



Distr: GENERAL

E/ECA/ALMATY/08  
30 July 2008

Original: ENGLISH

**UNITED NATIONS  
ECONOMIC COMMISSION FOR AFRICA**

---

**African Regional Review Meeting of the  
Almaty Programme of Action**

17 - 20 June 2008  
Addis Ababa, Ethiopia

**R E P O R T**

## **I. Introduction**

1. The United Nations Economic Commission for Africa (ECA), in collaboration with the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS), organized the African Regional Review Meeting of the Almaty Programme of Action (APoA) from 17 to 20 June 2008 at the United Nations Conference Centre in Addis Ababa, Ethiopia. The meeting was held pursuant to the United Nations General Assembly resolution 61/212 that called for a midterm review of the APoA in 2008, preceded by regional and substantive preparations. The objectives of the African review meeting were to assess progress made in establishing efficient transit transport systems on the continent, and to agree on what needs to be done to further galvanize global partnerships to assist African landlocked and transit developing countries to effectively implement the APoA.

## **II. Attendance**

2. The following countries attended the meeting: Benin, Botswana, Burundi, Burkina Faso, Cameroon, Kenya, Lesotho, Malawi, Mali, Mauritania, the Niger, Rwanda, Senegal, Swaziland, Central African Republic, Uganda, Zambia and Zimbabwe.

3. The following organizations also attended the meeting: Africa Union Commission, United Nations Development Programme (UNDP), European Union Commission, Commission Internationale du Bassin Congo-Oubangui-Sangha (CICOS), Comité de Liaison de la Route Transsaharienne (CLRT), Maritime Organization of West and Central Africa (MOWCA), Southern African Railways Association (SARA), the Sub-Saharan African Transport Policy Programme (SSATP) and Walvis Bay Corridor Group.

4. Observer countries present were: India, Italy and the Russian Federation.

5. The full list of participants is attached as annex 1 to this report.

## **III. Pre-event seminar on international treaties and conventions on transit trade held on Tuesday, 17 June 2008**

### **Opening remarks of the seminar:**

6. The following persons made remarks during the opening ceremony of the pre-event seminar: Mr. Emmanuel Nnandozie, Officer-in-Charge (OIC) of the NEPAD and Regional Integration Division of ECA, made welcoming remarks; Mr. Sandagdorj Erdenebileg of UN-OHRLLS and Ms Sherry Holbrook of the Office of Legal Affairs at the United Nations Secretariat explained the reasons for the seminar and how the proceedings would unfold.

7. During the seminar, the representative of UN-OHRLLS made a presentation on the legal framework for transit transport cooperation, which included two categories of transit conventions: international conventions on freedom of transit, and international conventions on transit operations. He then highlighted the contents and importance of the conventions, which had been signed or

ratified by very few African countries. In conclusion, he appealed to the member States to become signatories to the said conventions.

8. The representative of the United Nations Office of Legal Affairs made two presentations. The first was on the participation of countries in multilateral treaties and deposition of treaties with the United Nations Secretary-General. She explained the role and activities of the Treaty Section of the United Nations Office of Legal Affairs, which included the provision of assistance to Member States to accede to various treaties. The Office was also a depository for treaties and was in charge of publishing them. Member States could also benefit from the capacity-building training programme offered by the Office.

9. The second presentation was on the legal and technical assistance offered by the Office and the registration of treaties under Article 102 of the UN Charter. She indicated the procedure and benefits of registration and the assistance that the legal office could provide to countries in that regard. More than 60,000 authentic texts of treaties were available from the United Nations Treaty Collection (UNTC) website (<http://untreaty.un.org>), which could be accessed with the user name "treaties" and the password "12345". She concluded by inviting all the participants to visit the website.

10. The representative of the Sub-Saharan African Transport Policy Programme (SSATP) made a presentation on the review of legal instruments for trade and transport facilitation in sub-Saharan Africa. He outlined the reasons behind the facilitation instruments, which provided the legal framework for promoting freedom of transit and developing regional transport infrastructure.

