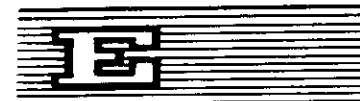


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UNITED NATIONS ECONOMIC AND SOCIAL COUNCIL

ECONOMIC COMMISSION FOR AFRICA

REPORT OF THE THIRD MEETING OF THE INTERAGENCY CO-ORDINATING COMMITTEE ON THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

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A. ORGANIZATION AND ATTENDANCE

1. The third meeting of the Interagency Co-ordinating Committee on the United Nations Transport and Communications Decade in Africa was held at Addis Ababa on 15 and 16 October 1980.

B. PARTICIPATION

2. Representatives of the following United Nations bodies, specialized agencies and intergovernmental organizations took part in the work of the meeting: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), United Nations Educational, Scientific and Cultural Organization (UNESCO), International Civil Aviation Organization (ICAO), Universal Postal Union (UPU), International Telecommunication Union (ITU), Intergovernmental Maritime Consultative Organization (IMCO), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African and Mauritian Common Organization (OCAM), Economic Community of West African States (ECOWAS), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Pan-African Telecommunications Union (PATU), Port Management Association for Eastern Africa, Union of African Railways (UAR). The following observers were also present: United Nations Industrial Development Organization (UNIDO), United Nations Children's Fund (UNICEF), World Food Programme (WFP), Food and Agriculture Organization of the United Nations (FAO), World Meteorological Organization (WMO) and European Economic Commission (EEC).

3. The meeting was declared opened by Mr. Adebayo Adedeji, Executive Secretary of the United Nations Economic Commission for Africa. Mr. Yusuf Ahmed, Minister of Transport and Communications of Ethiopia then made a statement.

4. In his statement he summarized the purpose of the meeting as the assessment of the progress of the Decade programme, the review of the funding position, the consideration of action to be taken to promote further the implementation of the programme, and preparing for the second Conference of Ministers of Transport, Communications and Planning. Those actions were particularly important in the light of the outcome of the Pledging Conference which, contrary to some views, had not been in vain as it had simply demonstrated that the Decade programme was not as ambitious as had been thought and that the commitment of African countries to it was very strong. He mentioned the success so far achieved in implementing the programme and the co-operative ventures between Ethiopia-Kenya, Ethiopia-the Sudan and Ethiopia-Djibouti as well as the initiatives taken with respect to the Addis Ababa Flying and Maintenance Technician Training Centre as evidence of progress. He, however, cautioned that the meeting should draw lessons from the experience of the last one and a half years in order to identify the strengths as well as the weaknesses in implementing the programme. In particular, he referred to the need for further commitment on the part of African countries in terms of setting priorities for financing and implementing projects, the necessity of further co-operation of industrial countries with surplus oil funds and international and regional institutions in gearing their programme and funding to the Decade, and finally the very important and urgent need for stronger co-ordination and follow-up by United Nations agencies and regional organizations of the

programme in general and of the multinational projects in particular. He concluded by commending the work so far done by the Interagency Co-ordinating Committee and hoped that during its third meeting it would consider all the relevant factors of the programme, assess the progress as well as the strength and weakness thereof, and provide guidelines for the timely preparation of projects and recommend effective schedule and means of implementation.

5. In his address, the Executive Secretary of ECA recalled the outcome of the Pledging Conference of 20 November 1979 which some well-meaning and not so well-meaning people had wrongly thought as disappointing. Whatever the case, the issue was to be discussed at greater length under agenda item 4. He referred to the purpose of the third meeting which was to review and assess the progress which had been made in the implementation of the first phase of the Decade programme, particularly of its regional and subregional projects and of the studies to be undertaken and completed before the end of phase I. The Committee was, therefore, expected to identify problems and bottlenecks and propose solutions. He then mentioned the decision of the donors to continue to provide assistance for transport and communications in Africa on a bilateral basis, which tended to make the work of co-ordinating the implementation of the Decade programme rather difficult. There was therefore a strong need for information to be provided by the donors and the African countries. It was also important that ECA maintained constant physical contact with the donors and African countries but the resources available to it made that difficult. It was for that reason that it was essential for the other agencies to assist ECA in gathering information on project implementation, exploring possibilities of financial assistance and making donors aware of the objectives of UNTACDA. The agencies were also expected to report on the current status of projects that they were executing and to give their opinions on:

- the priority to be given to individual projects of UNTACDA in the field of communications, as the selection proposed by ECA was only indicative;
- the nature and scope of the programme to be proposed to UNDP for financing during its third programming cycle, which starts on 1 January 1982;
- subregional and regional projects which lent themselves to execution by the specialized agencies and intergovernmental organizations using their own resources without any external financing. The projects suggested by ECA in that connexion were small in size and not costly.

6. Another method proposed for mobilizing the support of donors was through consultative technical meetings whose aim would be to bring African countries and donors face-to-face for a frank discussion of the Decade programme and for joint consideration of the various possibilities for financing it. Four such meetings were programmed for 1981. The Committee was, therefore, expected to discuss the preparations to be made for these meetings. He also highlighted the special problems associated with implementing regional and subregional projects, in particular the 221 studies which ought to be completed before the end of phase I. ECA had taken some initiatives in that regard by submitting the list to the OPEC Special Fund with a request that they consider financing

some of them. The Committee should make proposals for other approaches. In conclusion, Mr. Adedeji reminded the Committee that it was expected to consider the timing and agenda of the second Conference of Ministers of Transport, Communications and Planning.

C. ADOPTION OF THE AGENDA

7. The following amended agenda was adopted:

1. Opening of the meeting
 - (a) Address by the ECA Executive Secretary
 - (b) Remarks (if any) by heads of agencies and organizations
2. Adoption of the agenda
3. Organization of work
4. Consideration of the progress report on the Decade programme: discussion
5. Relationship between ECA as lead agency and the other agencies
6. Review of UNTACDA programme activities currently being implemented by agencies and organizations: funding situation
7. Action to promote the UNTACDA programme
 - (a) Action taken or planned by the agencies
 - (b) Preparation for the 1981 technical consultative meetings
8. Preparations for the second Conference of Ministers of Transport, Communications and Planning, to be held in 1981
9. Date and place of the next Interagency Co-ordinating Committee meeting
10. Other matters
11. Adoption of the report

D. SUMMARY OF PROCEEDINGS

Examination of progress report on the Decade programme (agenda item 4)

3. The meeting examined the progress report on the Decade programme. After a lengthy exchange of views, the following was agreed:

- A full report on implementation should be given indicating various stages.
- Each agency should bear responsibility for providing sectoral reports to ECA. Similarly intergovernmental organizations should do the same. It was hoped that the meeting would agree on a timetable for reporting.
- There seemed to be need for revising the plan of action in light of changes in national priorities. Immediate action should be taken to inform Governments that that matter would be on the agenda of the next Conference of

Ministers; therefore they should indicate what changes they would wish to see. The technical working group of the Decade should be aware of the new proposals before they were presented to the Conference of Ministers.

9. ECA would circulate questionnaires for collecting information for comments by the Committee.

Relations between ECA as lead agency and the other agencies (agenda item 5)

10. The Executive Secretary introduced the agenda item and invited members to comment on it.

11. The ITU representative suggested that ECA and other concerned specialized agencies in the United Nations system and African intergovernmental organizations should collaborate closely in the implementation of the first phase of the UNTACDA programme and also in the preparations for the second phase of the same programme.

