studies because the fear that such action might be interpreted as an undertaking on their part to provide finance for the subsequent implementation of the projects studied. On the other hand, a good many of the specific studies to be undertaken can be financed externally only through loans from, for example, the World Bank which implies that the cost of the studies would have to be reimbursed and that if it is found the studies prepared would not be viable, recipient countries would have incurred debts to no practical purpose.

21. ECA, as the "lead agency" of the Decade, has full responsibility for preparing the programme for the second phase, and must also ensure, therefore, that the 221 study projects included in the first phase are actually carried out. It will consequently need the resources, and particularly the financial resources, to do so. The latter can be provided by States, either individually or in subgroups, so that ECA can carry out these studies in collaboration with OAU. ECA could in this way play its role fully as lead agency since it would initiate operations and take responsibility for them.

22. Some of these projects are of national interest, while others involved a group of countries in a particular subregion. So that these studies can be started in the near future, a number of steps can be taken:

At the national level

23. The projects in question should be given priority in the development plans of the African States concerned, so that they can be carried out during the first phase. At the same time, every African State involved should see whether it would be possible for part or all of the funds required for the study to be included in its own budget.

24. Since each State is responsible for presenting projects to the various funding agencies, it is its responsibility, in principle, to take this step; ECA will then participate in the implementation of the project as such.

At the subregional and regional levels

25. This is where ECA's role is most sensitive and important. There are in fact a number of study projects that concern a group of countries in a subregion. These studies can be undertaken efficiently only by ECA or under its supervision. ECA can undertake these studies only if funds are made available to it. They can be provided only by countries in the subregion or by funding agencies. ECA should therefore make contact with the African countries concerned in order to consider the most appropriate ways of carrying out these studies. New approaches and actions will need to be planned in order to mobilize such financial resources.

VI. THE ROLE OF ECA IN UNTACDA

26. Until the 20 November 1979 Pledging Conference, ECA had confined its UNTACDA promotional activities to preparing what is more or less the Decade charter - UNTACDA volumes I and II - and conducting missions to sensitize potential funding agencies to the Decade Programme. The question now is to determine exactly what ECA's future role in implementing the Decade should be in light of the constraints and considerations discussed above. Apart from the prospects of participation outlined in paragraphs 17, 21 and 25 ECA's role would seem to be united to that of co-ordinator, organizer, catalyst and negotiator in situations where, supported by its MULFOC and acting in concert with the Organization of African Unity and United Nations bodies (particularly the specialized agencies), ECA could take the initiative and act on an ad hoc basis only in the event of:

A country submitting a project to a funding agency that may accept or reject it. Should the project be rejected ECA could mediate or help the country to look for another funding agency.

A similar scenario arises when a funding agency finds a project in which it is interested to be beyond its means. ECA could in such a case take the initiative of consulting a group of funding agencies for purposes of joint financing.

A financial institution expressing interest in a particular Decade programme project which the country or subregional grouping concerned either does not submit or submits to another funding agency. ECA could in this case intervene as a mediator or negotiator.

The need arising to harmonize such legislation as road traffic and maritime codes which will sustain efforts from ECA in what may turn out to be protracted negotiations and dealings;

Assistance being required for setting up a co-ordinating body that would ensure better utilization of national air fleets or for setting up multinational port dredging syndicates should feasibility studies included in the Decade programme regarding the two projects turn out positive;

The Commission having to undertake by itself, subject to the logistical support, ^{1/} and expertise provided it, specific and in particular regional studies.

27. Implementation of the Decade is therefore a complex matter that will have to be carried out in an extremely flexible manner.

28. This complexity emerged immediately after the New York Pledging Conference and has made ECA, by sheer force and pressure of circumstances and events, to embark on the implementation of the Decade Programme.

VII. ECA ACTIVITIES SINCE NOVEMBER 1979

29. One of the first general activities was to try to assess the situation by requesting potential funding agencies and African countries to send ECA a list of the projects by sector together with their cost, progress report, on data required by certain funding agencies. Paragraph 9 above describes the information gathered in this connection from a score of donor countries whereas African countries gave very little response to this request.

^{1/} Particularly the financial support secured in the form of firm commitments made at the New York Conference.

30. This activity is still under way with an effort to rationalize the information received from funding agencies that have shown their understanding of ECA's concerns. The ECA Conference of Ministers held from 9 to 12 April 1980 in Addis Ababa also by virtue of the resolution attached in annex II institutionalized the system for countries to communicate ad hoc information regularly to ECA.

31. Only when ECA is provided with information can the Commission monitor the progress of the Decade Programme, keep abreast of development and co-ordinate its activities.

32. Should a funding agency or financial consortium be interested in a particular project on the Decade Programme, ECA can reasonably expect to be able to maintain and stimulate that interest only when there is no chance of duplication - the financing required should not have been already provided in full or in part by another party. If it has, the agency, amount and percentage will have to be specified.

