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of Ministers

Freetown, Sierra Leone, 6-11 April 1981

REPORT OF THE SECOND CONFERENCE OF MINISTERS OF
TRANSPORT, COMMUNICATIONS AND PLANNING

(Addis Ababa, 16-18 March 1981)

A. ORGANIZATION

1. The second Conference of African Ministers of Transport, Communications and Planning was held at Addis Ababa, Ethiopia, from 16 to 18 March 1981.

B. ATTENDANCE AND PARTICIPATION

2. Representatives from the following member States of the United Nations Economic Commission for Africa participated in the Conference: Algeria, Angola, Benin, Burundi, Cape Verde, the Central African Republic, the Comoros, the Congo, Djibouti, Egypt, Equatorial Guinea, Ethiopia, Gabon, the Gambia, Ghana, Guinea, Guinea-Bissau, the Ivory Coast, Kenya, Liberia, the Libyan Arab Jamahiriya, Malawi, Mali, Mauritania, Morocco, Mozambique, the Niger, Nigeria, Rwanda, Senegal, Seychelles, Sierra Leone, the Sudan, Swaziland, Togo, Tunisia, Uganda, the United Republic of Cameroon, the United Republic of Tanzania, the Upper Volta, Zaire, Zambia and Zimbabwe. Czechoslovakia, France and Italy attended the Conference as observers. The following organizations and specialized agencies of the United Nations and African intergovernmental organizations also attended the Conference as observers: Department of International Economic and Social Affairs (DIESA), Department of Technical Co-operation for Development (DTCD), United Nations Conference on Trade and Development (UNCTAD), United Nations Industrial Development Organization (UNIDO), United Nations Children's Fund (UNICEF), United Nations Development Programme (UNDP), United Nations Sudano-Sahelian Office (UNSO), United Nations Capital Development Fund (UNCDF), Food and Agriculture Organization of the United Nations (FAO), United Nations Educational Scientific and Cultural Organization (UNESCO), World Health Organization (WHO), International Civil Aviation Organization (ICAO), Universal Postal Union (UPU), International Telecommunication Union (ITU), World Meteorological Organization (WMO), Intergovernmental Maritime Consultative Organization (IMCO), African Civil Aviation Commission (AFCAC), African Development Bank (ADB), African and Mauritian Common Organization (CCAM), Economic Community of the Great Lakes Countries (CEPGL), Economic Community of West African States (ECOWAS), International Road Federation (IRF), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Pan-African Telecommunications Union (PATU), Port Management Association for Eastern Africa (HMAEA), Trans-African Highway Authority (TAHA), Union of African Railways (UAR) and Union of National Radio and Television Organizations in Africa (URTNA).

C. OPENING OF THE MEETING

3. The meeting was opened by H.E. Mr. Fisseha Desta, Assistant Secretary-General of the PMAC, Deputy Chairman of the Council of Ministers and COPWE Executive Committee Member, who welcomed the Ministers and delegates on behalf of the Government and people of Socialist Ethiopia.

4. He stressed the vital role which efficient and adequate transport and communications services play in the entire realm of socio-economic development as well as to expansion of intra-African trade and the strengthening of cultural relations. He suggested that such integration would eliminate foreign exploitation and influence in Africa.

5. Concerning the existing infrastructure, he pointed out that they were inadequate for present and future development needs of Africa and therefore could not create mutually beneficial economic co-operation among African countries. This situation reflected the underdevelopment of the production forces and accounted for the low level of the distribution and intra-African trade. He suggested that the steps which must be taken to improve this critical situation are complex and expensive, particularly the foreign exchange resources needed for the expansion and operation of transport and communications services. In view of the critical problem created by the increasing cost of fuel, he stressed that this conference and other relevant organizations should formulate policies and other measures aimed at the promotion of fuel-saving technology in transport and communications operations.

6. After mentioning some of the important decisions that have been taken both at the international and regional levels, including the Lagos Economic Summit, he underscored the integrative role of transport and communications in the realization of truly self-reliant economic development and the eventual achievement of an African Common Market by the year 2000 as proposed in the Final Act of Lagos Plan.

7. He recalled that during the first Conference of African Ministers of Transport, Communications and Planning, a general strategy had been designed and a concrete programme of action formulated for the Decade. Since the agenda of this second Conference of Ministers of Transport, Communications and Planning was complex and the outcome decisive, close co-operation among all member States was indispensable, as well as close consultation and unlimited sacrifices. A concerted effort needed to be made to move from mere resolution to stages of implementation which required investment resources of about \$US 9 billion over the period of the Decade. He observed that most of the required resources should come from the developed countries and from multilateral and regional financial institutions. In this connexion, he expressed the objective set by the international community, over two decades ago, for the net transfer of resources to developing countries of one per cent of the Gross National Product of developed countries.

8. He emphasized that in co-operation with other member States, Socialist Ethiopia would give priority to the Decade programme and would provide support to the efforts made in the transport and communications sectors and further strengthen its commitment, and would continue to render other unreserved support to the Decade programme. He told the Conference that Socialist Ethiopia had taken concrete measures to promote transport and communications links with its neighbours.

9. Finally, he expressed his gratitude to all those who had contributed in organizing this Conference and in particular to the secretariat of the Economic Commission for Africa and called upon all member States to assist the Commission to improve its programme. He also thanked those who contributed to the attainment of some of the targets of the Decade programme and called upon them to continue their technical and financial assistance which had been vital in the implementation and success of the action programme for the first phase.

10. Mr. Djibril Diallo, Minister of Transport and Public Works of Mali, thanked the Deputy Secretary-General of the Provisional Administrative Council, Vice-Chairman of the Council of Ministers and member of the COPWE Executive Committee, for his remarks to the meeting.

11. He also welcomed all delegations to the Conference and expressed the hope that the Conference would be successful. Addressing himself to the Deputy Secretary-General of the PMAC, the Malian Minister expressed his gratitude on behalf of all delegations for the warm welcome they had received at Addis Ababa, with its long history of hospitality and the site of the headquarters of the Economic Commission for Africa and the Organization of African Unity. He recalled that representatives from African States had met in Africa Hall to lay the foundations of solidarity and development which had led to the independence of many African States. He welcomed the representatives of newly independent Zimbabwe and expressed the hope that Namibia would also soon be independent and apartheid vanquished. He added that Ethiopia had always been in the forefront of countries advocating independence for African countries still under colonial or minority rule.

12. He asked the Deputy Secretary-General of the PMAC to relay to the Ethiopian Head of State expressions of profound gratitude and admiration for his country's invaluable contribution to Africa's political and economic struggles.

13. He thanked ECA and its Executive Secretary for the excellent organization of the Conference.

14. He also thanked the experts of the respective delegations and of ECA, who had prepared the documents which the Ministers would consider during their sessions. He stressed the singular place occupied by transport and communications and, consequently, the importance for Africa of the Transport and Communications Decade. He then outlined the tasks facing the representatives.

15. The Conference would have to assess the progress made since the first Conference, held in May 1979. They would also have to take into account the positive results achieved, evaluate deficiencies, reframe the objectives of Phase I, define those for Phase II and initiate a system for the mobilization of resources.

16. He stressed that African solidarity was necessary for the mobilization of the skill potential of member States for the carrying out of feasibility studies and the implementation for projects.

17. Speaking in connexion with the mobilization of resources for the achievement of the Decade objectives, the Malian Minister expressed the hope that the annual Conference for Development Activities would have a greater impact than a mere pledging conference.

18. He concluded by exhorting all member States to act in unity as the only sure means of succeeding in their objectives.

19. In his address, Mr. Adebayo Adedeji, the Executive Secretary of ECA, welcomed the Ministers and delegates and said that the Conference provided an opportunity to assess the achievements and failures of past efforts and explore new approaches for the second phase of the Decade programme.

20. He said that several events had taken place in Africa and elsewhere since the 1979 meeting and which might influence their decisions and course of action, chief among which was the historic Lagos Economic Summit of Heads of State and Government which had not only been consistent with the Monrovia Strategy emphasizing development of the productivity economic sectors, but had also carefully examined the critical issues for Africa's economic survival and initiated a programme of mutual co-operation and self-sustaining economic development and growth.

21. He pointed out the critical role of transport and communications without which agricultural and industrial output could not be exchanged in intra-African trade and that the Lagos Plan had incorporated in its entirety the Global Strategy and Plan of Action of the Decade adopted by the Ministers in 1979 and extended its importance.

22. The second event, he went on, was the decision of the ECA Conference of Ministers responsible for Economic Development and Planning regarding new approaches to mobilization of additional resources through the organization of subregional technical consultative meetings with donor countries and financial institutions. He was pleased to inform the Conference that the United Nations General Assembly had approved this plan and the first two meetings would be held by June 1981 and the other two in late 1981 and early 1982.

23. He sincerely regretted the trend whereby countries had promoted the implementation of projects not contained in the Decade programme, in spite of the fact that resolution ECA/UNTACDA/Res. 79/3, adopted by the first Conference of Ministers of Transport, Communications and Planning, had given highest priority to the Decade programme, and maintained that this was as embarrassing to Africa as to the donors who had taken the programme at its face value. As such, he observed, Africa's collective decisions had been put in doubt and there was danger of not fully implementing the plan of action.

24. Concerning the pledging conference of 1979, the Executive Secretary observed that various people had interpreted the results either as a failure or success depending on their various perspectives and expectations. In his opinion, those who were disappointed had expected a fund to be established.

within the United Nations for implementation of the programme and those who were satisfied had wanted the widest publicity of the programme to the international community to attract its interest in and financing for specific projects. Viewed in that light, the Conference was a success, as indications of bilateral assistance amounting to about \$US 6.3 billion were made by several donors, mostly for national projects. He suggested that multinational transport and communications authorities be granted powers to mobilize resources for the benefit of the more important regional and subregional projects, which might not benefit from the bilateral arrangements.

25. On the issue of "fifth freedom rights", he told the Conference that the OAU Council of Ministers had not reached a consensus on the issue and would reconsider the matter in June 1981, but urged the Ministers to re-examine the matter again in light of a draft resolution prepared by their experts.

26. He outlined the series of technical consultative meetings planned as a means of mobilizing funds and urged the full and active participation by African and donor countries and financing institutions. The first such meeting scheduled from 8 to 11 June would deal with the 16 countries of ECOWAS and the second one from 23 to 26 June with the Central African subregion. He pointed out that these meetings would be organized with the full co-operation and collaboration of the subregional intergovernmental organizations. One such meeting planned jointly with UAR for January 1982 would deal exclusively with African railways. The success of these meetings, he emphasized, would depend on support by the countries concerned and on donors' participation.

27. He emphasized the need for the Conference to examine and propose new ways of mobilizing internal resources for regional and subregional projects in order to dispel the past impression that the Decade was for external financing only. One such method proposed to the experts by the secretariat was for African countries to pledge meaningfully to the Transport and Communications Decade which, since 1980, has been placed on the list of funds for which pledges can be made during the annual United Nations Pledging Conference for Development Activities. He reminded the Conference that African countries have contributed to other funds for a long time and should now demonstrate their ability and willingness to help themselves and thereby encourage the international community to do likewise.

28. He pointed out the importance of programme review and urged the Conference to undertake a review in the light of changing circumstances but, in doing so, to avoid the temptation of automatic upwards reviews; the programme already contained 771 projects at a current cost of about \$US 11 billion and while there were deserving cases for consideration now, he warned against encouraging skeptics to doubt Africa's seriousness. He therefore suggested that those projects which were not urgent might be deferred to the second phase.

29. In conclusion, he emphasized the importance of adequate preparation of Phase II and reminded the Conference that Phase I had been hurriedly prepared by ECA consultants during short visits to African countries and suggested that countries should play a more direct and positive role at all the stages and levels in preparing Phase II. He was delighted that the experts had agreed on and recommended this approach to the Conference and urged its approval as well as that of their other recommendations.