12. Other agencies such as UNCTAD, ICAO, PATU and UNDP also commented on it and after lengthy discussion, the following proposals were adopted:

(a) Close co-operation between ECA, the "lead agency", and specialized agencies was strongly recommended by all participants;

(b) All agencies should provide ECA with necessary up-to-date information regarding implementation of the UNTACDA programme;

(c) ECA should provide information on the implementation of the programme and projects to the United Nations executing agencies and intergovernmental organizations that were members of the Co-ordinating Committee. This information should be sent to the organizations concerned in time for them to participate effectively in the work of the Committee;

(d) It was suggested that specialized agencies and ECA as "lead agency" should meet regularly and discuss common problems regarding the Decade programme and eventually seek ways and means of solving them;

(e) In terms of implementation of the first phase of the Decade programme, each agency was advised to keep close contact with ECA in implementing its particular field of activities. Consultation should take place immediately whenever there were new proposals or old proposals were revised;

(f) It was felt necessary to make provision for the preparation of the second phase of the Decade programme and each agency had been requested to prepare the groundwork before the next Interagency Co-ordinating Committee meeting which would take place sometime in 1981.

Review of UETACDA programme activities currently being implemented by agencies and organisations: funding situation (agenda item 6)

13. The Executive Secretary introduced the agenda item and opened the floor for discussion.

14. The representative of AECAC briefed members on the urgent need for the establishment of regional/subregional air transport training centres in Africa. He mentioned the existing centre in Addis Ababa (Ethiopia) and urged members to exert maximum effort to make the centre real to meet the urgent training needs of the continent. He also referred to the Soroti, Maria and Miami training centres and their availability for training of air transport personnel.

15. The Executive Secretary then suggested that all agencies represented should provide the secretariat with up-to-date information regarding the implementation of UETACDA projects in their particular field of participation. The suggestion was welcomed by all and it was agreed that each specialized agency represented at the meeting submit to the secretariat a list of projects, ongoing and/or pipeline, so far undertaken by them.

16. The agencies submitted to the ECA secretariat the reports on their activities undertaken under the Decade programme. These reports are annexed to this report.

17. After all participants had presented their individual progress reports including the financing of projects, the Executive Secretary requested all participants to give accurate summaries to assist ECA in preparing its over-all report.

18. The meeting decided to set up a committee composed of ECA, ICAO, ITU, UPU, UNDP, EEC and UNR to review the questionnaire prepared by the secretariat for circulation to African countries, donor countries, financial institutions and organisations to obtain information on the status of implementation and financing of projects included in the Decade programme. The committee reviewed and revised the questionnaire which is attached as annex II.

Action to promote the UETACDA programme (agenda item 7)

19. A member of the ECA secretariat briefed the meeting on the contents of document DEC/TRANS/COM/IA/III/2. Participants were requested to examine the document and identify those projects to be submitted to UNDP for funding.

20. The meeting considered and finally agreed that some projects should be moved from one annex to another. The meeting also agreed to suggestions to include additional projects in the annexes to the document under consideration.

21. It was agreed that all postal service projects (document DEC/TRANS/COM/IA/III/2, annex I, page 2) be transferred from annex I to annex II.

22. The following tentative list of projects was proposed for funding by UNDP:

SMP-02. Technical assistance to set up and strengthen the efficiency of the national shippers' councils

- SAP-05: Technical assistance for the establishment and efficient running of booking centres
- SAP-10 and
- SAP-11: Project for the Academy of Maritime Science and Technology for French-speaking countries of West and Central Africa and financial assistance to the Regional Academy of Maritime Science and Technology, Accra
- SAP-18: Study on rationalizing ocean-going shipping
- SAP-19: Study on the development, expansion and rationalization of coastal shipping
- TAP-01: Implementation of PANAFTEL project
- TAP-02: PANAFTEL project phase II: survey of additional routes
- TAP-02: Establishment of a regional and multinational training centre for medium-level manpower for the Central African countries
- TAP-05: Establishment of multinational institutions for training high-level staff and instructors
- TAP-07: Establishment of a multinational training centre for medium-level manpower for the Portuguese-speaking countries
- RAP-01: Management and organization of African railways
- RAP-02: Financing of four international professional schools for railway personnel
- AIP-93: Improvement and modernization of the East African School of Aviation in Kenya. The representative of ICRO informed the meeting that the Kenyan Government was now proposing the development of the school on a regional basis. The proposal had already received the support of four other East African countries
- AIP-130: Uganda: Extension of the training centre at Soroti

23. The meeting also mentioned some other agencies that should be included as executing agencies, such as UNESCO to be included under number 31 of annex I and AFRICA to be included in the list of executing agencies for project AIP-03 in annex II (b).

24. The meeting discussed the importance of revising volume II and updating the estimates given therein.

25. It was agreed that, after receiving inputs and information from agencies and member States, ECA would update volume II for submission to the second Conference of Ministers of Transport, Communications and Planning scheduled to take place in March 1981.

26. It was also agreed that the various agencies and organizations should provide ECA with complete information concerning any changes in annexes I, II and III of document DFC/TRANSCOL/IA/III/2 so that a revised version could be issued.

27. The UNDP representative informed the meeting that \$US 20 million had been allocated by UNDP for the implementation of UNTACDA projects during its third programming cycle. Initially \$US 12.5 million would be available and the remaining \$US 7.5 million would be made available at a later date.

Action taken or planned by the agencies [agenda item 7 (a)]

28. As could be seen from the document distributed by UPU, the action taken and planned by that organization was as follows:

Since 1978, the decision-making bodies and the countries members of UPU had been regularly informed of the progress of the Decade activities. Following the Conference of Ministers of Transport, Communications and Planning, UPU had sent the complete list of projects selected to all member countries. That communication was aimed at:

- Encouraging postal administrations to make government authorities aware of the need to mobilize resources for postal projects;
- Ensuring that African postal administrations which had proposed projects called upon Governments from industrialized or wealthy countries that were in a position to contribute to the Decade objectives by financing the postal projects included in the programme;
- Awakening or strengthening the feelings of solidarity of countries with available resources towards African postal administrations so that those countries might lend their financial assistance to the Decade projects.

Because of the relative success of that first measure, UPU had just taken another requesting African countries to indicate the action they had taken, the results of that action and the requests they would want UPU to make on their behalf to regional or international funding agencies (possibly in the form of long-term loans under more favourable conditions).

The industrialized and developing countries with the financial resources (27 countries) had each been sent the list of postal projects in hope that they would indicate to UPU the project or projects that their Governments were willing to finance, in whole or in part, with grants or loans.

With regard to UPU resources, the International Bureau intended to make promotional visits to certain donors and funding agencies to negotiate conditions of financing for projects of interest to them.

UPU would take advantage of a meeting to evaluate and co-ordinate the multi-national UNDP/UPU projects under way in Africa, to be held in late November 1980, to obtain information from postal officials on the promotional efforts they themselves had made with a view to implementing their projects.