11. He presented an SSATP study carried out in 2004 on international legal instruments, which showed that there were three categories of instruments, namely, worldwide conventions, regional instruments covering the whole of Africa, and subregional instruments such as the regional economic communities (RECs), with their corridor arrangements.

12. He noted that the various treaties, conventions, protocols and other instruments often overlapped or contradicted one another. In drafting the instruments hierarchy was not respected. In some cases, the statutes included provisions extracted from an international convention that had not been accepted by other countries, creating a potential source of conflict.

13. Finally, while there were many legal instruments in Africa, there was still a challenge with regard to their implementation and enforcement. Therefore, it was important to implement the legal instruments at the national level and to simplify transit procedures in order to limit rent-seeking behaviour.

14. The representative of the African Union Commission made a presentation on the status of negotiations of the new United Nations Commission on International Trade Law (UNCITRAL) convention on the carriage of goods wholly or partly by sea, which would replace the Hamburg Convention of 1978 to which most African countries had acceded.

15. He said that the new convention that would govern the door-to-door carriage of goods, taking into account the most recent technical developments. It would provide solutions to the legal pitfalls

highlighted by UNCITRAL in international transportation of goods by sea and would provide better protection for shippers.

16. Finally, he called on land-locked States and transit States to become more involved in the drafting of this new convention to protect their shipping interests.

17. In the ensuing discussions, participants identified several reasons why few African countries were signatories to major international treaties and conventions related to transit transport and trade facilitation. They acknowledged that African ministries of foreign affairs were generally responsible for signing international conventions but were usually not involved in sectoral, national, subregional and regional dialogue related to such conventions. The Ministries were also rarely represented in capacity-building workshops, training and other meetings in which issues related to international legal instruments on trade and transport facilitation were discussed.

18. African countries were not sufficiently aware of the existence of the major international treaties and conventions, partly due to lack of information. Moreover, they generally lacked the capacity to analyze technical issues dealt with in major international treaties and conventions and to fully appreciate the implications of those instruments. That partly explained why many African countries adopted a prudent approach with regard to the signing of international treaties and conventions. Furthermore, most African countries were not associated with major treaties and conventions because they were not active participants in the negotiation processes nor find sufficient incentive to ratify or accede to them.

19. Nevertheless, several stakeholders from a variety of sectors were involved in transit transport operations, but the existence of gaps in coordination among key transit transport stakeholders in Africa was preventing the building of a consensus on whether or not relevant conventions should be signed.

20. With regard to the compatibility between African trade and transport facilitation programmes and international legal instruments, participants noted that the provisions of major international treaties and conventions on transit-related issues were already being implemented by African countries through bilateral conventions, notably those between landlocked and transit countries, as well as within the framework of subregional and regional programmes and projects, including those of the RECs and corridor management organizations.

21. The discussions revealed a number of concerns of landlocked countries, including the non-enforcement of signed conventions. For instance, landlocked countries continued to pay transit charges and containers on transit were still being opened and checked, contrary to the provisions of most transit transport agreements. Landlocked countries were also reluctant to be parties to transit conventions that their transit neighbours had not signed.

22. The following recommendations emerged from the discussions:

(a) RECs should be more closely involved in sensitizing their member States on the importance of ratifying or acceding to international treaties and conventions. They should also play an important role in ensuring that transit agreements are fully implemented and in coordinating efforts by landlocked and transit countries to ensure that they ratify or accede to the same international conventions;

(b) The United Nations system needs to sensitize and build the capacity of RECs in international treaties and conventions;

(c) Member States should coordinate the activities of the various ministries and authorities involved in the process of negotiating, ratifying or acceding to transit transport conventions and treaties, notably the ministries of transport, foreign affairs, trade and customs authorities; and

(d) The United Nations system should enhance its advocacy role and strengthen its efforts to sensitize African countries to the importance of major international conventions and treaties. United Nations regional commissions should play a lead role in raising awareness at regional level. Particular efforts should be made to strengthen and build capacity in international conventions and treaties.