30. He impressed on the Conference the need to take advantage of the availability of adequate time for preparing for Phase II and thanked all agencies and African intergovernmental organizations for the co-operation and assistance they had given ECA in the successful implementation of the Decade programme.

31. In his address to the Conference, Mr. Paul Etiang, Assistant Secretary General of the Organization of African Unity in charge of Economic Development and Co-operation said that the Conference was taking place in accordance with paragraph 213 of the Lagos Plan of Action and at a time when member States were striving to overcome obstacles to collective self-reliance in developing their economic infrastructures and mapping out new strategies.

32. He noted the untiring efforts of the experts during the last week in the formulation of concrete recommendations to the Conference and wished that the Conference would approve them to enable speedy implementation of Phases I and II of the Decade programme.

33. He singled out such important developments since 1973 as the African Declaration on Co-operation and Economic Development, known as the Economic Charter, the United Nations Transport and Communications Decade, and the Lagos Economic Summit in which the transport and communications sectors are accorded priority because they provide the only means of physical integration of the continent and without which the proposed common market cannot be achieved.

34. He stressed that the Lagos Plan was both an individual and collective responsibility of African countries and mentioned that the OAU secretariat was taking measures to effect its implementation at all stages with the collaboration of ECA and other United Nations agencies and specialized institutions. He paid special tribute to UNDP and other donors who have been involved from the start and appealed to other donors to follow suit.

35. He noted with satisfaction the great efforts being made by ECA to fulfil its role of lead agency in project implementation and the search for funds, but regretted the outcome of the New York Pledging Conference and especially the fact that most donors insisted on rendering assistance on bilateral terms. He was also encouraged that since the Pledging Conference, there had been some positive responses from donor agencies.

36. The Assistant Secretary-General informed the Conference of close co-operation between OAU and ECA and their joint efforts in determining ways of improving the economic base of Africa and maintained that such measures were crucial for the implementation of identified and approved projects.

37. With regard to the OAU specialized agencies (AFCAC, AFRAA, UAR, PATU and PAPU), he regretted the fact that not all OAU member States were yet members of them and decried the low level of support they were receiving from member States, despite the important and special roles they were previously designed to perform and must now perform during the Decade. He appealed to member States through the Conference to support the agencies and enable them to contribute effectively to African economic development. As an example of their willingness, readiness and capability to contribute to the development of Africa, he cited the joint efforts of AFCAC, AFRAA, ECA and OAU in organizing a Diplomatic Conference on the Convention on the African Air Tariff Conference which was intended to facilitate intra-African air travel, safeguard the interests of African airlines and ultimately contribute to the physical integration of the continent as well as the establishment of a common market, leading to an economic community by the year 2000 as envisaged in the Final Act of Lagos.

38. He urged the Conference, in considering the projects for Phase II, to pay particular attention to projects assigned to the OAU specialized agencies since such projects tended to promote self-reliance.

39. In conclusion, he suggested that special consideration be given by the Conference to the special cases of land-locked, semi land-locked and island countries in view of the unusually high costs of transport facing them. He suggested that the Conference should address itself to how other African countries, in their commitment to the ideal of collective self-reliance, could best help these countries improve their transport and communications systems. He reminded the Conference of OAU's appeal to all States to ratify or sign the United Nations International Multimodal Transport Convention and stated that the OAU secretariat would do all it could to organize seminars on multimodal transport operations in Africa.

40. Mr. Mohamed Mili, Secretary-General of the International Telecommunication Union, thanked the participants for their interest in the economic and social development of Africa in the area of telecommunications. He also warmly acknowledged the co-operation which had existed between ITU and ECA since 1960 and which continued to flourish during the Transport and Communications Decade in Africa and the implementation of its programme. The programme's proposals, including the telecommunications subsectors, had been amply studied by the various working groups and had been approved by the first Conference of Ministers in May 1979 at Addis Ababa.

41. So that close collaboration with the Governments might take place, the third Pan-African Telecommunications Conference had been held in December 1980. The Conference, which was held at Monrovia, had brought together 93 participants representing 35 African countries and 35 observers, of which five represented African regional organizations.

42. The resolutions and recommendations adopted at Monrovia requested African Governments to make the effort necessary for the achievement of the Decade objectives, and asked the international organizations to support those countries. ITU had already taken steps to render the necessary assistance.

43. ITU had undertaken a systematic country-by-country study of the telecommunications sector so that each country might have a global outlook. The studies were undertaken in conjunction with either the African Development Bank or the World Bank, and occasionally with development banks working in Africa so that investment possibilities might be clearly identified from the start.

44. In the case of both national and multinational projects, the Lagos Plan of Action gave important guidelines for the definition of ITU's involvement.

45. The ITU Secretary-General gave some information concerning the World Communications Year that had been proclaimed by the United Nations General Assembly.

46. The year 1983, the mid-point of the Decade, had been chosen as World Communications Year and ITU had been asked to make detailed preparation for the Year. The Year's objective would be the establishment of communications infrastructures. The Secretary-General read out the proposals made to that end by the Economic and Social Council during its July 1980 session.

47. He expressed the belief that the projects that would be implemented in Africa would contribute to the achievement of the Decade's objectives. Towards that goal African Governments should channel their efforts to implement the activities at the national level as stated in the Economic and Social Council resolution. It would therefore be necessary to establish national committees responsible for co-ordinating the various national activities during the Year.

48. In addition to the activities at the national levels, and depending on the availability of financing from the World Communications Year Fund managed by ITU, other plans called for the implementation of pilot projects which would serve to enhance the contribution that telecommunications could make to such activities as fishing, agriculture and maritime transport.

49. The World Communications Year was intended solely to aid States in acquiring an adequate infrastructure. For Africa, the Year might give new impetus to the actions undertaken within the framework of the Decade, while

providing encouragement to those who, since 1978, had been involved in the enormous task of improving communications infrastructure.

50. The ITU Secretary-General noted that the Year was not an end in itself, but rather was intended as a point of departure for long-term action that should continue beyond 1983.

51. Mr. Michael Doo Kingue, UNDP Assistant Administrator and Regional Director for Africa, said he was privileged to share his thoughts on the Decade again with the Conference as he did two years ago on the persistent problems Africa must solve to overcome its transport and communications difficulties. He reiterated UNDP's support for the Decade Programme.

52. He emphasized the fact that while the need was becoming greater daily for the improvement of Africa's transport and communications networks, the situation for the land-locked countries was more serious since their entire economies depend on efficient transport and communications facilities.

53. He congratulated the Southern African countries for creating a transport and communications commission which would serve their joint interest and that of their six land-locked members. He hoped that the appeal of those countries has been heard and promises made would be honoured and suggested that the projects of those countries should be appropriately integrated into the Decade programme. He hoped that the example of the Southern African countries would be followed by other land-locked States.

54. He mentioned the large number of African countries that are affected by one disaster or another and the fact that up to 27 African countries could be the victims of disaster or drought this year and the underlying problem that outside assistance cannot reach them easily or only at enormous costs due to poor transport and communications facilities. In his view, improvement of transport and communications was not just for development but survival.

55. The Assistant Administrator and Regional Director reminded the Conference of the views he expressed two years ago on measures UNDP would support on pooling of air services in Africa, pending the creation of multinational airlines. Joint exploitation of air services between national airlines existed in Europe and he wondered why this was not the case in Africa.

56. He observed that the strategy of giving priority to intercountry projects established by this Conference in 1979 enjoyed UNDP support and should be adhered to particularly because resources were scarce and only the most viable institutions and projects deserved support. In that respect, he pointed to UNDP support for the two regional training schools for pilots and aviation mechanics at Addis Ababa and Mvenge respectively and said that UNDP could not support purely national institutes.

57. He had also suggested creation under the auspices of CAU, of multinational shipping lines and was pleased with the efforts by the United Republic of Cameroon and the Ivory Coast. He said that UNDP, with the co-operation of CAU, ECA and other specialized agencies would examine means and modalities of helping such a company in stages. He mentioned that UNDP was assisting two maritime training schools in Abidjan and Accra and advised that they be fully utilized since UNDP will not use regional funds to support national institutions. He emphasized that countries should fully understand UNDP's conditions for regional funding to avoid future misconceptions.

58. He stressed that external and internal factors influence the success of the Decade and was glad that after the experience of the New York Pledging Conference, other methods were being proposed for mobilizing resources. He however suggested that since highest priority was given to regional and sub-regional projects, which donors were not quite familiar with, it would be useful to know donors' views on this.

59. He deplored the high costs of road maintenance and wondered why low cost methods such as use of armed forces cannot be employed as practised by some countries. Similar methods could be employed for repairs and maintenance of equipment. He reminded the Conference that he had suggested two years ago adequate provision for those in project design to ensure good working conditions of equipment. He had similarly pointed out in 1979 that postal and communications services could be removed from bureaucratic systems and entrusted to specialized offices.

60. He briefly outlined the contribution UNDP had made between 1977-1981 in the transport sectors \$US 25 million on national, subregional and regional projects, \$US 40 million on Sahelian road projects, and \$US 11.6 million allocated by the United Nations Capital Development Fund. Concerning the United Nations Transport and Communications Decade in Africa, UNDP had contributed about \$US 2.37 million to ECA towards the preparation of the Decade and during the 1979 Pledging Conference had promised to finance nine projects at \$US 5.26 million. For the 1982-1986 programming cycle \$US 12.5 million had been allocated for projects of the Decade programme which was a priority area of UNDP regional activities and more funds were likely to be made available. He suggested that countries may wish to use the large portion of their national UNDP resources to finance national transport and communications projects.

61. In conclusion he appealed to other donors and assured them of UNDP's willingness to join them in co-financing or joint financing of projects and warned of the need for good feasibility studies. He reminded the Conference of three proposals he had made in 1979, viz:

- Setting up subregional and regional production units for manufacture of equipment for projects of the Decade;

- Establishing on regional and subregional bases appropriate structures for maintenance and repair on equipment; and
- Standardization of equipment used in Africa.

He felt that the implementation of those proposals would promote the success of the Decade.

62. H.E. Mr. Yusuf Ahmed, Minister of Transport and Communications of Socialist Ethiopia and current Chairman of the Conference of Ministers was the last to speak during the opening session. He welcomed the Ministers and delegates and stressed that although great progress had been made in the past, it was only in 1979 that a decisive turning point was reached in the transport and communications fields in Africa. The occasion, in his view, was the formal endorsement of the Decade programme of action by the first Conference of Ministers and the establishment of a global strategy and clear-cut objectives for the development of Africa's transport and communications infrastructure.

63. He furthermore observed that, during the 22 months since the first Conference, the implementation of the Decade had not been discouraging. ECA, in its capacity as the lead agency, had made commendable efforts in the documentation, promotion and co-ordination of the Decade. In this connexion, he pointed out that the programme had initially been considered to be ambitious but the result had been encouraging.

64. He therefore underscored the importance of the second Conference of Ministers, since its outcome would have a great impact on the implementation of the Decade programme and far-reaching implications for the future development of transport and communications in Africa.

65. Finally, the Minister expressed his thanks to the Executive Secretary of ECA and his staff for efficiently carrying out their responsibility as the lead agency. He thanked the UNDP Assistant Administrator and Regional Director for Africa for the technical, financial and moral support his agency had given to the Decade programme. He also thanked all United Nations specialized agencies, African regional organizations, members of the Interagency Co-ordinating Committee and donors who had actively participated in and contributed to the implementation of the Decade programme.