29. The representative of the Union of African Railways informed the meeting that in view of his organization's interest in the Decade programme, it had embarked on the implementation of three railway projects that were included in the programme using its available resources. Those projects were: management orientation; training; and studies for railway industries in the subregion.
30. It was the view of the UAR that the rapid implementation of the Decade programme would be a key in the economic development and independence of African countries and would eventually facilitate social and political cohesion as well as economic integration.
31. UAR, which had participated in the preparation of the Decade projects, was following with interest the progress and steps taken by ECA towards the implementation of UNTACDA projects.
32. UAR, considering ECA as lead agency, believed that the active participation of the specialized agencies and intergovernmental organizations was of vital importance if progress was to be made in future. It believed that the participation of specialized agencies and intergovernmental organizations should not be limited to attending meetings but should also be extended to the preparation, inter alia, of project documents.
33. UAR and other specialized agencies working in the field of railways were fully supporting the programme of action undertaken by ECA and were awaiting possible co-ordination of efforts with ECA and other interested parties to make the programme of action a reality in the interest of the African continent.
34. UNCTAD referred to the preparations currently being made for the United Nations Conference on Least Developed Countries scheduled to be held in 1982.
35. Twenty African countries (24 as of the following year) would be involved in the Conference, which was to result in a special funding programme for the least developed countries.
36. The programme would certainly include an important transport and communications component.
37. The Conference should henceforth be considered as a unique opportunity for promoting both transport and communications projects, which were of interest to half the States members of ECA and, in a more general way, the principles and objectives of the Transport and Communications Decade in Africa.
38. It was decided that projects that required minimal amounts of financing should be financed by the Governments concerned instead of seeking financing for such projects from other sources.

Preparations for the 1981 technical consultative meetings [agenda item 7 (b)]

39. In introducing the item (document E/C/TRANS/COM/IA/III/3), a member of the secretariat proposed two approaches to be considered:

- technical consultative meetings by sectors;
- technical consultative meetings by subregions.

40. The IMCO representative stressed the importance the development of shipping held for Africa and stated that, in the light of the existence of a major inter-governmental structure, the Conference of Ministers of Maritime Transport of West and Central Africa, comprising 25 countries, it would be extremely desirable to plan a technical consultative meeting on maritime problems. In addition to the countries concerned, the following would also participate: ECA, IMCO, UNCTAD and the Conference of Ministers of Maritime Transport of West and Central Africa.

41. After lengthy debate the meeting agreed to hold separate technical consultative meetings as follows:

- (a) on transport modes;
- (b) on communications subsectors;
- (c) in view of the existing organization dealing with maritime transport in West and Central Africa, a separate meeting for maritime transport projects could be held in 1981.

42. It was further agreed that:

- (a) all technical consultative meetings should be conducted in very close collaboration with the various specialized agencies, intergovernmental organizations and African countries;
- (b) in organizing such meetings, the experience acquired by UNDP should be fully utilized.

43. For its part, ECA should frequently approach UNDP and seek advice on the preparation of such meetings.

44. It was also decided that all financial institutions, donor countries, specialized agencies, intergovernmental organizations and member States concerned should be invited to the technical consultative meetings. The dates and venues of the meetings would be communicated in due course.

Preparation for the second Conference of Ministers of Transport, Communications and Planning to be held in 1981 (agenda item 8)

Date and place of the next Interagency Co-ordinating Committee meeting (agenda item 9)

45. The Chairman introduced items 8 and 9 of the agenda. He suggested that the meeting should proceed to paragraph 4 of the document entitled "Preparations for the second Conference of Ministers of Transport, Communications and Planning" (DEC/TRANS/CONF/IA/III/6), where item (e) of the draft agenda had been deleted and item (f) had become (e) with a slight amendment. The new item (e) should read "Arrangement for the preparation of the programme for the second phase, 1984-1988". The following draft agenda was approved for the second Conference of Ministers of Transport, Communications and Planning:

- (a) Report on the implementation of the first phase programme
- (b) Establishment of an information exchange that would improve monitoring of programme implementation
- (c) Updating of the first phase programme
- (d) Arrangement for the preparation of the programme for the second phase, 1984-1989.

46. The Executive Secretary requested all agencies and organizations to forward their inputs to ECA not later than the end of November 1980 to enable the secretariat to prepare the documents on all modes of transport and subsectors of communications for the Conference of Ministers. It was agreed that ITU would send its documents, preferably in English and French, to ECA by mid-January, after the third Regional Conference on Telecommunications to be held in Monrovia. Governments would be given sufficient time to review the documents before the Conference of Ministers.

47. It was also decided that the Interagency Co-ordinating Committee should hold its fourth meeting at ECA headquarters for at least two or three days during the first week of March 1981 just prior to the Conference of Ministers of Transport, Communications and Planning scheduled to be held in Nairobi from 9 to 18 March 1981.

Other matters (agenda item 10)

48. There were no matters to be discussed under this agenda item.

Adoption of the report (agenda item 11)

49. During its closing session the representative of UNESCO, speaking on behalf of the participants, thanked the secretariat for having taken the initiative to organize the meeting and paid tribute to the Executive Secretary for his active participation throughout the proceedings of the meeting.

50. The Executive Secretary thanked the participants for their active participation which had made the meeting a success.

51. The meeting considered the draft report and, after making amendments, adopted it.

ANNEX I

STATEMENTS BY REPRESENTATIVES OF SPECIALIZED AGENCIES AND
INTERGOVERNMENTAL ORGANIZATIONS

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

1. Subregional projects in maritime transport currently under implementation
are as follows:

(a) Feasibility study on the creation of one or more multinational shipping lines for the CEAO States (the Ivory Coast, the Upper Volta, Mali, Mauritania, the Niger and Senegal)

(b) Study on maritime transport costs in West and Central Africa for the Conference of Ministers of Maritime Transport of West and Central Africa: UNDP financed (\$US 100,000); implementation has just commenced

(c) Modernization of port statistics and introduction of performance indicators in West and Central Africa: UNDP financed (\$US 150,000); ends 1980

(d) Second and third port planning seminar, Casablanca: UNDP financed, 1979

(e) Fourth port planning seminar, Mombasa: UNDP financed (\$US 30,500); 1980

(f) TRAINPAR project - development of two courses - one in Abidjan on maritime legislation and one in Mombasa on port planning using modern training technology; involves training of course developers and instructors and development of course packages in order to promote self-sustaining training programmes. A course is also being developed in Bombay on shipping management under this project: UNDP financed (\$US 796,000 including Bombay); ends 1981

2. National projects under implementation:

(a) Gabon: Maritime organization and management: UNDP financed (\$US 341,350); ends November 1981

(b) The Ivory Coast: Improvement of maritime transport sector - in association with ILO: UNDP financed (\$US 1,149,000); ends 1981

(c) Madagascar: Improvement of maritime transport sector: UNDP financed (\$US 50,000); ends 1981

(d) Algeria: Organization and regulation of ports: UNDP financed (\$US 219,000); ends 1980

(e) Guinea: Equipment and reorganization of Conakry port: UNDP financed (\$US 1,494,000); ends 1980

- (f) Nigeria: Port management training course: NPA financed (\$US 71,000); 1980
- (g) Cape Verde: Improvement of port management: UNDP financed (\$US 45,000); ends 1979
- (h) Benin: Training of port supervisors: UNDP financed (\$US 65,000); ends 1979
- (i) Benin: Improvement of management of national shipping line: UNDP financed (\$US 96,000); ends 1981

3. Under sectoral support services, an adviser in shipping (UNDP financed) carried out missions to a number of African countries in 1979 and 1980 and provided for guidance in the development of national shipping policies, establishment and strengthening of shippers' councils/freight bureaux, national shipping lines and improvement of national maritime administrations. Countries visited include Benin, Ethiopia, Mauritania, Senegal, the United Republic of Tanzania, Uganda and Zambia.