#### **IV. African Regional Review Meeting of the Implementation of the Almaty Programme of Action 18-20 June 2008**

##### **1. Opening ceremony:**

**Statement by Mr. Cheick Sidi Diarra, United Nations Under-Secretary-General, Special Advisor on Africa and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States**

23. Mr. Cheick Sidi Diarra expressed appreciation for the support of ECA and thanked participants for their interest in that important meeting. He said that the meeting was the fourth being held as part of the Midterm Review of the Almaty Programme of Action, and that similar meeting for Latin America would be held following the African Midterm Review. The regional review meetings were meant to bring regional perspectives to the review process and to take into account regional peculiarities in the basket of common challenges faced by landlocked developing countries (LDCs) and transit developing countries (TDCs) around the world. Subsequent preparatory meetings and workshops would ensure that the outcome of the high-level review meeting scheduled for 2-3 October 2008 would be comprehensive.

24. Much had been achieved over the last five years in the implementation of the Almaty Programme of Action, despite the continuing marginalization of LDCs in the global economy.

25. The African regional economic communities remained a driving force in expanding regional markets and promoting the integration of landlocked and transit countries into the global economy. Their experience in that regard could be beneficial to countries in Asia and Latin America.

26. In conclusion, Mr. Diarra expressed the desire for the meeting to come up with tangible recommendations to enhance the implementation of the Almaty Programme and the integration of African landlocked and transit countries in the global trading system.

**Statement by Mr. Abdoulie Janneh, United Nations Under-Secretary-General and Executive Secretary of Economic Commission for Africa**

27. Mr. Janneh pointed out that the Almaty Programme of Action provided a global framework for cooperation among LDCs and TDCs, and was therefore an essential component of their respective development agendas.

28. The geographical location of LDCs and TDCs placed them at a disadvantage in terms of trade facilitation and transit transport issues. It was therefore important to continue reviewing progress made under the APoA.

29. The Almaty Programme of Action was complementary to and other initiatives such as the Sub-Saharan African Transport Policy Programme (SSATP), the NEPAD Infrastructure Programme, and trade and transport facilitation programmes of the regional economic communities. There was a need to strengthen the coherence of the various initiatives and interventions of the United Nations family and the African Union on transport development and facilitation in order to ensure the success of the Almaty Programme of Action.

30. In conclusion, Mr. Janneh emphasized the need for support from the international community and the importance of keeping the focus on results-oriented programmes and projects with measurable indicators and targets to determine progress in achieving the desired results. Finally, he said ECA would continue to work with its partners to assist member States in their efforts to implement and benefit from the Almaty Programme of Action.

**2. Election of the Bureau and adoption of the work programme**

31. The following Bureau was elected:

<b>Chair:</b>	Uganda
<b>Vice-Chair:</b>	Benin
<b>Rapporteur:</b>	Botswana

32. The meeting adopted the programme of work attached as annex II.

### **3. Working sessions**

33. The meeting discussed the status of implementation of the APoA in Africa and around the world, and ways of leveraging new opportunities, including the World Trade Organization (WTO) negotiations on Trade Facilitation and the Aid-for-Trade Initiative, to implement the APoA.

#### **3.1 Report on the status of implementation of the Almaty Programme of Action**

##### **Global perspectives: statement by UN-OHRLSS**

34. In his statement, the representative of UN-OHRLSS gave an overview of the progress made in the implementation of the Almaty Programme of Action at the global level, referring specifically to the two thematic meetings on transit transport infrastructure and on trade facilitation and to the regional review meetings held in Africa, Asia, Europe and Latin America.

35. He stated that those preparatory meetings had provided the building blocks for the midterm review, and had concluded that landlocked and transit developing countries had made significant progress toward implementing the Almaty Programme of Action. Transit policy issues were top on the priority list of their development agendas. The special needs of landlocked developing countries had been recognized in relation to transport infrastructure development, and development partners had made a stronger commitment in that regard. However, in spite of the positive developments, landlocked developing countries remained vulnerable to changes in the global economy.