D. ELECTION OF OFFICERS

66. The Conference of Ministers decided to maintain the same bureau that had been elected at the first Conference in May 1979, that is:

Chairman	- Ethiopia
First Vice-Chairman	- United Republic of Cameroon
Second Vice-Chairman	- Algeria
Rapporteur	- Senegal

E. ADOPTION OF THE AGENDA AND ORGANIZATION OF WORK

67. The following agenda was adopted:

1. Opening of the Conference
2. Election of officers
3. Adoption of the agenda and organization of work
4. General debate: statements by leaders of delegations on progress in the implementation of the first phase of the Decade at the national subregional and regional levels and preparation for the second phase
5. Consideration of the report of the Meeting of Experts
6. Date and venue of the next Conference
7. Other matters
8. Adoption of the final report
9. Closure of the Conference

68. The Conference agreed to hold its sessions from 9:30 a.m. to 1:00 p.m. and from 3:00 p.m. to 6:00 p.m.

SUMMARY OF PROCEEDINGS

F. GENERAL DEBATE (agenda item 4)

69. The following delegations made statements on the progress in the implementation of the first phase of the Decade at the national, subregional and regional levels and on preparation of the second phase: Algeria, Benin, Burundi, the Comoros, the Congo, Djibouti, Egypt, Ethiopia, Ghana, Gabon, Guinea, Kenya, Mali, Mauritania, Morocco, Nigeria, Rwanda, Sierra Leone, Swaziland, Tunisia, Uganda, the United Republic of Cameroon, the Upper Volta, Zaire, Zambia and Zimbabwe.

70. The representative of Italy spoke in support of the United Nations Transport and Communications Decade in Africa in general, and the African Highway Master Plan in particular.

71. The following organizations also made statements regarding their activities in connexion with the Decade: ADB, ECOMAS, UNCO and WMO.

72. A large number of leaders of delegation took the floor, congratulated the Chairman and his bureau on their re-election, expressed their gratitude to the host Government for their traditional hospitality and commended ECA for the exemplary manner in which the Conference had been prepared and conducted. Delegation leaders then made specific contributions regarding progress on the implementation of phase I, which has been summarized as follows:

73. The representative of Algeria referred to the progress made in achieving the objectives of the Decade through the following completed and ongoing projects and programmes:

(a) Trans-African Highway:

- (i) Establishment of highway committee;
- (ii) Completion of feasibility studies;
- (iii) Ongoing work on the Nigerian and Malian sections.

(b) Existence of a programme (1980-1984 plan) to strengthen and realign the national road network;

(c) Maritime ports and transport:

- (i) Programme to modernize and develop ports so that they could handle Ro/Ro vessels and container ships;
- (ii) Existence of a maritime training institute to train both crew and ground personnel;

(d) Existence of a graduate institute of public works;

(e) An air transport programme which was under way to improve intra-African air links involving three airports, one of which had been completed and the other two slated for completion in two years.

74. Actions taken or planned in the area of telecommunications were:

(a) Infrastructure development: establishment of an earth network, implementation of a regional network of satellite links (to ensure direct communication with other countries), establishment of a modern subregional telecommunications earth network connecting the countries of the Maghreb;

(b) The projected maintenance throughout the Decade of the current rate of development (20 per cent) of the national network;

(c) The development of telecommunications industries with a view to meeting domestic needs for cables, telephone equipment and electronic equipment for the public (radio and television sets);

(d) The establishment at Oran of a bilingual (French/English) institute with a capacity of 100 students for the training of telecommunications personnel (technicians, engineers, etc.).

75. He commented as follows on the principles and recommendations that were to guide the choice and implementation of Decade programme: African countries needed to act within the framework of the resolutions and directions they had endorsed through OAU and the United Nations, particularly with regard to

regional, subregional and national actions. Particular attention would be paid to projects aiding land-locked, newly independent and drought-stricken countries.

76. In his introduction, the representative of Benin said that transport and communications were of vital importance in the development process, especially in the less developed countries such as Benin.

77. He recalled the fact that the Decade gave priority to regional projects, subregional projects, and national projects with subregional impact, in that order.

78. He regretted that the Dassa-Savalou-Djougou-Porga road projects had not received the necessary support; those roads would open up the Upper Volta and Mali. He also expressed his concern with regard to two road projects with regional and subregional impact, which did not appear to have been given due consideration by the Conference. With reference to railways, he called for the inclusion of the Parakou-Niamey project, which would give a through connexion between Niamey and Cotonou.

79. He also mentioned the difficulties encountered by ECA during Phase I of the Decade and asked the Conference to adopt the necessary resolutions to enable ECA to execute the Decade programme more effectively. With regard to Phase II, he expressed the wish that the proposals contained in the documents prepared for them by the experts would be implemented.

80. For its part, Benin would mobilize a large part of its resources to finance the Decade programme. He hoped that donors and the specialized agencies, and especially UNDP, would increase the level of their assistance so that the Transport and Communications Decade would be a complete success.

81. The representative of Burundi, referring to the purpose of the Conference, said that the transport and communications system occupied an important place in the economic development of all countries, and had always done so. As far as Burundi was concerned, the problem of transport and communications was a very serious one, as the country was land-locked and located 1,400 km from Dar-es-Salaam and 2,000 km from Mombasa. As a result, consumer prices were considerably increased by the cost of transporting imported goods. Exports from Burundi were not competitive, because of the handling involved in changing from one mode of transport to another. In view of this situation, Burundi had endeavoured, with the assistance of certain countries and organizations, to establish the infrastructure necessary to open up the country. It had allocated a large proportion of its national budget to the creation of this infrastructure.

82. He submitted to the Conference a list of projects for opening up Burundi that, in his view, should be implemented. These projects were regional in character, and were as follows:

(a) Construction of a shipyard at Bujumbura for carrying out maintenance work on the boats sailing on Lake Tanganyika;

(b) Operation of a ferryboat on Lake Tanganyika, and provision of ferryboat terminals at Kigoma and Bujumbura;

(c) Acquisition of rolling stock, coaches and locomotives for the Dar-es-Salaam-Kigoma line;

(d) Construction of a bonded warehouse for Burundi alone at the port of Dar-es-Salaam;

(e) Construction of the Uvinza-Gihofi-Musongati-Gitega-Buyongwe-Rusumo railway line;

(f) Use of cargo-carrying aircraft to open up the country.

83. Burundi had already made a major effort to solve its transport problems, in particular by modernizing Bujumbura international airport, the construction of an earth station, and carrying out certain road projects.

84. He concluded by requesting ECA to assist Burundi in finding the finance needed for opening up the country.

85. The representative of the Comoros stressed the low level of co-operation in the areas of transport and communications between the island countries of the Indian Ocean despite the conclusions of the EEC/ACP seminar, which had recommended in particular the establishment of a coastal shipping company and had organized the co-ordination of air transport activities for the countries of the subregion.

86. Further plans were to provide the Comoros with three seaports, one being a deep-water port with the other two being secondary ports, and several telecommunications projects intended to strengthen existing infrastructures, which were deficient. Both inter-island and interurban links were planned.

87. Despite these encouraging actions, much remained to be done. More effective subregional co-operation, more active support for the island countries and the possibility of periodically re-evaluating the Decade programme would be evidence of definite progress in the sectors covered by the Decade.

88. The representative of the Congo said that he was pleased that his country had respected the principles of economic co-operation called for in the Chapter of the Organization of African Unity and the Lagos Plan of Action.

89. He underscored the excellent relations existing between his country and its neighbours, Angola, the Central African Republic, Zaire and Gabon, in the area of transport and communications.

90. Some priorities had already been set for road and river transport, among which:

- (a) The Pointe-Noire-Brazzaville-Ouesso highway;
- (b) Improvement of the navigability of the Sangha-Oubangui;
- (c) The trans-equatorial Pointe-Noire highway which, through the Congo's Oubangui-Sangha river system, provided an easy means of communication between the following countries: the United Republic of Cameroon, the Central African Republic, Zaire and the Congo.

91. He explained at length the project to establish a multinational school to train senior railway technicians. He emphasized the difficulties encountered during the negotiations for funds to carry out that project and welcomed the fact that the African Development Bank had been chosen as lead agency during discussions with the donors. In view of the results obtained, he suggested that the African Development Bank should advise Governments in their financial negotiations with potential donors.

92. With respect to the Transport and Communications Decade, he pointed out that his country had included the entire programme in the national plan which was under preparation.

93. The representative of Djibouti referred to the implementation of the Transport and Communications Decade programme in his country.

94. He pointed out that Djibouti had good communications with its neighbouring countries, Ethiopia and Somalia, owing to the various modes of transport available air routes, railways and highways.

95. In relation to the fifth freedom of air he expressed the hope that a study would be conducted by each country to find an adequate solution.

96. With reference to the implementation of Phase I, the fact that three projects out of four were regional or national with regional impact was proof that careful attention had been paid to the objectives of the Decade. In Phase II Djibouti would like to include other transport and communications projects.

97. In conclusion, he told the donors that Djibouti depended on them to assist in the development of Africa.

98. The representative of Egypt expressed his appreciation of the effort being made to promote the Decade, and said that effective implementation was a pre-condition its success. To achieve its objectives and attain the ultimate integration of the African economy, he added, enlarging the number of projects in the updating effort, prior to securing sufficient funds, might not be realistic. Furthermore, the preparation of Phase II in 1981 for an implementation target that would start in 1984 would require another updating at that time. The Decade programme was dynamic and required perpetual updating, he asserted, and in reality there could be no clear demarcation between Phases I and II. He therefore made the proposal to redefine the objectives of the Decade and to consolidate the two phases, subject only to biennial review.

99. In his statement, the representative of Ethiopia stressed the vital role of transport and communications in the entire realm of socio-economic development among African countries and told the Conference that his country attached great importance to the United Nations Transport and Communications Decade in Africa. In that context in fiscal year 1980-1983, Ethiopia had launched a transport and communications development programme comprising national, regional, subregional and national projects with both regional and subregional impact, consistent with the country's rural oriented development strategy requiring a total investment of about \$US 460 million.

100. He informed the Conference that Ethiopia had completed the bulk of its portion of the Trans-East African Highway, and had, jointly with the Sudan, recently submitted to EEC for financing two regional projects. Ethiopia also supported the proposed resolutions regarding freedom of the air and the Convention on the establishment of an African Air Tariff Conference and urged all countries to sign the Convention.

101. He also recalled the Convention for the establishment of the multinational Civil Aviation Training Centre in Addis Ababa and urged all countries to ratify the Convention. He informed the Conference that the Centre was making steady and sustained progress with the support of UNDP.

102. Finally, he underscored the importance of resource mobilization and co-ordination in the implementation of the Decade programme.

103. The representative of Gabon recalled that the Conference was the consequence of the application of the provisions contained in the global strategy for the Decade on the one hand, and of the Conference of Ministers held in May 1979 on the other. As far as the implementation of projects was concerned, he confirmed that Gabon would continue to work without respite to execute those called for in the programme of the Decade, and asked donors not to apply the profitability criterion rigorously but rather to take into account project admissibility. He then welcomed the delegation from the independent State of Zimbabwe to Africa Hall.

104. The representative of Ghana informed the Conference of his country's complete acceptance and support of the Decade programme because of the inherent integrative role of efficient transport and communications systems in national and regional socio-economic development.

105. He pointed out that Ghana's 38 projects in phase I (27 transport and 11 communications) were mostly regional, subregional and national with subregional implications and were at various stages of execution.

106. He gave the following progress report on the projects to the Conference:

(a) The Tema-Aflao road project (part of the Trans-West African highway) was being considered for EEC bilateral assistance under the Lome II Convention and that other sections of the Trans-West African Highway were either under construction or would be soon constructed or rehabilitated with assistance from the World Bank, ADB, EDF and Nigerian Trust Fund;

(b) Approaches had been made to UNDP and the World Bank to study a railway link between Tema and Akosombo to supplement the access road to lake Volta;

(c) His Government had approved the conversion of the Ghana Nautical School into a regional academy for English-speaking West African countries;

(d) Replacement of radio and navigational aids at Kotoka international airport had been completed;

(e) Micro-wave relay units Accra/Abidjan, Accra/Lome and rural automatic exchanges were being implemented with ADB assistance;

(f) Feasibility studies had been completed for some and financing was being sought from ECCOMAS for other telecommunications projects.