33. Plans have been made to store such information in a computer so that it can be retrieved easily as and when necessary.

34. A second continent-wide activity initiated in the wake of the pledging Conference focused on sensitizing African countries to UNTACDA priority objectives using the forum that the January to March 1980 MULPOC Ministers of Planning meeting ^{1/} provided. This activity is currently being pursued jointly with such financial institutions as UNDP and EDF through the programming missions they are conducting throughout Africa to assist countries in preparing their development plans and through United Nations specialized agencies. Naturally, such meetings as the ECA Conference of Ministers (9 to 12 April 1980) and the OAU Economic Summit held in Lagos have provided a forum for discussing problems and working out solutions involved in the implementation of the Decade.

35. As part of the effort to publicize the Decade and to mobilize support for the collective self-reliance and economic interdependence objectives being pursued through the Decade Programme, a documentary film is being shot throughout Africa in the first quarter of 1980 under United Nations auspices (ECA/UNDP) to be shown before the year is out on television both in African countries with television networks and in industrialized countries so as to bring the importance of the Decade home particularly to people in industrialized countries.

36. In addition to these general activities ECA has since November 1979 carried out activities more specific and closely focused on concrete objectives (the most significant being that) :

- The Executive Secretary of ECA while visiting Vienna as the guest of the Government, took the opportunity to meet high-ranking officials of like-minded countries (Austria, Belgium, Canada, Denmark, Finland, Ireland, the Netherlands, Norway and Sweden) in order to bring the projects of the Decade to their attention and to consider with them various methods of financing those projects. He took advantage of this

^{1/} Central Africa II Kinshasa: 10 to 22 January 1980; Eastern and Southern Africa - Gaborone: 23 to 26 January 1980; West Africa - Niamey: 15 to 16 February 1980; Central Africa - Brazzaville: 1 to 3 March 1980.

visit to meet and discuss with the Director-General and the Secretary-General of OPEC the opportunities and procedures for increased OPEC contribution in financing the projects from OPEC's Special Fund for the Decade as the ECA Conference of Ministers held in April 1980 at Addis Ababa was to reiterate.

ECA was able to play an important role in highlighting the Decade Programme and eliciting due respect for it at the EEC/ACP seminar (by East African and Indian Ocean Group of countries) held at Mahe in the Seychelles from 17 to 20 April 1980 to which the Commission had been invited as an observer.

- A meeting of EEC/ECA with African countries at the level of experts is scheduled to take place in the last quarter of 1980 with a view to determining Decade projects which EDF (and possibly EIB) could finance.

- In the more immediate future, ECA will be participating in a Conference of funding agencies being organized for the Central African Republic in Bangui to discuss inter alia road projects relating to the Mombasa-Lagos transafrican highway.

37. ECA's activities in this regard must expand since the first few months of implementing the Decade Programme have underscored the need for frequent personal contact between ECA officials and the competent authorities of funding agencies and African countries. ECA needs an adequate number of multidisciplinary and mobile staff. This is the objective that ECA intends to attain with UNDP financing in the order of \$US1.5 million over the years 1980-1981. It involves establishing within the Transport, Communications and Tourism Division at ECA headquarters in Addis Ababa, a UNTACDA Co-ordinating Unit comprising :

- A co-ordinator, assisted by two deputies (one specializing in transport, the other more in communications);
- A consultancy service;
- Adequate administrative support.

38. Such a unit is already operating, although with reduced staff, and will need to be expanded steadily.

VIII. RESPONSABILITIES OF AFRICAN COUNTRIES

39. It must be emphasized here that African countries must give the highest priority to the implementation of the Programme of Action of the Decade and that the projects that have been approved by the Ministers of Transport, Communications and Planning should be included in the development plan of each African country so that finance can be sought.

40. Once priority has been given to the Programme of Action, the problem of financing arises. In view of the position adopted by various potential funding agencies, African countries should take the initiative and the responsibility for submitting the various projects to the various sources of finance. In this connexion, African countries should also point out to the industrialized countries that transport and communications projects should not be considered solely on the basis of traditional profit criteria, but also and above all, on the basis of the role that they play in helping to integrate the African continent, so that they therefore come within the framework of the economic complementarity policy.

41. Although the Decade's objective can be attained only with the backing of the international community, it is important for African countries to devote some of their local resources to the implementation of the programme for the first phase. African countries have understood this so well that they were practically the only countries to make firm contributions recently at the first Pledging Conference for the Decade held in November 1979. However, they still need to make further efforts and sacrifices if only to ensure that their infrastructure is properly maintained.

42. While the African countries need the support and co-operation of the industrialized countries in establishing an integrated transport and communications network in Africa the resources that are provided for this purpose must first and foremost actually be allocated to the transport and communications sectors. The OAU Assembly of Heads of State and Government held in Monrovia in 1979 adopted a development strategy for Africa up to the year 2000. If we want to be logical, we must acknowledge that no such development, which will benefit all the other spheres of activity, whether political, social, cultural, scientific or economic is possible unless Africa has an integrated transport and communications network.