4. Projects planned or under preparation: subregional:

- (a) Eighth UNCTAD/SIDA training course in port management, Abidjan 1981 (\$US 237,000)
- (b) Ninth UNCTAD/SIDA training course in port management, to be decided, 1982 (\$US 250,000)
- (c) UNCTAD/German Democratic Republic: Seminar on shipping company management, to be determined in consultation with ECA

(d) Subregional co-operation in maritime transport: Eastern Africa - Kenya, the United Republic of Tanzania, Uganda, Zambia. Project under preparation in consultation with ECA. Objectives: to establish national shippers' councils, to establish freight bureaux to co-ordinate subregional shippers' councils and freight bureaux in order to rationalize shipping services and improve negotiating capability. Estimated cost of the project is \$US 1.5 million. UNDP has indicated willingness to give high priority to project in third cycle. If ECA takes initiative the project could be extended to include other subregional countries having common shipping routes and being served by some shipping conferences.

5. Comments on annex II (a) of document DEC/TRANSCOM/IA/III/2

UNCTAD agrees with proposals to execute projects relating to shippers' councils and freight booking centres in association with ECA. It is suggested that the list be extended to include the following:

- (a) establishment and strengthening of national shipping lines and their co-ordination on a subregional basis;
- (b) rationalization of shipping services on a subregional basis;

(c) strengthening of maritime transport administrations at national level;

(d) implementation of the United Nations Convention on Multimodal Transport and assistance to introduce and extend multimodal transport activities;

(e) expansion of TRAINMAR course to include one more course to be developed in Africa at a new centre.

6. Comments on annex III (b) of same document

The financial resources of UNCTAD by mandate cannot be used to engage in technical assistance projects except for a limited degree of project backstopping.

UNCTAD can provide technical assistance only to the extent that funds for that purpose are available from UNDP or other donors.

At present general advisory services in shipping are provided only through one project - sectoral support advisory services in shipping - UNDP-financed, ends 1981. One post.

For the next UNDP cycle UNCTAD Shipping Division has requested the continuation of the sectoral support programme and the creation of two posts of interregional advisers in shipping and ports (previously available from UNDP). If these posts are funded, UNCTAD Shipping Division could be able to contribute effectively to the proposals in annex III (b).

7. Identification and formulation of projects

It is proposed that a joint meeting of UNCTAD Shipping Division and ECA representatives be held in order to plan a strategy for the identification and formulation of projects at both subregional and national levels.

In its division dealing with land-locked, island and least developed countries, UNCTAD had special responsibilities with respect to transit transport for the 19 land-locked developing countries, 13 of which were in Africa.

The problems of land-locked developing countries had been the subject of research by UNCTAD since 1970. Basic documents had appeared since then which had stressed an "integrated planning approach" which had since governed UNCTAD's policy.

The special programme for land-locked countries was now headed by a group of interregional advisers working in Africa as well as in Asia and Latin America, whose role was to help land-locked countries to define and implement their policies and programmes to open up their countries. The advisers also had contact with transit countries and with major sources of bilateral and multilateral financing to interest them in projects which were considered to be priorities.

The UNCTAD interregional transit-transport advisers were assisted in that activity by all the UNCTAD divisions (shipping, multimodal transport, facilitation).

Moreover, the advisers could make use of a provision called the "expert month" which enabled them to recruit highly specialized experts to deal with specific technical questions.

A summary of recent action taken would be sent to ECA. Such action fell basically within the global strategy adopted by the Conference of Ministers of Transport, Communications and Planning which had met at Addis Ababa in May 1979.

UNCTAD was continuing to conduct detailed studies on the cost and functioning of transport corridors. Their objective was not only to determine the real costs borne by land-locked countries as a result of their situation but also to identify actions (investments and measures) which could reduce the negative effects.

Four studies were now under way:

(a) Assistance to land-locked developing countries in West and Central Africa for the transit-transport of Mali, the Niger, the Upper Volta, Chad, the Central African Republic;

(b) Assistance to the land-locked parts of the eastern and Central African subregions for the transit-transport of Burundi, Rwanda, Uganda and the Kivu region of Zaire;

(c) Assistance to the United Republic of Tanzania-Zambia corridor;

(d) Assistance to the land-locked subregion of southern Africa for the transit-transport of Botswana, Lesotho, Malawi, Swaziland, Zambia and Zimbabwe.

Provisional reports on the first three corridors had been sent to the Governments concerned for their consideration. The reports put forward a programme of action which identified investments to be made or maintained as a matter of priority with special reference to the management and training structures to be established.

The special programme for the land-locked countries of UNCTAD wanted to discuss those programmes of action with the Transport, Communications and Tourism Division of ECA to avoid contradictory and even overlapping views in the advice that ECA and UNCTAD might give on the basis of their respective terms of reference.

Finally it was necessary to recall the arrangements under way for the important United Nations Conference on the least developed countries, of which UNCTAD would serve as secretariat. That classification of 30 countries included 20 African countries with four other African countries to be added next year. The Conference, which should develop a special programme of financing for the least developed countries, would be of prime importance to Africa. It was planned to be held in 1982 and would be preceded by a number of preparatory meetings during 1981.

In preparation for the Conference, UNCTAD was collaborating with the various countries involved in preparing the basic documents to be submitted at the Conference.

For many countries the "transport and communications" component was very important. UNCTAD felt that it would be desirable for ECA, in the light of its responsibility for the Transport and Communications Decade in Africa, to work with UNCTAD, with the agreement of the countries, in preparing those documents dealing with transport and communications issues.

A final point concerned the role that the specialized agencies and also external sources of financing expected ECA to play.

The plan of action for the first phase had in its time served as a good point of departure, listing the projects required for the installation of an effective transport and communications network in Africa.

Constraints changed, and subsequently those priorities, or simply projects, that had been considered important at one time might no longer be viewed in the same way. It was hoped that ECA would establish a permanent system for updating the Decade plan of action so that those projects which the countries would like to see implemented as a matter of priority might be included.

UNCTAD was ready to contribute to that updating in those areas where it had authority by providing ECA with information at its disposal on projects to be implemented, actions to be undertaken and measures to be recommended.

UNITED NATIONS EDUCATIONAL, SCIENTIFIC AND CULTURAL ORGANIZATION

The following represent all regional projects within UNESCO's field of competence adopted for implementation in phase I: SAP-01, BRP-01, BRP-02, BRP-03, BRP-04, BRP-04 bis, BRP-06 and feasibility study for the establishment of an African institute for broadcasting development.

1. SAP-01: Feasibility study for an African regional satellite system

In collaboration with ECA a project document for this project was prepared in May 1980. The original budget of \$US 180,000 was upgraded to \$US 230,000. The document has been forwarded by UNESCO to UNDP which has indicated its intention to fund the project. However, as a result of decisions taken at a meeting of the Interagency Co-ordinating Committee on Satellite Communications on 13 and 14 October 1980, this study has now been integrated into the ITU/BMZ study which now becomes a joint ITU/UNESCO/ECA/OAU project funded by BMZ with ITU as executing agency.