107. He also informed the Conference that Ghana's satellite earth station would be partially operational by May 1981, pending completion of INTELSAT V A and V, and that rehabilitation of the domestic telecommunications network was in progress.

108. In conclusion he said that a Decade Co-ordinating Agency had been created in the Ministry of Transport and Communications and appealed for the intensification of efforts in the search for funds by the appropriate agencies and the integration of the principal transport modes to complement each other.

109. The representative of Guinea, referring to the Lagos Plan of Action, described the role of transport and communications in the economic development of African countries. He said it should be possible to draw many lessons from the pledging conferences and, in that connexion, all African countries should rally round the Lagos Plan of Action.

110. In the context of the implementation of Phase I of the Decade he stated that certain financial and organizational difficulties had arisen. With respect to Phase II of the Decade, African States should work together with the assistance of existing African organizations, namely OAU and ECA, the United Nations specialized agencies and intergovernmental organizations in both project identification and the search for financing.

111. Guinea had included the projects identified as priorities in its fourth five-year plan, 1981-1985.

112. He concluded by assuring the Conference that his people and Government were at all times prepared to work for the integrated and harmonious development of Africa.

113. In his statement, the representative of Kenya pointed out the critical role of efficient transport and communications services in national and regional socio-economic development efforts.

114. He pointed out to the Conference that Kenya had a well-balanced list of small and large-scale national and subregional projects such as the rehabilitation of the Kenya section of the Lagos-Mombasa Trans-African Highway and upgrading the Isiolo-Moyale section of the Trans-East African Highway, as well as construction of a feeder link to the Sudan. He informed the Conference that progress had been made in the implementation of some projects but none in others, due to lack of funds, and hoped that the Conference would advance solutions for the latter.

115. He appealed for co-operation and support of the programme by the major financial institutions and pointed to his country's experience in efficient project execution and the fact that his country's transport system served four land-locked countries.

116. In conclusion, he emphasized the viability and attainability of the Decade programme and appealed for the international community's sympathetic support. He expressed the hope that, after an open exchange of views and ideas on the complex issues, the Conference would outline a strategy for the achievement of the Decade.

117. The representative of Mali reported on the progress of Decade projects in his country and indicated the priorities that should serve as guidelines for programme selection. Speaking of road and telecommunications projects in Mali, he stated that implementation of projects ROP-45 and ROP-46 had not yet been begun; however, 44 per cent of the road investments related to the Decade programme had been financed (\$US 115 million). As for telecommunications, 90 per cent of the Malian section of the PANAFTEL project had been implemented. The introduction of further projects into the Decade programme was planned. He added that regional projects should receive priority and be co-ordinated and sustained by greater political will. Assistance to land-locked countries should also be strengthened.

118. The representative of Mauritania highlighted the following points:

- (a) Priority should be given to projects concerning the poorest countries as well as the newly independent ones;
- (b) The problem of the **fifth freedom of the air** needed to be studied taking into account all interested parties, including multinational companies;
- (c) Evidence of progress on Decade projects in Mauritania was that construction of the Nouakchott highway (1,100 km) had started and a maritime port at Nouakchott was under construction with completion scheduled for 1983.
- (d) Mauritania wished to have included in the Phase I programme the Nouakchott-Nouadhibou highway, the highway from Aioun to the Mali border towards Nioro (90 km) and the Akjoujt-F'derik-Birnegreine highway, which was a 950 km section of the western coastal corridor.

119. The representative of Morocco reported on the progress of Decade projects in Morocco and specified the projects being undertaken in that context:

- (a) Planned construction of rail and road links between Morocco and Mauritania;
- (b) Intra-African co-operation through the signing of several air transport agreements and the opening of several air routes between African countries;
- (c) Efforts to develop port infrastructures with a view to providing certain neighbouring countries with access to the sea;
- (d) Planned establishment of a transport study and research centre;
- (e) Establishment of industries for the construction of rolling stock and rails;
- (f) Planned permanent links between Europe and Africa across the Strait of Gibraltar, with a view to providing African countries with access to the sea in so far as such a link would allow African road networks to be connected with that of Europe by means of the major north-south and east-west routes in Africa.

120. The representative of Nigeria informed the Conference of the great importance his Government placed on the economic integration of Africa as the corner-stone of its foreign policy and on transport and communications as the binding forces of African unity and solidarity. He noted that transport and communications were among the most indispensable weapons in the continuing fight against poverty, ignorance and disease. That was why his Government had given top priority to the list of projects which had been submitted as Nigeria's contribution to the first phase of the Decade programme.

121. He further highlighted the current status of the various projects which his Government was executing. Those projects were at various stages of implementation, except the Nigerian section of the Trans-Sahara highway which had been completed. He pointed out in particular that 150 km of the Abakaliki-Mfum road sector of the Lagos-Mombasa Trans-African Highway had attained 65 per cent implementation and was scheduled to be completed long before the end of phase I. Also the Nautical College of Nigeria was operational and had its second batch of cadets in training. On the conversion of the railways to standard gauge, the first phase of that project would be completed by the first year of the second phase of the Decade programme.

122. He expressed some doubt whether, at the end of the Decade, much success would have been achieved with regional and subregional projects. He therefore proposed the following:

- (a) Only regional and subregional organizations should be responsible for identifying, defining, studying and implementing regional and subregional projects;
- (b) Regional and subregional projects should be quite few in number, clearly defined and well-articulated;
- (c) ECA and the subregional organizations should be allowed greater freedom in the selection and ranking of these projects;
- (d) For countries which were in some way classified as disadvantaged, the main thrust of the fund-raising activities of ECA should be focused on those few clearly defined and well-articulated regional and subregional projects.

123. In conclusion, he expressed his belief that sovereign nations had the right to introduce new projects without a deadline imposed by external bodies.

124. The representative of Rwanda recalled certain aspects of the strategy adopted for implementing the programme of the Decade. During the current second Conference, he added, the applicability of that strategy should be assessed in the light of events since the last Conference in May 1979.

125. Although, in statements, priority was always given to regional projects, subregional projects, and national projects with regional impact, in that order, the conclusion could not be avoided that that order was often reversed. The reasons for that state of affairs were as follows:

- (a) A certain lack of basic preparation in the inclusion of some so-called regional projects;
- (b) A failure to design adequately the projects included in the programme of priority projects;

(c) A lack of co-ordination in the search for financing, since certain donors have discouraged a number of countries from participating in the Decade programme. A procedure for the search for financing had been laid down in the strategy.

126. The New York Pledging Conference had been a failure, and he was happy to see that ECA had proposed another approach, namely to organize a technical consultative meeting in each subregion. His delegation strongly supported that approach, and would suggest to ECA that such a meeting should also be organized in East Africa during the current year.

127. He then turned to the problem of non-physical obstacles to the transport and communications system. Many existing means of communication in perfect condition were frequently interrupted or closed to traffic. Even when they were open, traffic was significantly slowed down by a whole series of administrative and legal obstacles, and the user countries were forced to pay exorbitant prices which markedly increased the cost of both imported and exported goods.

128. In his statement, the representative of Sierra Leone observed that since the first Conference, changes had occurred which necessitated reorientation of efforts. He emphasized that Africa's transport problems were enormous and that the projects listed in Volume II only indicated the magnitude of the problem two years before.

129. He pointed out that the Lagos Plan appropriately emphasized regional integration and hoped that national plans should equally reflect that, and also suggested that an African master plan for transport and communications which could provide guidelines to national transport and communications development plans be prepared.

130. He concluded by expressing his country's determination to achieve Africa's integration through emphasis on development of all transport modes.

131. The representative of Swaziland said that his delegation observed that any weakness that might be apparent in the first phase of the Decade programme was only characteristic of all initial phases and great activities. The lessons learned should be applied to the preparation of Phase II. Swaziland's performance in the implementation of the initial phase (Phase I) might be modest but, he continued, the achievement with regard to regional co-operation could only be termed impressive, and should enhance the concretization of the Decade programme as a whole. Swaziland had intended to set up a special Decade committee that would monitor activities and, in close co-operation with SADC countries and harmonization with the fourth national development plan, would endeavour to improve its performance. He further said that every effort should be made to supply ECA with pertinent data and information required. He concluded that the African Air Tariff Conference was under active consideration by his Government;

the progress made with regard to the fifth freedom of the air was satisfactory and the resolutions, as amended, were entirely acceptable to Swaziland.

132. The representative of Tunisia said that the Decade programme was based on three key concepts: ambition, audacity and authenticity. He then drew up the list of achievements and projects of his Government in the sectors of transport and communications, which seemed to be consistent with the Decade programme:

(a) Development and modernization of the port of La Goulette at Tunis so that it could handle Ro/Ro vessels and container ships; total funding of \$US 75 million had been obtained;

(b) Construction of a second international airport at Tunis because of the limitations of Tunis Carthage; the feasibility study had been financed by its own funds; approximately \$US 130 million had still to be found;

(c) Existence of 24 road links through the subregion, the region, the Maghreb countries and even the continent;

(d) Modernization of 2,500 km of national roads; funding of \$US 600 million had to be sought;

(e) Establishment of a pan-African geographical institute to train public works technicians and engineers;

(f) Doubling in size and modernization of the telephone and telex network;

(g) Entry into service in 1982 of an earth station;

(h) Installation of a third submarine cable;

(i) Construction, which was under way, of a modern postal sorting centre.

133. The representative of Uganda stated that although his Government did not participate in the first Conference of Ministers in 1979, his country would like to associate itself with the objectives and priorities of the Decade programme. Uganda's transport system has suffered immensely during the last 10 years of tyranny and hence would have a huge reconstruction programme ahead of it.

134. He said that the Lagos-Mombasa Trans-African Highway within Uganda's territorial boundary was receiving a lot of attention within the limited resources available, as was the Soroti Flying School.

135. Uganda was improving its transport links with the United Republic of Tanzania, particularly the links through Lake Victoria and, although land-locked itself, was endeavouring to facilitate the transit routes of Rwanda

and even Burundi through Uganda by improving the only real bottleneck, the stretch of road from Kabale to Gatuma on the Rwanda border.

136. Although Uganda would do its utmost to reconstruct its transport system and would do everything possible to facilitate transit routes through its territory, the long years of suffering and the after-effects of the recent war have left the country in such a state that it would need massive external aid if it is to show any real improvement.

137. In his statement, the representative of the United Republic of Cameroon gave a detailed and up-to-date status report of 22 projects (nine on roads, two on railways, four on maritime/ports, two on inland water transport, two on air transport and three on postal/telecommunications) which his country was ready or planning to implement within the framework of the Decade programme.

138. He pointed out that many of those projects were already being executed with internal and external funds, for several of which feasibility and engineering studies had been completed. There were some however for which studies had yet to be carried out and for which funds were required.

139. He informed the Conference that almost all the projects could be implemented within the specified time period and that his country had included over half of the Decade projects in the fourth Five-Year Development Plan (1976-1981) and would include the rest in the next plan.

140. He concluded his remarks by stating that the United Republic of Cameroon was a focal point for the subregion and, as a result, recognized the importance of and insisted on its regional, subregional and national projects with sub-regional impact. To his country, the transport and communications sectors were a priority of priorities.

141. The representative of the Upper Volta reassured the Conference of his country's support of, and implicit faith in the Decade programme. The Upper Volta is land-locked, Aahelian and drought affected and needed the support and collaboration of the international community in a programme such as the Decade, to come out of that quagmire.