43. Finally, financing for the programme as a whole can be secured in good time only if African countries and the funding agencies allow ECA to fully play its role as co-ordinator, organizer, catalyst and negotiator. One of ECA's essential roles will be to ensure that the African countries, which took the initiative for the Transport and Communications Decade in Africa, and which have prepared and approved the programme, should actually give it first priority in their requests for finance and in raising funds for various projects:

- by negotiating a consensus among the countries involved in a regional or subregional project;
- by seeking appropriate sources of finance for a specific project, possibly leading to the formation of a co-financing group, etc.

44. This initial phase, namely the launching of the Decade, has clearly identified Africa's enormous needs and the objectives to be attained in accordance with the new approaches that have to be adopted. It now remains to implement this policy.

45. The success of such a policy will depend, in the first place, on the understanding and collaboration which the African countries as a whole can achieve; the steps that they will take in seeking project financing and the sacrifices that they will make in implementing the programme for the first phase, and then on the collaboration forthcoming from countries that are already at a more advanced stage of development.

CONCLUSIONS

46. This report sums up the various stages covered in promoting UNTACDA since the July 1979 meetings of the OAU Summit and the Economic and Social Council sessions and outlines the activities that ECA deemed worth undertaking as a follow-up to the New York Pledging Conference in order to carry out effectively the Decade Programme in the light of the prevailing circumstances and constraints.

47. It evokes inter alia, ECA's concerns regarding implementation of regional and subregional projects in addition to specific studies that need to be carried out if the Decade Programme is to be implemented smoothly. These concerns will need to be taken into account and resolutions adopted to that effect so as to enable ECA, in collaboration with OAU, to direct the already complex operations.

48. Finally the point needs to be stressed that these tasks can be carried out fully only with the active and unfailing co-operation of African countries which bear considerable responsibility in the implementation and success of the Decade Programme.

ANNEX I

Response to the message despatched by the Executive Secretary of the Economic Commission for Africa on 6 December 1979 to various prospective donors requesting them to provide ECA with the list of on-going and pipeline projects in connexion with the United Nations Transport and Communications Decade in Africa (UNTACDA).

(Developed countries, United Nations organizations and financial institutions provided ECA with certain information, but more still is expected especially from such institutions as EEC, USAID, FAC, etc.

The present list reflects the position as at 15 March 1980.

Donors who have responded

A. Countries

1. Federal Republic of Germany
2. Japan
3. Nigeria
4. Norway
5. The Netherlands
6. Switzerland
7. Finland
8. Belgium
9. Canada (CIDA)
10. Sweden (SIDA)

B. United Nations agencies

1. United Nations Development Programme (UNDP)
2. United Nations Educational, Scientific and Cultural Organization (UNESCO)
3. United Nations Conference on Trade and Development (UNCTAD)
4. Inter-governmental Maritime Consultative Organization (IMCO)
5. International Civil Aviation Organization (ICAO)

C. Financial institutions

1. Abu Dhabi Fund
2. African Development Bank (ADB)
3. Arab Bank for Economic Development in Africa (BADEA)
4. Caisse centrale de coopération économique (CCCE, France)
5. International Bank for Reconstruction and Development/International Development Agency (IBRD/IDA)
6. Kuwait Special Fund
7. OPEC Special Fund

I. On-going and pipeline UNTACDA projects by sectors according to information received up to 15 March 1980

Sector	No. of UNTACDA projects, on-going and pipeline	Earmarked (millions of United States dollars)	Cost of project as in Vol. II
A. <u>Countries</u>			
1. <u>Federal Republic of Germany</u>			
ROP	7	43.05	103.85
RAP	5	70.75	216.19
HAP	4	40.0	100.3
AIP	1	3.0	0.230
INP	6	86.35	36.05
SAP	1	0.18	0.18
BRP	7	16.05	3.15
MAP	1	0.5	2.42
Total	32	259.97	462.37
2. <u>Japan</u>			
TEP	1	32.0	0.07
Total	1	32.0	0.07
3. <u>Nigeria</u>			
ROP	1	80.0	80.0
RAP	2	653.0	687.0
SHP	1	18.0	18.0
HAP	3	324.5	324.5
AIP	1	10.0	10.0
INP	1	0.36	0.36
BRP	2	2.5	2.5
Total	11	1,088.36	1,122.36

Sector	No. of UNTACDA projects, on-going and pipeline	Earmarked (millions of United States dollars)	Cost of project as in vol. II
4. Norway			
ROP	1	3.34	14.7
SHP	2	9.45	0.507
HAP	4	3.66	87.9
TEP	1	1.70	0.15
BRP	3	2.317	6.815
Total	11	20.477	110.072

5. Netherlands

HAP 1/	1	0.5	0.5
Total	1	0.5	0.5

More information is to be provided at a later date.