36. Landlocked and transit developing countries continued to undertake transit policy reforms, including privatization of railways, enforcement of comprehensive intergovernmental agreements, accession to multilateral transit conventions, greater collaboration between the public sector and the private sector, and establishment of stronger institutional support arrangements. Many had formed transport and trade facilitation boards comprising various stakeholders to provide transport services. However inadequate infrastructure development continued to be a major obstacle for the economic development of LDCs and their integration into the global economy. Though telecommunication infrastructure in Africa was well below world standards, mobile coverage had increased dramatically over the last seven years.

37. Progress had also been made in the area of trade and trade facilitation. The percentage of exports of LDCs that enjoyed duty-free access in developed markets had increased by more than 21 per cent; and 22 of the 31 LDCs and 29 of the TDCs were members of the WTO. However, the economies of many of the countries were heavily dependent on just a few commodities, thus exposing them to the volatile international market. In addition, delays in the transport of goods constrain trade efficiency. According to World Bank data on doing business, 10 LDCs ranked in the bottom ten in terms of difficulties affecting trade. Although transit delays and costs had been reduced in some regions in Africa, they remained relatively high. Custom procedures and transportation constituted the bulk of costs in external trade, thereby reducing the competitiveness of the exports of African landlocked countries.

38. While multilateral and bilateral international support for transit transport development programmes had increased since 2002, there was still need to significantly scale up funding for regional infrastructure.

#### **African perspectives: presentation by UNECA**

39. The representative of ECA gave an update on the progress of the implementation of APoA in Africa, focusing on the priority areas of APoA, namely, fundamental transit policy issues, infrastructure development and maintenance, trade facilitation, international trade and international support measures.

40. She said that the data were obtained mainly from studies conducted by ECA in 2008 on the status of transport in Africa and on the provisional report on the state of implementation of APoA. On the fundamental problems relating to transit, the transit transport policies existing in Africa and captured in the various treaties of the RECs had introduced many instruments to facilitate the free movement of goods and people, but problems remained with regard to their effective implementation.

41. With regard to infrastructure and trade facilitation, numerous efforts had been made, particularly in the fields of road transport, air transport and ports, where many activities were entrusted to the private sector. With respect to rail and inland water transport, very few actions had been carried out. However, the lack of reliable data did not allow for an exhaustive account of the situation.

42. There were other challenges faced in different areas, the most common being lack of access, high cost of services, lack of safety and security, and financing problems. Nevertheless, there were some ongoing international support measures, particularly at the continental level.

43. The ECA highlighted many priorities, including the need for LDCs and TDCs to remove physical and non-physical barriers and implement facilitation measures; the need to improve the maintenance of transit infrastructure, the construction of missing links of transit routes, the strengthening of security measures; the establishment of a forum for dialogue between different actors on transport corridors; the strengthening of RECs and the private sector; the development of performance indicators; and the establishment of a permanent system of data collection. Finally, development partners also needed to support APoA popularization and sensitization efforts and provide assistance for countries to integrate the APoA into their national development programmes.

44. Other African subregional organizations made presentations on their respective experiences in infrastructure development and trade facilitation, including Walvis Bay Corridor; Comité de Liaison de la Route Trans-Saharienne; Southern African Railways Association; KIFWA, and CICOS.

45. In the ensuing discussions, it was noted that African countries, to varying degrees, were implementing the recommendations of the Almaty Programme of Action (APoA) through various national, bilateral, subregional and regional initiatives. However, several key stakeholders, including government ministries, the private sector and customs authorities, were not sufficiently aware of the programme. That was partly due to the absence of an effective communication mechanism for sharing vital information between the different stakeholders of the programme. A number of ways were suggested to raise awareness of the APoA at the national level, including the organization of



sensitization seminars and nomination of APoA focal points who preferably should be the same as the SSATP focal points. In addition to playing an important coordinating role, the focal point would also provide a follow-up mechanism for the APoA.

46. The private sector had an important role to play in the implementation of the APoA, and should therefore be included in decision-making and policy formulation on trade and transit transport issues, in order to facilitate the implementation process. In particular, the private sector and civil society could play an important role in monitoring progress on the free movement of people and goods along transit transport corridors. However, the private sector was quite weak in some African countries and would need to be strengthened to make a substantial contribution to the achievement of the APoA.