142. The Upper Volta would reorientate its priorities to conform with those of the Decade and submit them to the secretariat. He was confident of ECA's continued sympathetic support to his country.

143. The representative of Zaire said that his country, being semi land-locked would undoubtedly benefit from due attention being given to its projects, in accordance with the priority given by the Conference to the opening up of land-locked countries.

144. In this connexion, he said that, in the context of regional integration, a meeting had just been held in Arusha (United Republic of Tanzania) with a view to improving transport conditions in the central corridor leading to the port of Dar-es-Salaam, and in the northern corridor leading to the port of Mombasa. He also referred to the efforts being made by the Zairian Government to open up the country.

145. In conclusion, he listed a number of projects that he would like to be adopted for financing, as follows:

(a) The port of Banana; the study on the project had been completed, thanks to finance from EDF:

(b) The Lagos-Mombasa Trans-African Highway; a 96-km section had been financed by Belgium;

(c) The Kinshasa-Ilebo railway, which was 857 km long; a study was requested.

146. The representative of Zambia informed the Conference that Zambia had adopted a planned development of its economy which, since independence in 1964, had given priority to transport and communications because of the need to provide access to markets within and outside the country. However, the country's rural areas faced a serious constraint regarding economic development.

147. With regard to the country's geographical position, Zambia depended on the facilities of surrounding neighbours for the transport of goods to and from the coast. He stressed that, because of that, the country was constantly looking for more and more new connexions to the outside world so that it could be sure of the flow of goods at minimum possible cost at all times.

148. He pointed out that the country's capacity to mobilize local resources for the Decade programme was not very promising. He foresaw no possibility of starting new roads without external aid. In view of that, his delegation appealed to the world at large for support in that area. He appealed in particular to the specialized agencies of the United Nations which had funded some studies for subregional and regional projects to come out strongly in support of Zambia's Decade programme.

149. In conclusion, he informed the Conference that Zambia recognized and accepted that the responsibility to build a self-reliant socio-economic system was largely its own. However, some of the obstacles in that regard were beyond its control. That was why Zambia was firmly committed to the aims and objectives of the Decade.

150. The representative of Zimbabwe prefaced his statement by observing that his country was participating in the Conference for the first time, having only recently achieved independence and expressed gratitude to the United Nations, OAU and all others for assistance in their independence struggle.

151. He observed that the struggle for economic independence was the next logical step for all Africa and that the Decade was an integral part of that struggle.

152. He informed the Conference of the serious transport and communications problems his country had inherited: neglected rural facilities and fairly well-developed facilities in the urban areas which, however, had been seriously devastated during the independence struggle. He expressed gratitude that the United Nations and OAU were again assisting in the reconstruction of his country.

153. He pointed out that, as a land-locked country, Zimbabwe's first priority was opening up access to the sea and co-operating with neighbouring countries in other transport and communications aspects. The important national and subregional transport and communications projects included in the Decade programme and PAMATEL and which his country intended to implement, included two national air transport projects with subregional impact and expansion or improvement of Salisbury international airport; joint feasibility study of the navigability of the Zambezi river with neighbouring countries; rehabilitation of the Salisbury-Chirundu and Salisbury-Umtali roads; and construction of the Plumtree-Botswana and Pandematenga-Matetsi roads, all at an estimated cost of about \$US 30 million. In addition there were four telecommunication micro-wave link projects.

154. He observed that although the lack of funds was still a fundamental problem, the absence of skilled manpower was more serious and urged the establishment and expansion of relevant technical institutions as proposed in the Decade programme.

155. In conclusion he said that his country fully supported the objectives of the Decade as they formed the basis for self-reliance.

156. The representative of Italy, who was participating as an observer, expressed the willingness of the Italian Government to increase its financial assistance to African countries (target: 0.7 per cent of its GNP in 1990) in particular in the sectors of transport and communications and explained, in the light of OECD experience in Europe, which would be the responsibility of ECA, would consist of the following:

- (a) Selection of the major links between States;
- (b) Establishment of a general framework for structural standards and basic services along the sections which were to be built (petrol stations, repair shops, road signs, etc.);

(c) Harmonization of border crossing formalities to speed up the movement of goods and persons with the ultimate aim of achieving the economic unification of the continent.

157. The representative of ADB stated that in 1980 approximately 30 per cent of that institution's assistance (\$US 750 million) had been set aside for transport and communications projects (most of which comprised part of the Decade programme). He made the following commitments and proposals:

(a) The assistance programmes of ADB and ADF for the next cycle (1982-1985) would mobilize approximately \$US 1 billion for transport and communications in Africa;

(b) A strong commitment to encourage States in making their choice of investment within the framework of the priorities set by the Decade programme;

(c) The proposed establishment at ECA of an African fund for interest subsidies with a view to guaranteeing the financing of unprofitable projects and supporting a normal interest rate;

(d) The proposed organization by ECA of the mobilization of non-commercial financial resources (grants), with ADB gathering the financial resources from the capital market. In both instances co-operation between ECA and ADB should be close.

158. The representative of ECOWAS gave a brief history of the Community and recalled that the organization was composed of nine French-speaking, five English-speaking and two Portuguese-speaking countries.

159. He informed the Conference that the Community placed high premium on transport and communications. In that regard, it had signed a contract with the International Telecommunication Union (ITU) and two experts from the region were to conduct a pre-investment survey on the PANAFTEL projects in member States. He also noted that tender documents and the technical specifications for West African PANAFTEL projects were nearing completion.

160. The Community, in close collaboration with member States concerned with those projects, had raised some \$US 40 million towards the implementation of the projects. He informed the Conference that the loan agreement for the PANAFTEL projects would be signed in Freetown in May 1981 by the ECOWAS Heads of State.

161. The representative of UNSO noted that the Conference was a very special one because it had to take stock of progress made in the first phase and decide on arrangements for the preparation of the second phase (1984-1986) of the Decade.

162. He reviewed briefly the operations of his Office, stating that, as an administrative branch of UNDP, UNSO was responsible for co-ordinating activities to ensure the recovery of the Sahelian countries members of the Permanent Inter-State Committee for Drought Control in the Sahel (CILSS).

163. UNSO was also responsible for the environment and assisted the countries of the Sudano-Sahelian Zone in that field. In performing its functions, in close co-operation with the relevant Governments and agencies, UNSO formulated projects and helped countries to mobilize financing whilst at the same time it monitored project implementation.

164. In the transport and communications sector alone, UNSO had formulated and implemented a programme for the construction, improvement and maintenance of secondary roads to open up certain areas of the Sahel and thereby reduce the possible impact of new drought-related emergencies.

165. In addition to that major road programme, UNSO was financing an operation aimed at developing technology for compacting laterite with a low water content. The point was to make the best possible use of Africa's physical and human resources. In the communications sector, UNSO, with the assistance of ITU, had financed a feasibility study in the Sahelian region to develop a telecommunications and broadcasting programme for the rural areas.

166. He referred in particular to the bilateral and multilateral resources of financing which had made the foregoing achievements possible.

167. The representative of WMO noted the importance of meteorology in the fields of transport and communications as follows:

(a) The national planning, operation and monitoring of transport of communication projects require many other qualities and timely meteorological information. This is particularly the case in air transport, river and marine transport, and port activities. The provision of this information is the responsibility of each national meteorological department with the assistance of WMO in accordance with criteria established by WMO in collaboration with other competent international organization procedures. In order for the information to be provided in a timely manner, rapid and reliable meteorological communications are crucial.

(b) It is necessary that meteorological information should be adopted to the real needs of the transport users in each country. This requires the full involvement of the national meteorological department in each country in the planning and implementation of transport projects. In this respect, it may be of interest to note that there exists a meteorological department in each country in Africa today.

(c) It is therefore the hope of WMO that:

(i) Due account will be taken of the need, during the Decade, to develop and improve meteorological communication in each country;

(ii) The meteorological department in each country will be fully associated with the national aspects of the Decade;

(iii) WMO will continue to be associated with the subregional and regional concepts of the Decade programme.

168. In conclusion, he assured the Conference of the readiness of WMO to continue to support the Decade programme, within the framework of its existing and future scientific and technical programme.

G. CONSIDERATION OF THE REPORT OF THE MEETING OF EXPERTS (5)

169. The Chairman of the Conference called on the Chairman on the Meeting of Experts to introduce the latter's report.

170. The report of the Meeting of Experts was introduced by Commander Zewdu Gebre Mariam, Chairman of the Meeting of Experts whose statement is summarized below.

171. The Meeting of Experts had been held at Addis Ababa from 9 to 15 March 1981. It had considered certain items in plenary and had then set up two committees on transport and communications to review certain specific issues.

172. The experts had taken note of the reports on the agenda for their meeting as well as the report of the Interagency Co-ordinating Committee for the United Nations Transport and Communications Decade in Africa (E/CN.14/TRANS/157).

(a) Implementation of the Decade programme

173. There were some 120 projects (44 for specific studies) for which financing had been secured at around US\$ 2.6 billion at current prices. National projects had taken pride of place over the others, because of the background and constraints to the implementation of the Decade as a result of the Pledging Conference held in New York on 20 December 1979 (execution of projects only under bilateral agreements).

174. The experts had exchanged views on the concepts of viability and admissibility which ECA had raised for further thought. The discussions had led to a clearer definition of the role of ECA and the action it should take in the future, which were reflected in a draft resolution adopted by the meeting.

175. Annexes I, II and III of the report on the implementation of the Decade (document DEC/TRANSCOM/CM/II/I) submitted by ECA clearly revealed the need for a permanent exchange of information, and that was a special item on the agenda for the meeting.

(b) ECA information machinery

176. The machinery advocated in ECA Conference of Ministers resolution 391 (XV) was considered quite suitable for ensuring follow up for the Decade and the experts took note of it to ensure that the various countries would adopt it.

(c) Updating of the Decade programme

177. The experts approved the proposals made by the Interagency Co-ordinating Committee contained in document E/CN.14/TRANS/167. New projects were submitted by several delegations and it was agreed that all proposals relating to the updating of the programme should be transmitted to ECA in the form of project identification sheets as used in Volume II of the Decade by 31 May 1981 as a cut-off date.

(d) Preparation of the programme for the second phase of the Decade 1984-1988

178. The experts accepted the programme of action and timetable for the preparation of the programme prepared by ECA with a few amendments. Countries were supposed to send their proposals to ECA by October 1981 (See annex V).

(e) Search for financing

179. The experts agreed to the approach to mobilizing financing envisaged by ECA in the form of technical consultative meetings. The Lome (Togo) meeting for ECOWAS has been set from 8 to 11 June 1981. Another meeting was scheduled in Yaounde (the United Republic of Cameroon) from 23 to 26 June 1981 for the Central African countries. It was also agreed that a similar meeting would take place in January 1982 at Ouagadougou (the Upper Volta) on railways (regional) and another in November 1981 in Abidjan (the Ivory Coast) on maritime transport for the 25 countries of West and Central Africa.

180. In terms of a global approach to the mobilization of funds such as the New York Pledging Conference of 20 November 1979, the experts agreed to ECA's suggestion that African countries should do more for the Decade at future pledging conferences like the one for development activities held in New York on 6 November 1980.

(f) World Communications Year

181. The meeting decided to hear the ITU Secretary-General, who would attend the Conference of Ministers, on the subject, particularly in so far as the financial implications were concerned. It was nevertheless agreed that:

(a) A programme of activities for the World Communications Year should be drawn up in Africa;

(b) Programmes of activities should focus on a number of PANAFTEL projects already included in the Decade programme;

(c) ITU, in its capacity as lead agency for the World Communications Year, should seek funds for the organization of such activities.

182. It was further decided that those funds should not come from the regular budgets of organizations, but rather from voluntary contributions from member States.