6. Switzerland

ROP	1	10.0	15.0
Total	1	10.0	15.0

7. Finland and Belgium

These two countries have promised ECA to provide lists of UNTACDA projects in which they will participate at a later date.

Although the Congo informed ECA of a project (HAP-33) being financed by Fac (Fonds d'aide et de coopération), no direct information has been obtained from FAC itself. Because FAC is expected to inform ECA directly about the financing of this project, the project as well as the amount given by the Congo have not been included in the attached list for the time being. However, the amount earmarked by FAC for this project is \$US 910,000 according to information from the Congo.

The same is true of the inland waterways project (INP-40) which, ECA has been informed by the Congo, the World Bank is interested in financing. However, according to the Congo's information the amount earmarked is \$US 24.28 million.

1/ More information will be supplied later.

II. Sector	No. of UNTACDA projects, on going and pipeline	Earmarked (millions of United States dollars)	Cost of project as in vol. II
<hr/>			
B. <u>United Nations agencies</u>			
<hr/>			
<u>UNDP</u>			
RAP	3	2.3	508.8
HAP	1	0.2	0.3
INP	1	0.3	0.3
MMP	1	0.5	0.5
TEP	1	1.5	1.5
<hr/>			
Total	7	4.8	510.9

C. Financial institutions

I. ADB				
ROP	10	122.25		472.5
RAP	3	45.5		206.5
HAP	3	99.08		133.9
AIP	2	10.8		40.3
INP	2	3.9		27.5
TEP	5	13.91		32.92
Total	25	295.44		913.62

2. BADEA (Khartoum)

ROP	1	10.0		65.0
RAP	1	10.0		16.0
HAP	1	4.6		24.9
TEP	1	1.0		4.0
Total	4	25.6		109.9

3. IBRD/IDA

ROP	12	256.2		400.0
RAP	5	195.0		339.19
HAP	4	82.8		85.69
TEP	2	(20.0)	0.37	0.37
Total	23	554.0		825.25

Sector	No. of UNTACDA projects, on-going and pipeline	Earmarked (millions of United States dollars)	Cost of project as in vol. II
4. OPEC Special Fund			
ROP	2	17.7	178.0
RAP	1	4.5	128.0
Total	3	22.2	306
5. Kuwait			
POP	2	2.33	2.33
Total	2	2.33	2.33

Grand total: Number of Decade projects 121
Amount earmarked by donors \$ US 2,315.677
Cost of projects as in volume II \$ US 4,186.372

II. Responding donors who have shown interest in some of the Transport and Communications Decade projects but without any amounts being indicated

Sector	No. of UNTACDA projects, on-going and pipeline	Cost of project as in vol. II (millions of US dollars)
1. COCE (France)		
ROP	6	313.0
HAP	1	3.0
AIP	2	28.5
TEP	5	29.5
2. CIDA (Canada)		
ROP	1	38.0
RAP	2	130.0
HAP	2	50.3
INP	3	8.230
TEP	1	0.75
BRP	3	7.54
3. ICAO		
AIP	8	10.235

Sector	No. of UNTACDA projects, on-going and pipeline	Cost of project as in vol. II (millions of US dollars)
4. Kuwait Fund		
ROP	1	65.0
HAP	2	7.2
INP	1	0.5
5. IDA		
HAP	1	34.0
6. UNDP		
SHP	5	39.007
HAP	1	50.0
7. Norway		
SHP	7	31.076
HAP	1	2.563
Grand total	53	848.461

Abbreviations

Transport sector

ROP	Roads and road transport
RAP	Railways and rail transport
SHP	Maritime transport
HAP	Ports
AIP	Air transport
INP	Inland water transport
MMP	Multimodal transport

Communications sector

TEP	Telecommunications
SAP	Communications by satellite
BRP	Broadcasting
POP	Postal services
MAP	Manpower training

SUMMARY OF PROJECTS BY SECTOR - 15 MARCH 1980

Subsector	No. of UNTACDA projects for which amounts earmarked by donors	Amount earmarked (millions of United States dollars)	No. of projects for which interest shown	Cost of such projects in vol. II (millions of United States dollars)
I. Transport				
1. Roads and road transport	35	542.54	8	416.0
2. Railways and rail transport	20	981.05	2	132.0
3. Maritime transport	3	27.45	12	68.63
4. Ports and harbours	21	555.43	8	147.063
5. Air transport	4	23.8	10	35.105
6. Inland water transport	10	90.0	4	1.03
7. Multimodal transport	1	0.5	-	-
Subtotal	94	2221.6	44	811.31
II. Communications				
1. Telecommunications	11	70.11	6	29.55
2. Communications by satellite	1	0.18	-	-
3. Broadcasting	12	20.957	3	7.54
4. Postal services	2	2.33	-	-
5. Manpower training	1	0.5	-	-
Subtotal	27	94.077	9	37.09
GRAND TOTAL	121	2315.677	53	848.401