47. Inadequate infrastructure and the deterioration of existing stocks remained a major obstacle to trade in Africa. Although railways and inland waterways could be more economical than roads for transit transport, they attracted less financial support and remained relatively underdeveloped. Similarly, pipelines could help alleviate the rapid deterioration of regional roads by providing an alternative to heavy vehicles transporting various goods and petroleum products, thus significantly reducing the load on the roads. Some non-physical barriers such as the numerous checkpoints along road corridors and inland waterways could be avoided by using railways. In addition, the Central African region had developed a comprehensive transport master plan for the promotion of inland waterways and had urged the donor community to scale up support for the implementation of the plan. However, roads would always remain important for the transportation of many goods and persons. In general, it was felt that public-private partnerships could bridge the financial gaps in infrastructure development, but, that that was not a panacea, because there were cases where railways and port concessions had performed below expectation.

48. Participants also noted that most African landlocked countries had signed separate customs and border agreements with their transit neighbours to facilitate international trade, but that shifting from bilateral to regional agreements would result in efficiency gains. In that regard, the RECs had an indispensable role to play in achieving the objectives of the APoA, given that they were at the forefront of trade and transport facilitation in Africa.

49. Some African countries had made efforts to improve the legal aspects of transit transport. To that end, they had introduced legislation on issues such as multimodal transport and the establishment of dry ports. However, implementing such legislation, and indeed commitments from international agreements, remained a major challenge to African countries. It was therefore important for development partners to offer support in that regard and for the United Nations system to facilitate access to available donor support by linking up African countries with potential donors.

50. It was equally important to develop indicators and databases for tracking improvements in transit transport systems. In that regard, SSATP was commended for developing a methodology for measuring transit corridor performance, and the World Bank and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) were singled out for developing other similar tools. However, more work is needed to be done to develop sustainable corridor performance monitoring systems.

51. The meeting noted that political instability reversed gains in trade facilitation, and that landlocked countries were particularly vulnerable, as their trade was not only hampered when they faced internal crisis, but also when such crisis destroyed trade infrastructure and disrupted transit operations in neighbouring transit countries.

52. The following recommendations emerged from the deliberation:

(a) The United Nations system and the African Union (AU) should strengthen their advocacy activities on the APoA. They should make efforts to sensitize all relevant government ministries and authorities at the highest levels, as well as the private sector and civil society;

(b) Member States should nominate national focal points for the APoA. To ensure coherence in trade and transport facilitation activities within countries, the focal points should preferably be the same as the national SSATP focal points;

(c) Member States should involve the private sector in the formulation and implementation of trade and transport facilitation programmes for the implementation of the APoA. The private sector and civil society should be active participants in the dialogue on trade and transport facilitation and not just observers;

(d) The United Nations system and donor community should assist in strengthening the private sector to ensure that it plays an active role in the implementation of the APoA;

(e) The regional approach to addressing transit transport problems in Africa should be encouraged and RECs should play an important role in that regard by strengthening their trade and transport facilitation programmes;

(b) ECA and UN-OHRLLS should ensure that RECs participate in APoA meetings;

(g) African countries should seek to develop more economical modes of transport such as railways and inland waterways to enhance their competitiveness in the global economy;

(h) To the extent possible, pipelines should be constructed in order to alleviate the deterioration of regional road networks due to excessive load; and

(i) The United Nations system should assist member States in accessing available resources for improving infrastructure development as well as trade and transport facilitation.

### **3.2 Leveraging World Trade Organization negotiations on trade facilitation and the Aid-for-trade initiative to operationalize the Almaty Programme of Action**

#### **Leveraging World Trade Organization negotiations on trade facilitation**

53. A representative of ECA made a presentation on how to leverage WTO negotiations in operationalizing the Almaty Programme of Action. After reviewing the key features of WTO negotiations on trade facilitation, he highlighted the coherence and the relationship between the Almaty programme of Action and the WTO negotiations on trade facilitation, as well as the policy implications for leveraging WTO negotiations in operationalizing the Almaty Programme of Action. In conclusion, he recalled the similar objectives and the complementarities between both processes, which provided a good opportunity for operationalizing the Almaty Programme of Action in the context of the WTO process.