(g) Air tariffs and air freedoms

183. The experts put forward draft resolutions to be submitted to the Conference of Ministers calling for ratification by States of the agreement that resulted from the Diplomatic Conference on Air Tariffs (held at Addis Ababa in December 1980) and for consideration by the next Assembly of Heads of State and Government of OAU of the recommendation concerning the application of air freedoms (resolution ECA/UNTACDA/Res.79/6).

184. The Chairman of the Meeting of Experts ended his summary by listing the draft resolutions adopted by the experts for approval by the Conference of Ministers. The experts had taken note of the offer of the Moroccan delegation to hold the third Conference of Ministers in Morocco and heard a communication from the delegation on the planned permanent link between Europe and Africa via the Strait of Gibraltar.

(h) Preparations for the technical consultative meetings

185. It had been decided to organize two technical consultative meetings in June 1981 for the West and Central African subregions. In preparation for those meetings, ECA, together with consultancy firms, had compiled documents. The draft documents had been submitted for consideration at the present Conference to the authorities of the two subregions.

186. A meeting was to be held at Lome, Togo, from 8 to 11 June 1981 for the 16 ECOWAS States, with another to be held at Yaoundé, the United Republic of Cameroon from 23 to 26 June 1981 for the 10 Central African States.

H. DATE AND VENUE OF THE NEXT CONFERENCE (Agenda item 6)

187. The Conference accepted by acclamation Morocco's offer to host the third Conference of Ministers to be preceded by a meeting of experts in 1983.

I. OTHER MATTERS (Agenda item 7)

188. The Moroccan delegation submitted a statement to amend the text contained in the report of the Meeting of Experts. The main points of that statement were as follows:

189. The representative of Morocco described the efforts his country was making to promote the construction of a permanent link between Africa and Europe through the Strait of Gibraltar.

190. He said that only 14 km separated Africa from Europe and a fixed link would not only serve Africa's tremendous trade with Europe but would also make it possible to increase intra-African trade and open up land-locked countries.

191. Although a permanent construction through the Strait of Gibraltar had been studied by engineers from both continents over the last two centuries, it was as a result of an African initiative at the third African Road Conference held in Abidjan in 1976 that a specific proposal had been made concerning a permanent link between Europe and Africa. The International Road Federation had, at the invitation of the Conference, carried out the preliminary studies which had been examined thoroughly at the fourth African Road Conference in Nairobi which had accorded priority to the construction of a permanent link between Africa and Europe through the Strait of Gibraltar. More recently a symposium had been organized in Tangiers where experts in various fields from all parts of the world had considered all the aspects and implications of the link. A representative of ECA who had participated in the Symposium had stated that the most logical permanent link between Africa and Europe would be through the Strait of Gibraltar.

192. In conclusion, he said that since then Morocco and Spain had set up a joint committee to work on the project and African Governments and ECA were invited to participate actively.

J. ADOPTION OF THE FINAL REPORT (agenda item 8)

193. The Conference of Ministers of Transport, Communications and Planning adopted its report and the resolutions annexed to it.

K. CLOSURE OF THE CONFERENCE (agenda item 9)

194. In the absence of the Chairman of the Conference the first Vice-Chairman read out a statement by the Chairman in which the latter thanked participants for having re-elected him and the other officers for a second term. He stressed how important the deliberations of the present Conference had been.

195. He pointed out that even though the Conference had reached several important decisions, a more formidable task awaited them in translating those decisions into concrete action. Furthermore, he pointed out that even though the implementation of the Decade required an enormous amount of resources and required external assistance, it should be noted that self-reliance and the effective mobilization of domestic resources were and should remain the cornerstone of the development strategy. In view of the critical problem created by the increasing cost of transport and communications equipment, spare parts and fuel, he stressed the need to formulate policies and other measures aimed at the promotion of fuel-saving technology.

196. Finally, he thanked the Executive Secretary of ECA and his staff for the excellent organization and smooth running of the Conference. He also thanked OAU, UNDP, other agencies African, intergovernmental organizations and those who provided financial assistance for the active and continuing participation for the successful implementation of the Decade programme, as well as the Moroccan Government which, through its delegates, had accepted to host the third Conference in 1983.

197. The representative of Egypt, on behalf of the rest of the delegations, thanked the participants for a job well done, and congratulated the Chairman on the manner in which he had conducted the meeting. He paid particular tribute and admiration to the Executive Secretary of ECA and his secretariat for the commendable manner of the preparation of the meeting which had greatly contributed towards the success of the Conference. He also extended his appreciation to the Assistant Secretary-General of OAU, the Secretary-General of ITU and the distinguished participants for the valuable contribution made to the success of the Conference. Finally he expressed his gratitude to the Government and people of Socialist Ethiopia for the warm welcome and hospitality that had been accorded them.

ANNEX I

Projects financed from external sources (in thousands of United States dollars)

Subsector	Project number	Donors	Vol. II	Comments
TRANSPORT				
Roads and road transport	32	526,289	1 664 500	
Rail and rail transport	19	1 812,671	1 929 550	
Maritime transport	8	34 611	66 857	
Maritime ports	30	706,758	1 185 063	
Air transport	22	90,126	74,340	
River transport	8	22,720	35 210	
Multimodal transport	1	500	500	
Transport subtotal	120	3 201,575	4 956 020	
COMMUNICATIONS				
Telecommunications	5	33 977	16 600	
Satellite communications	1	180	100	
Broadcasting	16	15 658	11 750	
Postal services	2	2 330	2 330	
Manpower training	1	332	6 120	
Communications subtotal	25	52 477	36 900	
Grand total		3,254,152	4,993 000	

E/CN.14/812/Rev. I
E/CN.14/TRANS/169/Rev. I
Annex I

ANNEX II

Donor allocation (in thousands of United States dollars)

Donor	Amount	Donor	Amount
ADB	129 000	EEC/IBRD/AFESD/Kuwait Fund	5 600
BADEA	10 000	Abu Dhabi Fund	5 600
EIB	13 300	FRG/IBRD	23 000
World Bank	67 100	UNDP/Norway	1 757
OCCE	23 700	EEC/Cape Verde	1 000
China	500	UNDP/ECA	050
EDF	91 137	Norway/BADEA/ADB	33 650
Saudi Fund/Belgium	31 504	IBRD/IDA	62 000
FAC	7 450	FRG/ADB	84 000
IDA	25 600	Portugal/Netherlands	6 050
Kuwait	2 330	France/Belgium/OPEC	31 452
NORAD	9 000	CIDA/FAC/EDF/FRG	8 339
Norway	4 590	UNDP/UNCTAD	500
OPEC	21 750	BADEA/Belgium	1 300
UNDP	18 142	ITU/CAU/ADB/CIDA	100
Netherlands	800	KFA/ADB/Guinea	11 000
Federal Rep. of Germany	197 450	Norway/UNESCO	1 700
Switzerland	10 000	ADB/FID/Guinea	14 495
USAID	10 000	Nigeria	1 437 360
France	038	Governments	625,090
Belgium	17 500		
World Bank/Kuwait Fund/BADEA	26 000		
KF/IDA/OPEC/Benin	22 000		
IDA/KFAED/ADF/EEC	14 000		
OPEC/UNDP/Niger	5 788		
IBRD/EDF/Nigeria	80 000		
ECA/ADB	27 250		
IBRD/FAC/USAID/EEC/Mali	40 000		
BADEA/FAC/KF/IBRD/OPEC/			
Iraq/EDF/EEC/ADB/CIDA	19 230		
Total	3,254,152		

ANNEX III

Financing by country (in thousands of United States dollars)

	ROP	RAP	SHP	HAP	AIP	INP	MMP	TEP	SAP	BRP	POP	MAP
Burundi	800					100						
Central African Republic	21 800				1 121	9 089				963		
Chad					400							
Malawi					919							
Mali	46 050	4 000				3 000				1 650		
Niger	24 788				4 000							
Rwanda	62 004				14 300							
Uganda	6 500	30 000			300							
Upper Volta					118							
Lesotho					126					463		
Angola			700									
Benin										2 730		
Cape Verde			1 500	2 938								
Comoros				6 500								
Djibouti		1 300		300							330	
Ethiopia					1 939							
Gambia				700								
Guinea	12 596	13 000		1 658	695			16 495		850		
Guinea Bissau				26 000								
Equatorial Guinea												
Madagascar				2 500								
Mozambique												
Sao Tome & Principe												
Sierra Leone												
Somalia				500								
United Rep. Tanzania		20 000	9 000	59 000								
Zaire	2 800			400	3 000							
Botswana												

Financing by country (in thousands of United Nations dollars) (continued)

	ROP	RAP	SMP	HAP	AIP	INP	MMP	TEP	SAP	BRP	POP	MAP
Swaziland												
Zambia												
Mauritius	10 000											
Seychelles												
Algeria												
United Rep. Cameroon	14 000	73 000										
Congo		28 000		759		6 900						
Ivory Coast		44 250	2 254	10 000								
Egypt												
Gabon				2 577	2 930							
Ghana		6 695	307									
Kenya		3 400	54 100									
Liberia		10 000				100						
Libya												
Morocco												
Mauritania											2 000	
Nigeria	20 000	1 079 000	18 000	324 000	10 000	360				2 500		
Senegal												
Sudan	3 200	56 000										
Togo												
Tunisia				42 500								

ANNEX IV

NOTE ON THE RESOLUTION ON FREEDOM OF THE AIR

Introduction

1. Inter-State relations as far as international air transport is concerned have their basis in the legal system developed in 1944 at Chicago. This system comprises a convention concerning international civil aviation which determines the principles of inter-State co-operation in this area. The Chicago Conference also had as its objective the adoption of a multinational agreement on the operation of air services, but was unable to meet this objective. The system developed at this Conference for air rights nevertheless constituted a point of reference for the negotiation of all inter-State agreements. This system comprises what have come to be known as the five air freedoms. The first two freedoms, which are considered to be technical liberties (the right to fly over a State's territory - first freedom, and the right to land for technical reasons - second freedom), have been incorporated in a multilateral agreement called the International Air Transit Agreement. The other three freedoms contain provisions of a commercial nature; they constitute the basis of all inter-State transport negotiations since the conclusion in 1946 of the bilateral agreement between the United States and the United Kingdom known as the Bermuda Agreement, which sanctioned bilateralism in international air transport operations following the failure of the Chicago attempt.
2. The third and fourth transport freedoms between two signatory States of a bilateral air transport agreement do not generally pose any particular problems in conventional bilateral negotiations, in which the balancing of concessions of the parties gives way to more varied exchanges (route for route, rights for rights). The States have at their disposal a broad range of possibilities from which they can select combinations of the operating rights they may exchange.
3. Third and fourth freedom traffic rights, i.e., the rights to carry traffic between two States parties to a bilateral air services agreement, constitute the basis for the establishment of commercial relations between the two States concerned.
4. In terms of international aeronautical policy, the fifth freedom traffic is considered to be supplementary traffic. The fifth freedom traffic right implies, in the negotiation of a bilateral agreement, the possibility of transporting traffic of a State that is party to the agreement to or from a third State situated at an intermediate point between the two signing States, or to a point beyond one of them.
5. The exercising of fifth freedom rights thus implies the conclusion of an agreement with a third party by one or the other of the two parties seeking to carry the traffic coming from or destined to the third State.

6. There is a basic link between the system of bilateral agreements in operation throughout the world, beginning with the 1946 Bermuda Agreement, and the multilateral expression of the tariff aspect of these agreements stemming from the existence of a tariff clause which acknowledges either formally, by making reference to it, or tacitly the authority of the International Air Transport Association (IATA) in the setting of international rates.