2. BRP-01: Strengthening of existing communication training institutions

The project is shown on page 15, annex I of ECA document DEC/TRANSCOM/IA/III/1 as being in execution with funding provided by Norway. This information is inaccurate. There is a UNESCO "Broadcasting manpower development project" funded by all the Nordic countries which is currently in execution. That project is separate from BRP-01.

Funding possibilities for BRP-01 are being explored by UNESCO but no significant progress can be reported at this time.

3. BRP-02: Development of the URTMA rural broadcasting centre at Ouagadougou

No significant progress can be reported on this project.

4. BRP-03: Seminars and working groups at the subregional level on the management and planning of broadcasting organizations and on the role of broadcasting in national development

No significant progress can be reported on this project.

5. BRP-04: Feasibility study for the development of a television film industry in Africa

Following discussions with UNDP at UNESCO headquarters, UNDP has indicated its intention to fund this project. A project document has been prepared by UNESCO and forwarded to UNDP for approval and signature. It is expected that the funds will be made available and the project declared operational before the end of this year.

6. BRP-04 bis: Feasibility study on the teaching of African languages by radio and television

It is understood that a funding agency has expressed interest in this project. This is being followed up by ECA and UNESCO.

7. BRP-06: Assistance to URTMA programme exchange centre

Following approaches made by UNESCO headquarters, UNDP has indicated its intention to fund this project. In collaboration with URTMA, a project document has been prepared and forwarded to UNDP by UNESCO. ECA has been furnished with a copy of the document. It is expected that the funds will be made available for project execution to commence before the end of 1980.

Feasibility study for the establishment of an African institute for broadcasting development

This project was among the phase I projects adopted by the Conference of Ministers. Unfortunately by error, it does not appear in the list of projects published in volume II. Nevertheless, a project document has been prepared and UNDP has indicated its intention to fund the project. The document has been forwarded to UNDP for approval and signature. It is expected that the funds will be made available for implementation to start early 1981. A copy of the document has been forwarded to ECA. The project budget is \$US 109,000.

In addition to the above regional projects there have also been developments on the following land-locked country projects.

BRP-21: Lesotho: Creation of new radio information centres in Lesotho

UNESCO followed up this proposal and had discussions with Government authorities in Lesotho. It became clear that the project proposed was the "Development of a

national news agency for Lesotho. A draft project document is being prepared in collaboration with the Government. UNESCO has already initiated action on the search for funds.

BEP-92: Swaziland: Feasibility study for the introduction of a national television service

With the involvement of the UNDP Resident Representative in Swaziland, discussions on this project are in progress and a project document is in preparation.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

ICAO activities in the implementation of the UNTACDA programme so far include:

(a) The publication of a study on "Development of air passenger and freight transport in Africa" in 1979;

(b) A regional air navigation meeting for Africa was held at Arusha during November/December 1979 in which the requirements of international civil aviation for aerodromes, aeronautical communications, navigational aids, air traffic services, etc., in Africa were defined. The report of the meeting will be distributed shortly and the Regional Plan thereafter. Copies will be provided to ECA;

(c) A study on aeronautical communications in Africa was conducted to determine the state of facilities and services in 47 African countries. The reports concerning each State (to be distributed shortly) will include recommended actions and projects to be implemented in this field;

(d) Extensive discussions have been conducted with civil aviation authorities to determine their technical assistance needs. Where indicated, teams of experts will be visiting several African States to assist in the preparation of national civil aviation plans for the next five years;

(e) A number of workshop-type meetings are to be held in Africa on statistics, airport and route facility economics, traffic forecasting and air fares and rates;

(f) Co-operation with AFCAC for the African Conference on Air Tariffs and Liberalization of Traffic Rights continues;

(g) A large number of the projects included in the approved programme of UNTACDA are being implemented by ICAO or are in the processing stages. However the list provided to the Committee does not reflect the true situation of implementation as many projects are now being implemented or processed either as revisions to existing project documents or under different titles combining sometimes more than one approved project. The costs of some projects has increased considerably (e.g., Iwenge Multinational School);

(h) The requirements of States for projects seems to have changed in many cases. The list of approved UNTACDA projects should be revised and updated to reflect such changes.

UNIVERSAL POSTAL UNION

According to the information available at UPU headquarters, the situation of project financing was as follows:

The postal administration of Kuwait had informed UPU that its Government had agreed to finance two projects, one for Djibouti (Establishment of a post office and postal training centre - project no. POP-18) and the other for Mauritania (Establishment of a mail sorting and parcel handling centre at Nouakchott - project no. POP-41). The cost of the two projects totalled \$US 2.33 million but Kuwait had pledged about \$US 700,000. Since UPU had not received any specific information about the starting date, it had just contacted the two beneficiary countries and Kuwait to ascertain the future of the two projects.

The postal administration of the Federal Republic of Germany had indicated that the Ministry of Technical Co-operation was in favour of a project on the mobilization of savings by postal means in African countries. The cost of the project proposed to the Federal Republic of Germany, which primarily concerned the most disadvantaged countries, amounted to \$US 490,000. The project in question was no. POP-16 whose total cost was estimated at \$US 780,000 for all African countries.

According to unofficial sources, France seemed to be interested in projects concerning regional transit centres and would be prepared to finance part of the engineering study costs.

The UNDP Regional Bureau for Africa had stated that it was willing to consider, under the third regional programming cycle (1982-1986), possibilities of financing a global engineering study for all the projects relating to the establishment of regional transit centres (projects no. POP-01 to POP-09 and POP-11). The cost of such a study would be \$US 7 million or approximately 10 per cent of the total cost of establishing the centres.

INTERNATIONAL TELECOMMUNICATION UNION

First of all there is a need to find a mechanism by which the countries concerned can review and update the projects included in the Decade programme. In some cases the priorities of countries have changed since the formulation of the programme.

Nevertheless with regard to the programme as a whole ITU follows up the implementation of all the projects for which resources have been identified. On TEP-01, the implementation of PANAFTEL, it should be pointed out that the respective countries themselves are the executing agency for equipment installation. ITU assumes the role of executing agency for the technical assistance component only which is now valued at \$US 3.4 million, financed by UNDP.

On TEP-02, Survey of additional PANAFTEL routes, ITU has obtained \$US 1 million from BADEA and \$US 0.42 million from ECOWAS and work is continuing. On TEP-03,

UNDP approved \$US 0.62 million at present and an additional \$US 0.9 million is expected. On TEP-05, Rural telecommunications, the Federal Republic of Germany has provided \$US 0.8 million and the project is under implementation.

TEP-17, the third African Telecommunications Conference is now to be held in December in Monrovia with funds (\$US 500,000) contributed by the PANAFTEL Co-ordinating Committee.

SAP-01, Feasibility study on an African satellite, is now integrated with project TEP-05.

On MAP-10, UNDP has provided \$US 1.34 million and \$US 1.2 million for the Malawi-based medium-level multinational post and telecommunications training centre.

On MAP-11, High-level training centre, detailed studies have been completed for the establishment of a network of centres for East and Southern Africa and one for West Africa. UNDP has provided \$US 0.31 million for the latter.