#### **Aid-for-Trade Initiative**

54. A representative of ECA made a presentation on the relationship between the Aid-for-Trade Initiative and the Almaty Programme of Action. After introducing the African consensus on the importance of Africa's integration into the global economy, the presenter covered the major internal and external challenges to international trade in Africa, which included weak supply side capacities, transportation infrastructure, trade facilitation, market access and price distorting issues. He then noted the importance of the Aid-for-Trade Initiative as a catalyst for integration and the outcome of the African review on the initiative, which translated into three priorities for the continent, namely, infrastructure, trade facilitation and standards. The presenter then presented the linkages between the Aid-for-Trade Initiative and the Almaty Programme of Action. He highlighted some Almaty Programme of Action recommendations that could be considered under the Aid-for-Trade Initiative, covering transit policy issues, infrastructure development and maintenance and international trade and trade facilitation. In conclusion, he informed the meeting about the 2008 ECA strategy and action plan for the Aid-for-Trade Initiative.

55. In the ensuing discussions, participants commended ECA for its pioneering work on the linkages between the APoA and the World Trade Organization (WTO) negotiations on trade facilitation, and between the programme and the Aid-for-Trade Initiative. They noted that WTO negotiations on trade facilitation and the Aid-for-Trade Initiative provided new opportunities to operationalize the APoA. Furthermore, the specific actions recommended by the programme qualified for WTO technical assistance and capacity-building and hence should be included in Aid-for-Trade action plans.

56. The following recommendations were made:

(a) ECA and its African Trade Policy Centre (ATPC) should present the report of its studies on leveraging WTO negotiations on trade facilitation and the Aid-for-Trade Initiative to operationalize the APoA to African trade negotiators based in Geneva and Brussels as well as to those based in African capital cities;

(b) UN-OHRLLS should support efforts to raise awareness of the coherence between the APoA and the WTO negotiations on trade facilitation as well as between the programme and the Aid-for-Trade Initiative; and

(c) ECA and UN-OHRLLS should assist African countries and RECs in mainstreaming the APoA in national and regional Aid-for-Trade Action plans.

### **3.3 Priority 1: Fundamental transit policy issues**

57. Under this item, the following countries made presentations on their experiences: Benin, Burundi, Swaziland and Togo.

58. They noted that interstate harmonization of technical issues relating to transit transport facilitation was being addressed at the REC level. The various African subregional institutions, notably, COMESA, EAC, ECCAS, SADC, ECOWAS, UEMOA, CEMAC, and IGAD, continued to play an important role in promoting transit transport cooperation in Africa by designing and implementing the following instruments: (a) harmonized of axle load limits; (b) carrier license and transit plates; (c) harmonized road transit charges; (d) regional customs bonds; (e) road customs transit declaration documents; (f) third-party motor insurance schemes, (g) inter-state road conventions; (h) conventions relating to customs transit; (i) and ICT initiatives. While progress was slow in some areas, there had been tremendous achievements in several of the above areas.

59. Given the overlaps in REC memberships, it was important for the various RECs to harmonize their activities. At the technical level, RECs had already established structures for collaboration, such as the REC Transport Coordinating Committee (REC-TCC) under the auspices of the SSATP, which allowed all the RECs to share knowledge and information on their transport activities.

60. Nonetheless, the challenge was still to ensure uniform and effective implementation of regional instruments by member countries in their territories to help achieve APoA objectives. RECs and other players, including UNECA, SSATP and USAID Trade Hubs, should provide technical support and, where necessary, the international community should provide financial and technical assistance.

61. All transport and logistics chains by nature required collaboration between various political, economic and social sectors. It was therefore imperative that the various players should adopt coherent and integrated approaches. African States should establish and sustain arrangements and fora where both the public and the private sector across various disciplines could all contribute to addressing transit facilitation issues. The facilitation committees in West and Central Africa and corridor groups in Eastern and Southern Africa were already constituted on that basis. The member States and RECs needed to provide sustainable funding mechanisms for those important consultative fora.