The current status of air transport in Africa

7. The current status of African air transport is characterized by the lack, indeed absence, of inter-State air links. This situation is explained in particular by the difficulties encountered by airlines in benefiting from traffic rights, notably fifth freedom rights. In the face of this situation, most African airlines find themselves obliged to operate a network that is oriented north/south. The restructuring of the intra-African network must be seen in terms of improving intra-African services, while ensuring the development of links with other continents.

8. The low level of inter-State traffic does not always justify the establishment of direct links between States signatory to the air agreement and necessitates turning to fifth freedom traffic.

Resolutions of the first Conference of Ministers of Transport, Communications and Planning

9. At their first Conference in May 1979, the Ministers of Transport, Communications and Planning adopted two resolutions (resolutions ECA/UNTACDA/Res. 79/6 and 79/7) concerning the liberalization of traffic rights and the establishment of an African tariff conference respectively.

Statement of general civil aviation policy

10. A statement of general civil aviation policy was adopted by the thirty-fifth session of the Council of Ministers (Doc. CM/1069(XLV)) and approved by the seventeenth session of the Conference of Heads of State and Government of OAU at Freetown in July 1980. This statement, which concerns all areas of AFCAC activity, comprises the governing principles for individual or collective action by OAU member States to apply these directives.

11. For optimal development of air service in Africa the OAU policy makers:

Reaffirm the objectives set down in the African Declaration on Economic Co-operation, Development and Independence (Addis Ababa, May 1973) aiming at the best possible development of African international air services in all areas, notably network structure, flight frequency, co-ordination of schedules, co-operation agreements between airlines and the development of an intra-African freight service,

Encourage the completion of studies of an optimal correspondence system for airlines which would be included within the context of planned policy for co-ordinating the schedule of a given number of airports,

Commit themselves to the resolution on air transport policy adopted by the African Ministers of Transport, Communications and Planning (Addis Ababa, 9 to 12 May 1979) which notably stipulates that the notion of coastal traffic and its implications for international air transport in Africa should be studied by AFCAC with a view to fostering the development of intra-African air transport.

Support the principle of establishing a data bank aimed at gathering, analysing and diffusing as soon as reasonably possible the information necessary to applying a co-ordinated policy for the development of air services.

The bases of African policy

Bilateral agreements

12. The policies of African States as regards bilateral agreements is already determined and based on the control of the capacity to be implemented and the frequency of services.

Resolution ECA/UNTACDA/Res.79/7: Establishment of an African Air Tariff Conference

13. The OAU Council of Ministers at Monrovia in July 1979 adopted resolution CM/Res.739 (XXXIII) Rev.1, requesting AFCAC to take, in close co-operation with AFRAA, ECA and OAU, the necessary steps to organize and establish an African Air Tariff Conference as a permanent institution for the purpose of determining the fares and freight rates to be applied by the African airlines.

14. In accordance with the terms of this resolution CM/Res. 739 (XXXIII), a meeting was held at the headquarters of AFCAC in March 1980 at which representatives of AFCAC, OAU, ECA and AFRAA discussed the principles on which the African Air Tariff Conference would be based. According to all the participants at this meeting, the African Air Tariff Conference is justified by the importance attached by all member States of OAU to solving the problems which now face the air authorities. These problems arise from the troubled economic situation in the world and the position concerning air transport regulations, which is characterized by the phenomenon of deregulation set off by the United States of America.

15. The OAU/AFCAC/ECA/AFRAA preparatory meeting noted, moreover, that the tariff system established since 1940 on the basis of the bilateral air transport agreement known as the Bermuda I Agreement made in 1946 between the United States and the United Kingdom, whose multilateral nature is illustrated by the IATA tariff conferences, has undergone radical revisions following the remoulding of the IATA.

These revisions established the principles of two levels of participation in the IATA, one of them representing all the co-ordinated services and the other offering an optional co-ordination of tariffs.

16. The CAU/AFCAC/ECA/AFRAA preparatory meeting also recognized that one of the basic principles on which the African Air Tariff Conference would be founded is the following: the tariffs to be applied by the air transport companies should be maintained on reasonable levels, taking account of relevant factors, such as operating costs, type of service, reasonable profits, as well as the tariffs of other airlines using the same route, part of that route or similar routes. However, these tariffs shall be agreed on between the airlines of the States which are parties to the tariff agreement through the African Air Tariff Conference. The secretariat services of the latter shall be provided by AFRAA according to rules previously agreed on by the African Governments, on the understanding, however, that the tariff scales established and adopted on the worldwide level shall, if necessary, be taken into consideration.

17. Following a report issued by the CAU Council of Ministers at its session in June 1960 in Freetown, resolution CM/Res. 305 (XXV) was adopted, requesting the convening of a Diplomatic Conference on the establishment of an African Air Tariff Conference.

18. The Diplomatic Conference was, in fact, held at Addis Ababa from 5 to 12 December 1960. It adopted a Convention, which has been signed by the Plenipotentiaries, is now open for ratification. It will come into force on the thirtieth day following the signature of the twenty-fifth instrument of ratification or approval.

ANNEX V

PROGRAMME FOR THE PREPARATION OF PHASE II

The need was underscored to begin much earlier than for Phase I, to decide on projects and draw up the Phase II programme so that there would be enough time to carry out all the necessary work. To that end, the following time-table has been proposed:

October 1981

Transmission by countries to ECA of provisional lists of Phase II projects;

Expression of countries' needs with respect to Phase II project studies and evaluation (ECA will send consultants at the request of countries of various subregions);

January-June 1982

Mission to member States by the countries concerned;

June 1982

Preparation by countries concerned of the list of regional and subregional projects and national projects with a regional or subregional impact in collaboration with African specialized agencies and government organizations;

Transmission and confirmation to ECA of the list of national Phase II projects by countries;

October 1982

Sixth meeting of the Interagency Co-ordinating Committee and submission by the agencies of the details of the Phase II programme in its final form;

December 1982

ECA consideration of consultants' reports, translation and reproduction of the reports;

January 1983

Organization of working groups according to modes of transport and communications and meeting of the Interagency Co-ordinating Committee to study projects and make proposals for submission to the third Conference of Ministers;

February 1983

Distribution to member States of the proposals for Phase II (lists of projects proposals);

March 1983

Third Conference of Ministers of Transport,
Communications and Planning;

May 1983

Distribution to member States of the report of the
third Conference of Ministers and the Phase II
programme in preparation for the OAU summit and
Economic and Social Council;

July 1983

Submission of the Phase II programme (list of project
proposals) to the OAU summit and Economic and Social
Council;

August-October 1983

Establishment of the programme guidelines;

November-December 1983

ECA consideration of the programme guidelines,
translation and reproduction;

January 1984

Distribution to States and donors of the final version
of the Phase II programme.

ANNEX VI: RESOLUTIONS

Resolution ECA/UNITACDA/Res.21/12

Measures adopted by the Economic Commission for Africa

The Conference of African Ministers of Transport, Communications and Planning,

Recalling the role initially assigned to the Economic Commission for Africa in the implementation of the Programme of Action of the United Nations Transport and Communications Decade in Africa, as defined in the Global Strategy of the Decade, Volume I, paragraph 111,

Noting the framework which has finally emerged for implementation and the concomitant constraints arising out of the Pledging Conference organized on 20 November 1979 in New York by the Secretary-General of the United Nations at which it was indicated that potential donors would be willing to finance projects under the Decade Programme only on the basis of bilateral and multilateral agreements and in accordance with their own procedures,

Being of the view that, under such circumstances, the implementation of national projects depends essentially on the initiative taken by African countries themselves,

Considering the changes in the priorities for the implementation of regional and subregional projects and national projects with a subregional or regional impact and for the execution of specific studies to be undertaken during the first phase, 1980-1983, so as to ensure the smooth progress of the Decade and the decisive role which the Commission can play, in collaboration with the Organization of African Unity, in ensuring respect for the priorities set in the Global Strategy for the Decade and in the search for and mobilization of the necessary funding,

1. Calls upon the Conference, in collaboration with the States members of the Organization of African Unity, to:

(a) Formulate regional and subregional projects and national projects with a regional impact to be approved at the next Conference of Ministers of Transport, Communications and Planning;

(b) Seek the support of the regional specialized agencies of the Organization of African Unity and the specialized agencies of the United Nations and subregional organizations for subregional projects and national projects with a regional impact;

2. Calls upon the Commission, in close collaboration with the other organs of the United Nations and of the Organization of African Unity, to draw up and promote a special programme for the development of the disadvantaged, land-locked, semi-land-locked, island and newly independent countries;

3. Instructs the Commission, the African Development Bank, the Organization of African Unity and the specialized agencies of the Organization of African Unity and of the United Nations, in consultation with the countries concerned, to seek the necessary financing;

4. Invites the African States involved in regional projects to seek from the Commission and the specialized agencies of the Organization of African Unity assistance and advice concerning negotiations for financing;

5. Recommends that African States should regularly transmit information concerning progress in the implementation of Decade projects and, to ensure better co-ordination, do so through the machinery established by the Commission in implementation of Conference of Ministers resolution 391(XV) of April 1980;

6. Appeals to the United Nations Development Programme and all other donors to provide the Commission and the Organization of African Unity with the financial resources required for them fully to play their role and discharge their duties;

7. Recommends that the Board of Governors of the African Development Bank should call upon that institution to accord priority to and, as far as possible, to finance out of its own resources, some of the projects set out in the Decade programme and to extend to the Commission, and the specialized agencies of the United Nations and of the Organization of African Unity the assistance they require to enable them to find funding for the execution of studies and project implementation.

Resolution ECA/UNTACDA/Res.31/13

Updating of phase I of the Decade Programme

The Conference of African Ministers of Transport, Communications and Planning,

Recalling the request made at the present meeting to the effect that the specialized agencies of the United Nations and African intergovernmental organizations should transmit to the Economic Commission for Africa any updated priorities of which they have been informed,

Recalling also that African Governments should inform the Commission of any changes made in their priorities,

Referring to the ongoing programme for the first phase of the Decade (1980-1983) set out in volume II of the Decade programme,

Considering the suggestions made at the third meeting of the Interagency Co-ordinating Committee which was held at the headquarters of the United Nations Economic Commission for Africa on 15 and 16 October 1980 concerning the need to undertake a review of the first phase (1980-1983) of the Decade programme,

1. Adopts the amendments, changes and new projects arising out of the second meeting of the Conference of African Ministers of Transport, Communications and Planning,
2. Accordingly invites the Commission regularly to update the first phase of the Decade programme in consultation, as far as possible, with the countries concerned and the specialized agencies of the United Nations and of the Organization of African Unity..

Resolution ECA/UNTACDA/Res.81/14

Preparation for phase II of the Decade programme

The Conference of African Ministers of Transport, Communications and Planning,

Recalling the various resolutions concerning the United Nations Transport and Communications Decade in Africa (1978-1988), and in particular resolution 291(XIII) adopted on 26 February 1977 by the Conference of Ministers of the Economic Commission for Africa, Economic and Social Council resolution 2097(LXIII) of 29 July 1977 which endorsed Conference of Ministers resolution 291(XIII); General Assembly resolution 32/160 of 19 December 1978 proclaiming the years 1978-1988 the Transport and Communications Decade in Africa; and resolution CM/Res.675(XXXI) adopted by the Assembly of Heads of State and Government of the Organization of African Unity in May 1978,

Recalling resolution ECA/UNTACDA/Res.79/3 which endorsed the programme to be implemented during the first phase (1980-1983) of the Transport and Communications Decade in Africa,

Having considered all the proposals and suggestions made at the fourth meeting of the Interagency Co-ordinating Committee,

Aware of the need to take urgent measures in order to prepare the programme for the second phase of the Decade in the course of the preparatory activities,

Considering the time required to prepare the programme of action for the second phase of the Decade programme,

1. Extends its thanks to the General Assembly of the United Nations for having proclaimed the years 1978-1988 the Transport and Communications Decade in Africa and for the financial arrangements it has made for the preparation of the programmes for the first phase of the Decade;

2. Further extends its thanks to the United Nations Development Programme for the considerable support it has given to the Economic Commission for Africa which has enabled to the latter to draw up the programme for the first phase of the Decade;

3. Approves the Programme of Action and the amended plan proposed by the Commission, the Organization of African Unity and the specialized agencies of the United Nations and of the Organization of African Unity for the preparation of the programme for the second phase;

4. Calls upon the Economic Commission for Africa to continue its activities as lead agency and to take the necessary measures to complete the preparation of the programme for the second phase of the Decade;

5. Requests the Secretary-General of the United Nations to seek for and mobilize the resources required for the effective preparation of the programme of action for the second phase of the Decade.