For MAP-12, Djibouti has obtained \$US 0.6 million from UNDP and for MAP-13, UNDP is considering \$US 1.3 million for Ethiopia.

In addition to the above ITU has obtained from UNDP \$US 0.963 million for regional advisers, \$US 0.099 million for training needs survey, and \$US 0.485 million for the CODLVTEL project.

All of the above information has been submitted to the secretariat on a tabular form.

With regard to the ECA proposal for UNDP financing of phase II of the Decade under the third cycle, ITU suggests that the document should not be noted until the programming exercise initiated by UNDP has been completed.

Finally ITU proposes that the actual status of all the phase I projects be thoroughly reviewed during the forthcoming Monrovia conference of telecommunication administrations.

INTERGOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

The IMCO representative stated that IMCO paid special attention to the implementation of subregional and regional projects dealing with maritime training.

Two major projects for the establishment of two regional maritime academies had been initiated, one in Abidjan for the French-speaking countries and the other in Accra for the English-speaking countries.

The first project, which had been signed by five countries, had received financial assistance from UNDP for acquiring teaching materials and appointing a principal technical adviser, a director of studies and a navigation instructor. Two additional technicians remained to be hired to teach mechanics and electronics. The project was at present in the process of selecting the building site, and that construction would most probably begin in the early part of 1981.

He called the Committee's attention to an error in the text of the report submitted by ECA: while the Ivory Coast was listed under the heading "Beneficiary countries", the project was in fact regional in scope and would benefit all the French-speaking countries of West and Central Africa.

The Accra academy project had experienced delays as a result of the procedure of requiring the signature of four countries. At present the project had been signed by Ghana, Liberia, Sierra Leone and the Gambia. The principal technical adviser had already been appointed and steps were being taken to release funds which came primarily from UNDP.

Most of the other projects included in the programme of the first phase of the Decade were ready and were currently being negotiated.

However he intended to contact his headquarters to send ECA a comprehensive list of projects under way and projects in the pipeline.

He also mentioned a few projects for which financing was being negotiated, namely:

(a) Study on the harmonization of marking systems on the West and Central African coasts. The cost of that regional project, which involved the coastal countries from Mauritania to Angola, would amount to \$US 275,000. Financing would be provided by the Federal Republic of Germany, France and the International Lighthouse Authority (ILA).

(b) Projects for assistance in maritime administration that would cost approximately \$US 200,000 for each of the following countries: the United Republic of Cameroon, Benin and Gabon;

(c) Establishment of an ocean fishery training centre in Mauritania. Negotiations were being conducted with the World Bank on that project in which UNESCO was participating.

In addition he mentioned the technical assistance that IMCO provided to the Conference of Ministers of Maritime Transport of West and Central Africa, the secretariat of which was located at Abidjan and in the form of a regional maritime adviser, a principal technical adviser for the Academy and IMCO inter-regional advisers and experts. Plans had also been made to second an expert and a consultant for six months under the project for establishing the Academy with UNDP financing.

Finally, he mentioned other forms of technical assistance provided by IMCO, namely the appointment of specialized interregional advisers on maritime legislation, training, pollution, safety and ports.

AFRICAN AIRLINES ASSOCIATION

1. Personnel training

Standard training syllabi for the training of pilots, engineers, cabin crew and other airline staff had been developed and approved by African States.

These programmes provide a homogeneous training system throughout the continent and are the bases for uniform licensing of technical personnel.

2. Liberalization of traffic rights

A Declaration for the granting of more liberal traffic rights for African carriers has been adopted. This declaration forms the cornerstone for the implementation of the "Grid system" developed by AFRAA to provide air links between African capitals.

3. African conference on air tariffs

The programme for the establishment of an African Conference on Air Tariffs to regulate fares and rates between, to and from Africa has been adopted. A Conference to establish an AFRAA Tariff Convention is scheduled to take place in December 1980.

4. Joint use of maintenance and training facilities

Available maintenance and training facilities within Africa are now being utilized more than ever.

5. Equipment standardization

The development of standard aircraft specifications for short-, medium- and long-haul equipment is nearing completion.

6. Pooling of traffic

Pooling arrangements have been concluded among several African airlines and this trend is expected to continue.

AFRICAN CIVIL AVIATION COMMISSION

1. A "Declaration of General Policy in the field of Civil Aviation" was prepared and approved by the OAU Council of Ministers at its thirty-fifth ordinary session in June 1980 in Freetown [See CI/1069 (XXXV)].

The Declaration covers:

- (a) Training of civil aviation personnel;
- (b) Convention establishing the multinational training centres;
- (c) Standardized syllabi;
- (d) Co-operation and integration of African airlines;
- (e) Optimum development of air services;
- (f) Financing of aeronautical activities and role of ADB;
- (g) Aviation, etc.

2. Other activities initiated by AFCAC

Organization of subregional meeting on airline co-operation and integration, where States, aircraft manufacturers, airlines and AFRAA participated.

(a) For West African subregion in Banjul (the Gambia) in April 1978. Report - AFCAC/Airline/COOP/5.

(b) For Central and Eastern African subregions in Douala (United Republic of Cameroon), November 1978. Report - AFCAC/Airline/COOP/6.

(c) For Central and West African subregions in Dakar (Senegal), April/May 1980. Report - AFCAC/Airline/COOP/7.

3. At the request of AFCAC

The Institute of Air Transport (ITA) in Paris prepared the following documents:

(a) An outline of a feasibility study on the establishment of an African financing and aircraft leasing company;

(b) Fleet forecast for African airlines for 1982.

4. AFCAC in co-operation with AFRAA will initiate a feasibility study on the establishment of a co-ordinated network of maintenance. Overhaul and training centres are expected to be undertaken with the assistance of ADB.

5. AFCAC in collaboration with AFRAA, ECA and OAU jointly prepared a draft convention concerning the African air tariff conference which is to be considered for signature at a diplomatic Conference expected to be held in the first half of December 1980.

6. AFCAC in co-operation with AFRAA prepared draft syllabi for African pilots and aircraft maintenance mechanics which have been finalized and approved by AFCAC for use in the pilot and aircraft maintenance technicians training centres in Africa.

AFRICAN AND MAURITIAN COMMON ORGANIZATION

Projects implemented during phase I of the Decade programme

The tenth OCAM Conference of Heads of State and Government held in June 1979 at Cotonou gave special attention to the Decade plan of action. It approved in particular the programme for the first phase adopted by the Ministers of Transport, Communications and Planning in May 1979 at Addis Ababa.

Two resolutions on that matter had been adopted: one (resolution 32/COTONOU/79) concerned the earlier project to establish a multinational shipping company. In 1977 that project had already received UNCTAD assistance for the preliminary study of alternatives for the company.

Since that time, several other subregional organizations (ECOWAS, CEAO, the Conference of Ministers of Maritime Transport of West and Central Africa) had expressed their interest in similar projects.

There were a total of four projects in the West and Central African subregion.

At the meeting of intergovernmental organizations held at Monrovia in January 1979, OCAM and ECOWAS had been designated to co-ordinate the projects for the establishment of multinational shipping companies in West Africa.

OCAM had prepared a memorandum addressed to the organizations involved and to ECA on the co-ordination work. ECA had proposed that a meeting should be held on that topic, but it could not be held.

The organizations involved were in the process of fixing a suitable date to hold a meeting before the end of the year.