UNTACDA PROJECTS AND AMOUNTS EARMARKED BY DONORS

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
I. Roads and road transport					
Federal Republic of Germany	ROP-02	Regional highway training survey	1.0	0.150	Madagascar
Norway	ROP-37	Construction of Lodwar-Sudan border road	3.34	14.7	Kenya/Sudan
OPEC Fund	ROP-96	Construction of the Sebare-Gao road	14.5	65.0	Mali
BADEA	ROP-96	Construction of the Sebare-Gao road	10.0		
OPEC Fund	ROP-123	Kosti-El Obeid road	3.20	113.0	Sudan
Federal Republic of Germany	ROP-41	Ganta-Tappita-Tobli	5.0	29.95	Liberia (1980)
Federal Republic of Germany	ROP-40	Kley-Mano River Union bridge road paving project	10.0	39.0	Liberia/Sierra Leone (1980)
	ROP-62	Construction of the Bo-Mano River Union bridge road			
Federal Republic of Germany	ROP-55	Construction of Kigali-Ruhengeri- Cyanika road	2.5	40.0	Rwanda (1980)
Federal Republic of Germany	ROP-100	Study and construction of the Kayes- Senegal border road	0.45	0.75	Mali (1980)
Federal Republic of Germany	ROP-50	Niamey to Fochango (the Upper Volta border) road construction project	24.0	19.0	Niger (1980)
World Bank	ROP-108	Phenix-La Vigie-Mahebourg road	10.0	22.0	Mauritius
World Bank	ROP-54	Butare-Cyangugu road	18.0	51.2	Rwanda
IDA	ROP-10	Study and construction of the Ngaoundere-Guidjiba-Chad border road	14.0	74.9	United Republic of Cameroon

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
IDA	ROP-91	Access roads for Volta Lake transport system (Tema-Akosombo-Akosombo port road); access roads to Tamale and Tenugaga ports	10.0	10.8	Ghana
IDA	ROP-127	Purchase of road maintenance equipment	12.0	2.3	Togo
Nigeria	ROP-53	Abakaliki-Mfum road (United Republic of Cameroon road)	80.0	80.0	Nigeria
IDA/Co-financing	ROP-23	Bossebele-Garoua-Boulai road construction	107.5	133.0	Central African Republic
IDA	ROP-35	Sao Vincente-Sao Domingos-Mpak road construction project	9.0	23.0	Guinea-Bissau
World Bank	ROP-40	Kley-Mano River Union bridge road paving project	10.7	10.0	Liberia
IDA/Co-financing	ROP-91	Access roads for Volta Lake transport system (Tema-Akosombo-Akosombo port road); access roads to Tamale and Tenugaga ports	34.0	26.3	Ghana
	ROP-92	Technical assistance for the formulation of a medium- and long-term road transport development plan			Madagascar
	ROP-93	Bitumen-surfacing of the Tulear-Ifaty-Tanandava road (RN9)			Madagascar
World Bank	ROP-121	Improvement of main roads to bitumen standard	11.0	40.0	Swaziland
Switzerland	ROP-45	Construction of the Kolokani-Bamako road	10.0	15.0	Mali
IDA		Construction of Ngozi-Muying-Kobero road (about 103 km) and continuation of road maintenance	20.0	11.5	Burundi
			420.29	821.55	

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II	Beneficiary country
II. Railways and rail transport					
Federal Republic of Germany	RAP-23	Doubling of the Anyama-Douake section of the Abidjan-Ouagadougou railway track	22.5	78.0	Ivory Coast
	RAP-29	Realignment of the layout between Petionara and Tafire			
Federal Republic of Germany	RAP-28	Doubling of the Anyama-Douake section of the Abidjan-Ouagadougou railway track	10.0	55.0	Ivory Coast (1980)
Federal Republic of Germany	RAP-07	Realignment of track and rebuilding of sections Eseké-Maloumé and Edeá-Eseké	17.5		United Republic of Cameroon
Federal Republic of Germany	RAP-14	Rehabilitation of the Mombasa-Malaba (Uganda border) section	10.0		Kenya
Federal Republic of Germany	RAP-14	Rehabilitation of the Mombasa-Malaba (Uganda border) section	7.5	32.19	Kenya (1980)
World Bank	RAP-14	Rehabilitation of the Mombasa-Malaba (Uganda border) section	40.0		Kenya
Federal Republic of Germany	RAP-04	Team of regional experts	13.25	1.0	Egypt/Zaire
UNDP	RAP-06	Feasibility study for railway link Rusumo-Kitega and Kigali-Mwanza	0.8	0.8	Burundi/Rwanda
UNDP	RAP-20	Railway link among Zambia, Malawi and Mozambique	0.7	128.0	Zambia/Malawi/Mozambique
UNDP	RAP-41	Construction of the Chingola/Chidilabomewe to Luacano rail line (815 km)	0.8	380.0	Zambia/Angola
OPEC Special Fund	RAP-20	Railway link among Zambia, Malawi and Mozambique	4.5		Zambia side