62. The development of infrastructure and transport services to underpin transit facilitation in Africa was, in some cases, hampered by low volumes of traffic, which also compromised the economic viability of infrastructure improvements. Responding to this challenge necessarily required

various players to collaborate to increase volumes. Examples of areas where that had been done successfully included the corridors linked to the Port of Walvis Bay and Swaziland, where the various shippers and other stakeholders of international trade had decided to cooperate for their mutual benefit. Practices in transit transport markets also had to be regulated. Measures should be taken to reduce rent-seeking behaviour, especially in Central and West Africa, as well as port and border delays in Eastern and Southern Africa, which all caused significant trade distortions and drove up transit costs.

63. Effective participation of key public and private stakeholders, was important to transit facilitation. The private sector in particular had a major role to play as the primary beneficiary of the various facilitation efforts and as a service provider. As such it should be involved in discussions on policy interventions and appropriate management groups relating to corridors, so that it could make a meaningful contribution to trade facilitation efforts. The private sector was already playing this role in several areas, including railway, port and road concessions, corridor management groups and other consultative bodies.

64. The cost of trade remained high in Africa, due to various factors, including poor infrastructure, lengthy procedures and poor regulatory regimes. Sound and sustainable data management systems were therefore needed to keep track of trends and to assess the impact of interventions. In that regard, the SSATP had prepared a practicable method to monitor performance and constraints along corridors. The method had been applied along the Northern Corridor and at the Beit Bridge and Chirundu border posts on the North-South Corridor, where data related to delays and costs had been collected. ECA was planning to undertake a similar exercise along the Ethiopia-Djibouti Corridor. In Central and West Africa, RECs had collaborated with USAID, GTZ and SSATP to collect data on informal practices and checkpoints. The data collected served as a baseline for measuring the impact of efforts to improve corridor performance in line with the APoA. As such, there should be systematic data collection along all corridors, using the available methods and indicators for consistency and comparison of outputs.

65. An integrated institutional structure was important to drive and monitor implementation of APoA. Steps had already been taken to create such structures in Africa, although existing institutions needed to be strengthened. In West Africa, several countries had established national facilitation committees, which included both the public and the private sectors and were intended to champion reforms at national level, and to bridge any gaps between national and regional efforts. In Eastern and Southern Africa, several corridor institutions, such as those for the Northern, Maputo, Walvis Bay and Dar es Salaam corridors, had successfully highlighted operational constraints and proposed solutions. However, both the national committees and the corridor groups had been hampered by a lack of resources, a problem that required the support of the States, the RECs and development partners. The SSATP had recently prepared a guidance note on how to establish and support the corridor groups. Efforts were already under way to establish such groups, along several corridors, including the North-South Corridor in Southern Africa with support from COMESA, SADC and SSATP, the Ethiopia-Djibouti Corridor with support from ECA, the Tema-Ouagadougou-Bamako Corridor with support from ADB, UEMOA, ECOWAS and SSATP, and the Point Noire-Brazzaville/Matadi-Kinshasa-Bangui Corridor, which included inland waterways and was supported by CICOS and SSATP.

66. The institutional arrangements at the subregional and continental levels were firmly established through the RECs and the African Union. Examples included the UEMOA Joint Technical Committee, ECOWAS Regional Facilitation Committees and the SADC and COMESA technical committees, which provided important policy and technical oversight to the general facilitation programmes.

67. While various organizations might be implementing activities consistent with APoA, more could be achieved by raising the profile of the programme. That should be part of the necessary broad training and capacity-building programme on transit facilitation in Africa. Special emphasis should be placed on facilitating the ratification, accession and implementation of key regional agreements and international conventions to buttress the facilitation efforts.

### **3.4 Priority 2: Infrastructure development and maintenance**

68. Zambia, Burkina Faso and Malawi made presentations.

69. Developing an integrated transport network in Africa was crucial for the continent's trade with other regions of the world as well as for enhancing intra-African trade. However, inadequate infrastructure remained a major obstacle to establishing efficient transit transport systems in African countries. The deterioration of existing transport infrastructure was also a general problem that affected both landlocked and transit countries. The Trans-African Highway (TAH), which was the main regional transport network on the continent, continued to have several missing links. Overall, inadequate infrastructure remained a contributing factor to the continent's high transport costs and marginalization in the global economy.