Conclusion

The co-ordination of management projects should consist primarily of standardizing terms of reference and choosing the studies to be undertaken as a matter of priority.

The second resolution (33/COTOMOU/79) concerned the improvement of air links among OCAM countries.

There were two phases to the project:

1. A study on the development of air transport in Africa and on the options for and ways of establishing regular and efficient air links among OCAM countries.
 - (a) Note: That was a joint project between OCAM and CEPGL, with one country, Rwanda, belonging to both organizations;
 - (b) The cost of the study was 280,000 French francs (14 million CFA francs). Transport costs for expert missions were not included in that figure. OCAM was responsible for negotiating transport facilities with Air Afrique, which was also involved in the project;
 - (c) The project was to be jointly financed by ECA, the Gisenyi MULPOC and OCAM.
2. Second phase: A meeting of national experts (directors of civil aviation, and of national airlines) to implement the study's recommendations.
 - (a) The cost of the meeting was estimated at F 240,000 (CFAF 12 million);
 - (b) OCAM, with the aid of ECA, proposed to submit a request for financing to UNDP and ICAO.

ECONOMIC COMMUNITY OF WEST AFRICAN STATES

The ECOWAS transport programme was approved by the Heads of State and Government in May 1980.

Preparations are now under way for the implementation of the various studies.

As for the Trans-West African Highway Network (Lagos-Nouakchott, Dakar-Ndjamena) a meeting of Directors of Public Works was held from 20 to 25 August 1980 to ascertain the actual status of the project. A complete document is under preparation by the ECOWAS secretariat for the implementation of the project.

As for the railways projects, a meeting was held from 16 to 17 September 1980 between CILSS and ECOWAS on the way to implement those projects. At this meeting it was agreed that instead of conducting a feasibility study now, efforts should be concentrated on a territorial management project for the entire region. That project would involve transport, agriculture and industry. The point here was to be able first to attract the attention of financiers to the project and consequently make the studies fundable. ECOWAS has initiated action in this direction.

Directors of Telecommunications of ECOWAS member States are now studying the tender documents which would be presented to the Council of Ministers of Communications on 20 October 1980 for the implementation of the telecommunications projects in the Community.

ORGANIZATION OF AFRICAN UNITY

At the end of one of the meetings of the Intergovernmental Preparatory Group (IPG) on the United Nations Convention on Multimodal Transport of goods which was held in Geneva, the African Group recommended that OAU organize a seminar on multimodal transport in Africa. This recommendation was subsequently approved by the OAU Council of Ministers and adopted resolution CN/Res. 524 (XIVII) requesting the OAU Secretary-General to organize such a seminar.

OAU has made an initial provision of \$US 16,206 from its own resources during the 1980-1981 programme year for this project. Contacts have been established on a substantive working level with the UNCTAD Shipping Division which has indicated interest in the project.

In view of the many-faceted nature of the project and consequently the high cost involved in the planning and execution of such a seminar, OAU will hold consultations with ECA and INCO to work out modalities of co-operation on this specific project. Additionally, intergovernmental organizations and specialized agencies interested in the project should contact the Transport and Communications Division of OAU.

This multinational project appears in the UNTACDA programme under the title "Team of experts for the establishment of multimodal transport operators (MTO)" (MMP-01).

PAN-AFRICAN TELECOMMUNICATIONS UNION

In the context of the Transport and Communications Decade in Africa, the OAU Assembly of Heads of State and Government adopted resolution CM/Res. 754 (XXXIII) Rev.1. The co-ordination procedure for implementing the said resolution has already commenced.

The Conference of African Telecommunications Experts organized jointly by OAU and PATU with ECA, ITU and UAPT participation had set up an 11-nation Committee composed of Algeria, Angola, the United Republic of Cameroon, the Ivory Coast, Kenya, Madagascar, Mali, Morocco, Nigeria, Senegal and Zaire to consider the proposals of African States on the project.

The Committee of 11 would meet in Kinshasa from 25 to 29 November 1980 under the auspices of PATU with the participation of ECA, ITU, PANA, URTNA, UAPT, ADE, AFCAC, UNESCO and other organizations with telecommunications-related operations.

PATU had organized a seminar on the AFROSAT project in Kinshasa from 25 March to 2 April 1980 for all countries members of OAU and PATU in which ECA and other organizations interested in the project had taken part.

The seminar made recommendations to member States which were in the process of transmitting their needs and comments to the PATU secretariat in accordance with resolution CM/Res. 813 (XXIV) adopted by the recent OAU Summit in Freetown. ECA was expected to provide economic and demographic data estimates for African countries over the next 20 years.

Participants in the AFROSAT seminar had also noted with satisfaction the statement made by the ECA representative concerning the availability of the funds needed to proceed immediately with feasibility studies on the AFROSAT project planned for the first phase of the programme for the Transport and Communications Decade in Africa.

PATU would therefore like ECA to consider the possibility of placing the amount at the disposal of the Committee of 11 set up to consider the said project. With a view to making the ongoing PANAFTEL project credible and viable, PATU had organized a seminar on inter-State maintenance, vocational training and co-operation in Nairobi from 3 to 12 September 1980.

Representatives of States members of OAU and PATU at the seminar in Nairobi had adopted three recommendations:

Recommendation No. 1

Inter-State maintenance and co-operation: the participants had recommended that such international, regional and subregional organizations as UNDP, ITU, ECA,

UNIDO, ESA, BADEA, ADB, URTNA, AFCAC, PANA and UAPT should assist PATU in strengthening inter-State co-operation and harmonizing national efforts.

Regarding vocational training, the participants had recommended that foreign countries and such international organizations as UNDP, ITU, ECA, UNIDO, UNESCO, ADB, ESA, BADEA, INTELSAT and INTER-SPUTNIK should assist PATU in implementing its programme of action particularly with regard to:

- (a) The establishment and equipment of subregional and regional training centres;
- (b) The provision of fellowships for African telecommunications administration officials;
- (c) The organization of seminars and workshops.

The third recommendation adopted by participants in the Nairobi seminar that had met under PATU auspices focused on the promotion and development of scientific research in telecommunications industries in Africa.

The participants had recommended that foreign countries and international organizations should assist PATU in organizing a seminar on the said topic.

Project TEP-24: It should be pointed out that PATU was the initiator regarding project TEP-24: East and Southern African submarine cable links.

Integrated rural development: Since the development of telecommunications in Africa's rural areas fell within the global context of telecommunications development in Africa, the establishment of a space telecommunications network exclusively for rural areas would appear inadequate. A regional satellite telecommunications network (the AFROSAT project), which took into account the over-all needs of African countries including the rural areas and complemented the ongoing PANAFTEL network, would be preferable.

On behalf of Mr. Bobo Camara, Secretary-General of PATU, he reaffirmed his deep appreciation to the Government of the Federal Republic of Germany for its desire to make a practical contribution to the development and modernization of Africa's telecommunications network.

UNION OF AFRICAN RAILWAYS

The Union of African Railways participated in the preparation of the railway sector of the Decade programme and followed up all the activities related to the programme.

UAR also expressed keen interest in the early start of the implementation of the railway projects. This is because the highest percentage of investment is allocated to improving existing systems and upgrading their efficiency to play a more active role in the national economies and prepare the disconnected networks for integration during the second phase.