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
II. Railways and rail transport (cont'd)					
BADEA	RAP-21	Rehabilitation of 310 km of railway	10.0	15.0	Congo
World Bank	RAP-17	Modernization of 400 km of rail track on the Dar-es-Salaam-Kigoma trunk route	50.0	48.0	United Republic of Tanzania
IDA	RAP-27	Banana-Matadi railway line (150 km)	20.0	120.0	Zaire
World Bank	RAP-29	Realignment of the layout between Petionara and Tafiire	38.0	23.0	Ivory Coast
Nigeria	RAP-02	Financing of four international pro- fessional training schools for railway personnel	15.0	49.0	Nigeria
Nigeria	RAP-22	Construction of standard gauge from Lagos to Maiduguri and from Port Harcourt to Sokoto	638.0	633.0	Nigeria
World Bank/IDA	RAP-07	Realignment of track and rebuilding of sections Esekka-Maloume and Edea- Esekka	47.0	116.0	United Republic of Cameroon
			935.55	1734.99	

III. Maritime transport

Norway	SHP-11	Financial assistance to the regional academy of maritime science and technology, Accra	1.4	0.307	Ghana
Norway	SHP-25	Feasibility study on the establishment of multinational shipping companies	8.06	0.2	United Republic of Tanzania
Nigeria	SHP-44	Financial assistance for the establish- ment of a nautical training school	18.0	18.0	Nigeria
			27.46	18.507	

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
IV. Ports and harbours					
Federal Republic of Germany	HAP-40	Expansion of the port of Abidjan	10.0	50.0	Ivory Coast
Federal Republic of Germany	HAP-49	Extension of the port of Lomé and construction of an access road	25.0	84.0	Togo Togo (for 1980)
Federal Republic of Germany	HAP-49	Extension of the port of Lomé and construction of an access road	2.5		
Federal Republic of Germany	HAP-63	Increase in port productivity	2.5	17.3	Madagascar
Federal Republic of Germany	HAP-65	Purchase of equipment for Malagasy ports			
UNDP	HAP-13	Harmonization of port operation and management statistics for East African ports	0.2	0.3	Eastern and Southern Africa
Netherlands	HAP-10	Study on the establishment of a dredging pool for West and Central African ports	0.5	0.5	West and Central Africa
Norway	HAP-10	Study on the establishment of a dredging pool for West and Central African ports	0.5	4.0	West and Central Africa
Norway	HAP-11	Dredging pool equipment	0.5		
Norway	HAP-23	Activities to reduce congestion in the port of Cotonou	1.66	24.9	Benin
Norway	HAP-46	Widening and deepening of existing entrance channel, rehabilitation of existing port and new development projects	1.0	59.0	United Republic of Tanzania
World Bank	HAP-46	Widening and deepening of existing entrance channel, rehabilitation of existing port and new development projects	63.0		

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
IV. Ports and harbours (cont'd)					
BADEA	HAP-28	Activities to reduce congestion in the port of Cotonou	4.6		
World Bank	HAP-28	Activities to reduce congestion in the port of Cotonou	8.3		Benin
World Bank	HAP-72	Mogadiscio and Berbera port expansion feasibility study	5.5	1.0	Somalia
IDA	HAP-23	Expansion and rehabilitation of the port of Banjul	6.0	0.79	Gambia
Nigeria	HAP-45	Development of the port of Koko	out of 1.4		
	HAP-46	Purchase of a dredger	billion		
	HAP-76	Port Harcourt port expansion	324.5	324.5	Nigeria
			456.26	576.29	
V. Air transport					
Federal Republic of Germany	AIP-07	Advisory team for medium-term assistance to national airlines	3.0	0.230	Somalia
Nigeria	AIP-117	Purchase of training equipment	10.0	10.0	Nigeria
			13.0	10.230	
VI. Inland water transport					
Federal Republic of Germany	INP-04	Development of lake transport in the Mano River basin	2.0	0.1	Liberia/Sierra Leone
Nigeria	INP-15	Economic and technical study on river transport on the Nigerian Benue river	0.36	0.36	Nigeria

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
VI. Inland water transport (cont'd)					
Federal Republic of Germany	INP-40	Modernization of river transport structures and extension of the river fleet	35.0	26.0	Congo
Federal Republic of Germany	INP-40	Modernization of river transport structures and extension of the river fleet	2.05		Congo (for 1980)
UNDP	INP-10	Definition of the type of vessels feasible for the Zambezi, Kafue, Limpopo and Luangwa rivers	0.3	0.3	Southern Africa (subregion)
Federal Republic of Germany	INP-12	Study on the navigability of the Black Volta	37.6	0.150	Ghana (1980)
Federal Republic of Germany	INP-35	Study of the Onatra fleet and its operations	5.5	1.0	Zaire (1980)
Federal Republic of Germany	INP-13	Study aimed at making the Gambia river navigable for modern shipping	1.2	0.96	Gambia (1980)
Federal Republic of Germany	INP-24	Renewal of the river fleet	3.0	3.2	Mali (1980)
			87.01	36.710	
VII. Multimodal transport					
UNCTAD	MMP-03	Financing for the implementation of the objectives adopted in the UNCTAD studies	0.5	0.5	Southern Africa (subregion)
			0.5	0.5	