Resolution ECA/UNTACDA/Res.21/15

United Nations Pledging Conference for Development Activities

The Conference of African Ministers of Transport, Communications and Planning,

Recalling the Pledging Conference convened by the Secretary-General of the United Nations in New York on 20 November 1979,

Considering the results of the United Nations Pledging Conference for Development Activities held at United Nations Headquarters, New York, on 6 November 1980 and the less than satisfactory outcome for the implementation of the first phase of the Transport and Communications Decade Programme,

Convinced that such pledging conferences inter alia provide a way of mobilizing the financial resources to accelerate the implementation of the Decade programme,

Convinced that the participation of African countries in other pledging conferences would further encourage donors and financial institutions to support the implementation of Decade projects,

1. Appeals to all African States jointly to support the programme and objectives of the Decade at all future United Nations pledging conferences for development activities;

2. Calls upon the Executive Secretary of the Commission, in collaboration with the Secretary-General of the Organization of African Unity, to take all necessary steps to ensure the full and active participation of African countries in the United Nations Pledging Conference for Development Activities with a view to securing their contributions for the implementation of the Decade Programme.

Resolution ECA/UNTACDA/Res.81/16

Utilization of African technical know-how

The Conference of African Ministers of Transport, Communications and Planning,

Recalling the Lagos Plan of Action for the Economic Development of Africa,

Considering the need to promote intra-African technical co-operation,

Considering the large number of technical and economic studies and projects to be carried out within the framework of the United Nations Transport and Communications Decade in Africa, particularly by the specialized agencies of the United Nations and by the Organization of African Unity,

Bearing in mind that Africa has resources for undertaking important studies and projects which must be strengthened and encouraged,

1. Recommends that African States should:

(a) Extend their support to the Economic Commission for Africa and the specialized agencies of the United Nations with a view to recruiting and utilizing African experts for the implementation of the Decade programme;

(b) Develop technical co-operation by exchanging experts and information in the field of transport and communications. In that regard, the Commission is called upon to publish a pan-African journal specializing in transport and communications and to issue a periodic list of African engineering firms for the information of member States;

2. Recommends that specialized agencies should:

(a) Give priority to advisers and experts from African countries for the execution of the studies scheduled in the programme for the Transport and Communications Decade;

(b) Give priority to African construction, infrastructure and equipment enterprises in the transport and communications sector.

Resolution ECA/UNTACDA/Res.81/17

African Regional Satellite Communications System

The Conference of African Ministers of Transport, Communications and Planning,

Having considered the report of the second meeting of intergovernmental experts and the report of the special interagency meeting on the African Regional Satellite Communications System,

Considering the various resolutions on the proposed African Regional Satellite Communications System,

Considering further the commitment made by the Heads of State and Government and by the General Assembly of the United Nations to implement the programme of the Transport and Communications Decade in Africa which is now an integral part of the Lagos Plan of Action,

Aware of the need to avoid the duplication of effort and waste of technical and financial resources caused by the proliferation of studies on Decade Project SAP-01 entitled "Feasibility study on the African Regional Satellite System",

Aware of the efforts made by the Interagency Co-ordinating Committee for the Decade through its Special Committee to harmonize and combine all on-going studies on the African Regional Satellite Communications System into a single project,

1. Calls upon the Organization of African Unity, the Commission, African intergovernmental organizations and the specialized agencies of the Organization of African Unity and of the United Nations involved in the studies on the African Regional Satellite Communications System project to work out practical arrangements for harmonizing and combining all proposed and ongoing studies into a single project;

2. Requests the African Union of National Radio and Television Organizations, the Pan-African Telecommunications Union, the International Telecommunication Union, the Economic Commission for Africa and the Organization of African Unity jointly to organize an intergovernmental expert meeting to consider the study on the integration and harmonization of the proposed African Regional Satellite Communications System and the results of any preliminary study which may have been carried out on such a system;

3. Appeals to all African intergovernmental organizations and the specialized agencies of the Organization of African Unity and of the United Nations to co-operate fully with the African Union of National, Radio and Television Organizations, the Pan-African Telecommunications Union, the International Telecommunication Union, the Economic Commission for Africa and the Organization of African Unity and to participate effectively in the intergovernmental expert meeting specifically devoted to the African Regional Satellite Communications System so as to ensure its success;

4. Calls upon the Secretary General of the Pan-African Telecommunications Union, on behalf of the special interagency committee on the satellite communications system, to submit a detail report on the intergovernmental expert meeting to the Conference of Plenipotentiaries of the Pan-African Telecommunications Union in 1982 to which Ministers of information and broadcasting should be invited in order to consider the issue of creating an African Regional Satellite Communications System;

5. Calls upon the Secretary-General of the Organization of African Unity, in close collaboration with the Executive Secretary of the Economic Commission for Africa, to submit a detailed report on projects undertaken in implementation of the programme relating to the African Regional Satellite Communications System to the nineteenth ordinary session of the Assembly of Heads of State and Government of the Organization of African Unity in 1982.

Resolution ECA/UNITACDA/Res.21/18

Non-physical obstacles to the development of transport
and communications in land-locked countries

The Conference of African Ministers of Transport, Communications and Planning,

Considering the objectives and priorities set by the Conference at its meeting held in Addis Ababa from 9 to 12 May 1979,

Noting that the economic situation of land-locked countries is aggravated by the long distances separating those countries from the sea ports and even more so by transit difficulties and costs,

Considering that transport and communications infrastructure is one but not the only prerequisite for achieving the objectives of solidarity and co-operation between neighboring countries,

Considering the harmful role played by administrative and legal obstacles which are at the root of the inefficient operation and utilization of transport infrastructure as well as the serious implications of such a situation for the future of the Decade,

Convinced that the establishment of users councils in respect of joint means of transport and communications is one of the ways to remedy the situation,

1. Recommends that the administrations of all States involved in projects to open up land-locked countries should establish users councils for joint facilities;
2. Recommends that transit countries and land-locked countries should conclude agreements on the use of existing transport and communications facilities in their subregions and guarantee treatment equal to that extended to the goods of transit countries;
3. Calls upon the Economic Commission for Africa, in collaboration with the States members of the Organization of African Unity and other agencies directly concerned to undertake studies to identify all the non-physical obstacles at the regional and subregional levels and to make relevant proposals on ways of eliminating them;

4. Congratulates transit countries on the efforts that they are making to facilitate transit and encourages them to continue in that direction.

Resolution ECA/UNTACDA/Res.81/19

Freedoms of the air

The Conference of African Ministers of Transport, Communications and Planning,

Recalling its resolution ECA/UNTACDA/Res.79/6 adopted at its first meeting at Addis Ababa in May 1979;

Noting that no real progress has been made with respect to the granting of fifth freedom rights to African national airlines,

Considering that the recommendations of AFCAC on this subject as a whole have not been implemented,

Recalling that African airlines, under the auspices of AFRAA, have agreed in principle to facilitate the granting by their respective Governments of traffic rights and especially fifth freedom rights within Africa to African countries,

Considering that it is necessary to improve regular air links between African subregions;

1. Draws the attention of the Heads of State and Government of the Organization of African Unity to the importance and urgency of improving African air links;

2. Recommends that the Assembly of Heads of State and Government of the Organization of African Unity should:

(a) Endorse resolution ECA/UNTACDA/Res.79/6;

(b) Consider all appropriate measures for the implementation of that resolution.

Resolution ECA/UNTACDA/Res.81/20

Establishment of an African Air Tariff Conference

The Conference of African Ministers of Transport, Communications and Planning,

Recalling resolution ECA/UNTACDA/Res.79/7 on the convening of an African conference to negotiate tariff agreements,

Considering the measures taken by the Organization of African Unity, the African Civil Aviation Commission, the Economic Commission for Africa and African Airlines Association with a view to implementing resolution CM/Res.739 (XXXIII) adopted by the Council of Ministers of the Organization of African Unity for the holding of such a conference,

1. Takes note of the adoption by certain States of a convention establishing the African Air Tariff Conference at a Diplomatic Conference held at Addis Ababa from 5 to 12 December 1980;
2. Congratulates the co-ordinating body composed of the Organization of African Unity, African Civil Aviation Commission, the Economic Commission for Africa and African Airlines Association for the many efforts it has made and for the spirit of co-operation with which it has worked to prepare for the meeting of the African Air Tariff Conference,
3. Urges all African States to sign and/or ratify that convention of which the original texts have been deposited with the secretariat of African Civil Aviation Commission so as to create the conditions required for the holding of the conference.

Resolution ECA/UNTACDA/Res.81/21

Rural telecommunications

The Conference of African Ministers of Transport, Communications and Planning,

Recalling resolution ECA/UNTACDA/Res.79/9 adopted at its first meeting and recommendation No. 12 of the third African Telecommunications Conference,

Considering that there is an urgent need to accelerate the introduction at the lowest possible cost of communications infrastructure in rural areas,

Further considering that the development of communications in Africa should be considered as a global objective, all of whose components, because of their complementarity should lead to more widespread use of telecommunications infrastructure as a tool for integrated development,

Recommends that:

1. The Inter-agency Co-ordinating Committee for the Decade Programme should intensify its efforts to mobilize the funds required for the execution of all rural communications projects contained in the programme for the first phase;
2. Governments should spare no effort to implement recommendation No.12 of the third African Telecommunications Conference.

Resolution ECA/UNTACDA/Res.81/22

Communications industry

The Conference of African Ministers of Transport, Communications and Planning,

Noting the lack of an African communications industry; of concerted and complimentary policies to establish such industries in the near future; of standardization among the various type of equipment used in Africa and of regional co-ordination and industrialization in the communications sector and noting the need to establish a centre for basic and applied research in this field and the need to ensure the transfer of technology to the African continent,

Considering the total dependence of African countries on the outside world for purchasing communications equipment, the existence on the African continent of certain raw materials basic to the establishment of a communications industry, the increasingly high cost of imported equipment, the growing demand for equipment which could justify the establishment of a communications industry and the possibility of creating employment in these new sectors and of using local manpower,

Considering the over-all objectives of the Decade and particularly that of promoting African industry in the field of transport and communications equipment and increasing intra-African trade,

Taking into account the pertinent resolutions of the Lagos Plan of Action of April 1980 and the recommendations of the third African Telecommunications Conference held in Monrovia in December 1980 and of the technical assistance programme of the United Nations family,

1. Recommends that African Governments should:

(a) Work out a concerted global policy for industrialization in the communications sector;

(b) Harmonize national policies so as to make them complimentary rather than competitive;

(c) Encourage and establish African study and research centres at the regional, subregional and national levels;

(d) Standardize the communications equipment used in the region;

(e) Strive to ensure realistic protection of existing or future African industries;

2. Recommends that African and international development banks should:

(a) Participate in the financing of African industrial establishments and research centres in the communications sector;

(b) Promote the development of African communications industries through a loan policy;

3. Recommends that specialized African organization and international organizations should:

(a) Work towards and contribute effectively to the establishment of African communications industries and research centres;

(b) Provide all the technical assistance required for the execution of studies and project implementation.