Concerning the adopted programme UAR has taken the initiative of starting on the implementation of certain projects with the limited resources available.

These projects are as follows:

RAP-01: Management and organization of African railways

This project concerns reorganization of management structures and introduction of new techniques; reorientation of top management through regional and subregional seminars.

Action taken

1. UAR organized a seminar on data processing and wagon control with the objective of using modern techniques to make information available for decision making in the operation of trains. This seminar was held in Kinshasa in September 1980.
2. In 1981 a second data processing seminar will be organized by UAR with the objective of increasing the use of automated data systems as an aid to efficient management.
3. In November 1980 a seminar on continuous training for supervisors and training officers will be organized in the Congo with the objective of improving management systems and structures.

RAP-02: Financing of four international professional training schools for railway personnel

This project is designed to establish multinational training centres in four subregions.

Action taken

1. The Zaria centre in Nigeria as stated in the documents of ECA is to be financed by Nigeria and funds for starting construction of the centre have been actually allocated.
2. For the Brazzaville centre in the Congo, UAR signed the agreement with the host country and acquired the land in Brazzaville through the assistance of the Government. The project documents and engineering design were completed with the assistance of OFERMAT (France).

UAR contacted a number of potential financiers and the 14 African countries involved in the project for possible financing from their own resources or support in obtaining finance from other sources. The results were encouraging and hopefully funds will be available in 1981 to implement the project.

3. For the Lusaka centre in Zambia, UAR was planning to undertake a study on the project and design preparation with the assistance of the United Kingdom but this could not be done. However, information indicates that an expert is to be appointed by the United Kingdom to undertake the preliminary survey.

4. The Warden centre in Egypt exists as a national centre with facilities to train a limited number of staff within the subregion. The requirement is for additional facilities to upgrade the centre to multinational level.

ECA contacted UAR for possible co-ordination of efforts in finalizing the project.

RAP-03: Preliminary survey for railway material production

This project is to identify the possibilities of establishing railway industries in four subregions.

UAR conducted a study in a number of West African countries for the establishment of a manufacturing unit for railway wagons and the report was finalized in 1980 and will be subjected to examination by the interested countries for possible implementation.

With regard to the Decade programme, the contribution of UAR has been positive and with the availability of finance it will be possible to undertake further steps to implement the projects.

In addition, it is relevant to state that UAR technical working groups have established standard norms and specifications for track and track materials for possible future interconnexion. The same groups have established standard technical specifications for rolling stock and other materials for possible exchange of traffic. The working groups drafted a convention for the control and facilitation of the movement of traffic across political boundaries.

UNITED NATIONS INDUSTRIAL DEVELOPMENT ORGANIZATION

UNIDO has undertaken a number of activities in the field of transport in the African region. At present the most important project is the establishment and operation of a boatyard and boat maintenance complex in the Seychelles (UF/SEY/80/001) which is in the final stages of preparation. In addition, UNIDO has recently completed two studies; one dealing with small vessel repair and maintenance facilities for the port of Cotonou and the other with railway network planning for Burundi. As far as the activities planned to be undertaken within the framework of UNTACDA are concerned, UNIDO has informed ECA as lead agency as well as the whole Interagency Co-ordinating Committee of its interest in being involved in the preparation and implementation of pipeline projects mentioned in the report E/CN.14/728 of the Conference of African Ministers of Transport, Communications and Planning, held in Addis Ababa from 9 to 12 May 1979. These are mainly maritime transport as well as inland water transport projects. In the field of maritime transport, they are:

(a) regional projects which involve feasibility and engineering studies for shipyards as well as feasibility study on creation or upgrading of the existing shiprepair and shipbuilding yards on a regional basis; and

(b) national projects on overhauling of the shipyard in Guinea; overhauling a repair yard for river craft in Guinea-Bissau; supply of spare parts

and equipment for shipyards of Maputo and Beira in Mozambique and rehabilitation of the ship repair yard at Massawa which serves Ethiopia, the Sudan, Djibouti and other countries.

As far as inland water transport is concerned, there are two projects, namely:

(a) the provision of technical assistance to identify needs and new projects for Angola, and

(b) the construction of shipyards in the Central African Republic, Rwanda and Burundi.

UNIDO has some capability to provide assistance in the establishment, design, managing, equipping and starting up of enterprises for transport equipment such as trucks, buses, cars, locomotives, rail cars, boats and ships as well as their maintenance and repair. Also worth noting are UNIDO's activities in the field of promotion of mobile workshops which can create additional capacities for maintenance and repair of vehicles as well as industrial equipment in some countries. Mobile workshops prove particularly useful in the least developed countries, where there is a lack of stationary facilities for specialized works in this field.

UNIDO is also involved in the maritime engineering sector particularly shipbuilding and ship repair. One of the forms of UNIDO's action in this field is to provide assistance in different kinds of feasibility studies on ship or boatbuilding and repair facilities, potentials for regional and subregional co-operation, etc.

However, it should be remembered that UNIDO is not a financing agency. The resources available from the Industrial Development Fund are very limited and UNIDO's possible contribution to the implementation of a few projects under UNCTAD must be modest and principally take the form of feasibility studies after the assessment of each project's merit.

In addition to that, UNIDO is prepared in co-operation with ECA to explore the possibilities of assisting in initiating consultations aimed at securing funds from other sources such as financing institutions, some developed countries, etc.

WORLD METEOROLOGICAL ORGANIZATION

For the moment, WMO is not involved in any project of the United Nations Transport and Communications Decade in Africa; in the future it would collaborate actively.

The Working Group on Meteorological Telecommunications of Regional Association I (Africa) is holding a session at the WMO secretariat in Geneva. During the session the Regional Meteorological Plan for Africa would be reviewed and important decisions taken.

ANNEX II

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

Form to provide information on projects in the transport and communications sub-sectors which are ongoing or are in the pipeline

Use, recommendations and precisions

The implementation of the Decade programme and its monitoring by ECA require periodic information from executing agencies or organizations. Hence it is suggested that the attached form be filled twice a year (June and December) and duly completed by every executing agency or organization and forwarded to ECA.

On the form, please indicate:

Name of the executing agency or organization

Column 1: All the ongoing and pipeline projects in transport and communications, even those not included in UNTACDA volume II. This will considerably help the preparatory activities of the second phase of the Decade.

Column 2: Some subregional or regional projects may still not be located - in those cases, write "Undefined" or indicate countries concerned.

Columns 3 and 4: No comments.

Column 5: The estimated cost of a project as is known to the executing agency or organization may be different from that indicated in volume II. In that case, please indicate the amount known to the executing agency or organization.

Column 6: Here indicate source of financing (donor).

Column 7: Participation (amount) of the source of financing.

Column 8: Indicate progress of the project by placing "X" under the appropriate subcolumn.

Column 9: Any remark you may wish to give.

ECA is aware of the supplementary effort this will require from the executing agencies' or organizations' services to deal with this form and expresses its thanks in anticipation to all those involved.

Marked, under instruction and ongoing projects in transport and communications subsectors in Africa

On 30 June 19.....

On 31 December 19.....

Executing agency or organization

[illegible]

1. Column 8: A. Preparation stage B. Project documentation C. Project commencement
D. Implementation E. Completion.
2. Where possible amounts should be expressed in United States dollars.
3. Instruction on how to fill the form appears on the reserve side.