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II dollars	Beneficiary country
VIII. Telecommunications					
BADEA	TEP-02	PANAFTEL project phase II: Survey of additional routes	1.0	4.0	
UNDP	TEP-03	Establishment of operational and maintenance structures	1.5	1.5	Regional
Norway (UNESCO)	TEP-16	Fellowships for training in telecommunications development planning	1.7	0.15	Regional (PANAFTEL)
Japan	TEP-34	Survey and planning of a rural telecommunications service	32.0	0.07	Kenya (Japan financing whole rural telecommunications networks)
World Bank	TEP-34	Pilot project for rural telecommunications			Kenya (World Bank financing also rural telecommunications networks)
World Bank	TEP-35	Pilot project for rural telecommunications	20.0	0.37	
			56.2	6.09	
IX. Communications by satellite					
Federal Republic of Germany	SAP-01	Feasibility study on the African regional satellite system	0.18	0.18	Regional
			0.18	0.18	

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
X. Broadcasting					
Norway (UNESCO)	BRP-01	Strengthening of existing training institutions and training of instructors with a view to utilization, operation, management and development of broadcasting in Africa	1.7	5.3	Regional
Federal Republic of Germany	BRP-28	Installation of a 100 kW short-wave transmitter at Niamey	0.9	0.67	Niger
Federal Republic of Germany	BRP-26	Installation of a 20 kW medium-wave transmitter at Niamey	3.25	1.15	Niger)
Federal Republic of Germany	BRP-27	Installation of a 20 kW short-wave transmitter at Niamey			
Federal Republic of Germany	BRP-28	Installation of a 100 kW short-wave transmitter at Niamey			
Federal Republic of Germany	BRP-23	Introduction of a frequency modulation service in the Bamako area		0.18	Mali
Federal Republic of Germany	BRP-36	Installation of a 50 kW short-wave transmitter in Ouagadougou	1.5		Upper Volta
Norway (UNESCO)	BRP-41	Installation of a high frequency transmitter for overseas services	0.231	0.50	Cape Verde
Norway (UNESCO)	BRP-51	Feasibility study on improvement of the broadcasting training institute	0.475	0.015	Ghana
Nigeria	BRP-65	Feasibility study on improvement of the broadcasting training institute	2.5	2.5	Nigeria
Nigeria	BRP-66	Feasibility study on the establishment of training programmes throughout Nigeria			

Donor	Project	Title	Amount earmarked (millions of United States dollars)	Cost of project as in vol. II (millions of United States dollars)	Beneficiary country
X. Broadcasting (cont'd)					
Federal Republic of Germany	BRP-23	Introduction of a frequency modulation service in the Bamako area	10.4	1.53	Mali
Federal Republic of Germany	BRP-24	Feasibility study on the introduction of television			Mali
Federal Republic of Germany	BRP-25	Improvement of medium-wave coverage in four cities			Mali
Federal Republic of Germany	BRP-26	Installation of a 20 kW medium-wave transmitter at Niamey			Niger
			20.957	12.895	
XI. Postal services					
Kuwait ^{a/}	POP-13	Establishment of a post office and postal training centre at Djibouti	0.33	0.33	Djibouti
Kuwait ^{a/}	POP-41	Establishment of a mail sorting and parcel handling centre at Nouakchott	2.0	2.0	Mauritania
			2.33	2.33	
XII. Manpower training					
Federal Republic of Germany	MAP-02	Establishment of a regional and multi-national training centre for medium-level manpower for the Central African countries	0.5	2.42	Upper Volta (Subregional)
			0.5	2.42	

^{a/} Information communicated to UPU by the Postal Administration of Kuwait.

ADB earmarkings for UNTACDA projects

<u>Sectors</u>	<u>UNTACDA projects, on-going and pipeline</u>	<u>Earmarked by donors (in millions of US dollars)</u>	<u>Cost of project as in vol. II (in millions of US dollars)</u>
ROP (Burundi)	2 (not included in vol. II, late consideration)	10.4	-
ROP (Egypt, Sudan)	22	1.0 (study)	100.0
ROP (Kenya)	39	9.8	16.0
ROP (Rwanda)	55	4.3	40.0
ROP (Rwanda)	57	5.45	64.0
ROP (Mano River Union)	62	(study & const.) 2.6	23.0
ROP (United Republic of Tanzania)	66	10.4 (partial)	29.5
ROP (Uganda)	71	6.5	10.0
ROP (Ghana, Ivory Coast)	86	59.8	210.0
ROP (Mali, Niger)	103	12.0	30.0
RAP (Benin, Niger)	05	26.0	3.5
RAP (Guinea)	12	13.0	148.0
RAP (Ivory Coast, Niger)	28	6.5	55.0
HAP (Benin)	28	34.94	24.9
HAP (Togo)	49	57.64	84.0
HAP (Comoros)	52	6.5	25.0
AIP (United Republic of Cameroon)	46	6.2	35.0
AIP (Seychelles)	124	4.6	5.3
INP (Congo)	40, 41	3.9	27.5
TEP (Malawi, Zambia, Mozambique)	01	6.89	1.79
TEP (Zambia)	26, 27, 28	5.04	7.19
TEP (Mauritania)	35	1.98	24.0
Total	24	295.44	963.68

The United Nations Transport and Communications
Decade in Africa (1978 - 1988)

The Conference of Ministers,

Recalling its resolution 341(X V) adopted on 29 March 1979, which recommends that member States should give the highest priority to the development of transport and communications,

Noting with satisfaction resolution CM/Res.738(XXXIII) adopted at Monrovia in July 1979 by the Summit Conference of Heads of State and Government of OAU and resolution 1979-1961 of 3 August 1979 of the Economic and Social Council on the Transport and Communications Decade in Africa,

Noting further the results of the Conference of Ministers of Transport, Communications and Planning, held in Addis Ababa from 9 to 12 May 1979, which adopted the Global Strategy and Plan of Action for the first phase (1980-1983) of the Transport and Communications Decade in Africa.

Considering that the programme for the Transport and Communications Decade in Africa forms a whole and includes national, regional and sub-regional projects which should be fully implemented within the time framework so as to enable an integrated transport and communications network to be established in Africa,

Taking into account the difficult problems faced by the land-locked African countries and the need to establish new financing machinery for this purpose,

Taking into account further the encouraging results of the Pledging Conference convened on 20 November 1979 by the Secretary-General of the United Nations, during which a general consensus emerged among funding agencies on the financing, essentially on a bilateral basis, of the projects included in the programme for the first phase of the Transport and Communications Decade in Africa,

1. Thanks the Secretary-General of the United Nations for having organized the first Pledging Conference, thus enabling a beginning to be made in mobilizing resources for implementing the programme for the Transport and Communications Decade in Africa;

2. Congratulates the Economic Commission for Africa for the work done since March 1977 and for the positive and effective co-operation of the Organization of African Unity (OAU), the specialized agencies of the United Nations and African intergovernmental organizations in collaborating with ECA in the preparation of the programme for the first phase of the Transport and Communications Decade in Africa;

3. Reiterates its appeal to member States to give the highest priority to the transport and communications projects adopted for the programme of the first phase and therefore to include them in their development plans;

4. Requests African States to take the initiative of submitting to the various sources of finance requests for the financing of the projects adopted for the first phase and to use the required resources for such purpose;

5. Requests also African States, on the one hand, to allocate from their own national resources a part of the budget for implementing the Decade programme, and on the other, to assign a part of the resources derived from outside aid to implement the specific studies contained in the programme for the first phase;

6. Appeals to African States to provide to ECA in a manner which it shall determine, the necessary information on the progress made in implementing the projects in the programme for the Transport and Communications Decade in Africa so that it will be able to effectively perform the role assigned to it by the Global Strategy for the Decade;

7. Appeals also to the funding agencies and the different financing institutions to consider with ECA the possible ways of financing those projects of the Decade which are not national in character;

8. Calls upon the African States, the funding agencies and the various sources of finance for this purpose to involve ECA in the different phases of the negotiations on the financing of the projects;

9. Invites the Organization of Petroleum Exporting Countries (OPEC) to provide resources from the Special Fund to the implementation of the programme of the Transport and Communications Decade in Africa;

10. Requests the Executive Secretary of ECA to continue his efforts in ensuring the successful implementation of the programme for the first phase of the Decade by ensuring the necessary co-ordination between funding agencies and African countries for the programme, and particularly for regional and subregional projects, and national projects with regional or subregional impact;

11. Requests also the Executive Secretary of ECA to organize as quickly, as possible, with groups of donor countries and the financing institutions and with the participation of Governments, United Nations institutions and African intergovernmental organizations:

(a) either consultative technical meetings based on the various types of the Decade programme;

(b) or consultative technical meetings based on groups of African countries or African subregions;

for the purpose of finding the additional financial resources necessary for implementing those Decade projects that are regional and multinational in character, and for urgently carrying out specific studies contained in the programme of the first phase, and which must be followed by concrete actions not later than during the second phase;

12. Requests further the Secretary-General of the United Nations to provide ECA with the financial means and resources necessary to enable it to ensure that the Decade is completely successful;

13. Requests the Executive Secretary of ECA to continue to submit progress reports on the implementation of the United Nations Transport and Communications Decade in Africa.