70. With the establishment of road funds in several African countries, increased efforts had been made to maintain existing road infrastructure and to raise awareness of the importance of railways and inland waterways as cheaper alternatives to road transport. The Central African region that had the weakest infrastructure network on the continent had demonstrated its intention to scale up development of its inland waterways through the creation of CICOS. Indeed, inland waterways were part of a comprehensive transport master plan developed for the subregion and a specific strategic action plan had been prepared for the development of the sub-sector.

71. Regarding railways, although the density remained low in Africa, a few new lines were being constructed. For instance, Namibia was in the process of constructing a new railway line of about 310 km extending to its border with Angola. The project was being funded by the Government of Namibia and the line would be linked to the railway network in Southern Angola.

72. The magnitude of investment required to develop reliable transit transport infrastructure in Africa suggested the need to explore innovative financing mechanisms, including the use of public-private partnerships (PPPs). It also required subregional and regional cooperation on infrastructure projects. To that end, efforts needed to be intensified to enhance collaboration between African countries on cross-border projects. Concerning PPPs, the private sector was already participating in transport infrastructure development through concessions, mostly of railways and port terminals. This

was a common practice in the SADC region, where Malawi, Mozambique, Tanzania, Zambia and Zimbabwe all had ongoing railway concessions.

73. Recently, there had been concerns about the performance of concessions implemented in SADC, leading the organization to commission a study to assess their effectiveness. Similar concerns had been raised about railways concessions in East Africa (Kenya and Uganda) as well as in West Africa (Mali and Senegal). One of the reasons identified for the disappointing performance of some concessions was the absence of appropriate regulatory institutions and oversight mechanisms. Cases had also been reported where the companies involved were not committing as many resources as agreed in infrastructure development arrangements.

74. Some progress had also been observed in infrastructure development related to transit transport in West Africa. For instance, Burkina Faso had been involved in the construction of a number of dry ports, including one constructed in collaboration with Côte d'Ivoire, which would also serve neighbouring Niger. Another dry port being developed by Burkina Faso would be linked to the seaports of Tema and Takoradi in Ghana by railway. In Ethiopia, the construction of a dry port on the gateway to Djibouti was under way, and the Dry Port Services Administration had been set up.

75. Recommendations:

(a) Member States should have clear policy statements identifying the critical role of transport infrastructure to trade and economic development in general. They should also allocate adequate resources to the construction, rehabilitation and maintenance of transit transport infrastructure;

(b) The relevant countries should sign an intergovernmental agreement on the TAH with the view to accelerating its full implementation. A binding agreement will facilitate the pooling of available resources and give priority to TAH sections in national development plans. The agreement should also specify parameters for the TAH routes, including standards and axle load limits and control mechanism;

(c) ECA, AU, the African Development Bank, (AfDB), World Bank, UN-OHRLS and other development partners should support efforts to elaborate and conclude the intergovernmental agreement on TAH;

(d) The United Nations system and donor community should support African countries in promoting dialogue and sharing experiences on transit transport issues, including infrastructure development. This could be achieved by establishing a transport knowledge network to share information related to APoA;

(e) Member States should develop strategies for negotiating new concessions or renegotiating existing ones. In this regard, they should strengthen their capacity to participate effectively in the negotiation process and in designing PPP agreements in general;

(f) Member States should promote integrated road/rail/inland waterways networks; and

(g) Efforts should be made to establish a peer learning group on transport and trade facilitation.

### **3.5 Priority 3: International trade and trade facilitation**

76. Presentations were made by Mali, the Niger and Uganda

77. Several African landlocked countries had developed bilateral agreements with their coastal neighbours and had also tried to use opportunities available within multilateral agreements to which they were party (e.g. WTO) to enhance their trade facilitation efforts. They had also undertaken or planned a number of projects to improve transport infrastructure linking them to coastal outlets. In that context, some countries endowed with considerable natural resource reserves, were exploring ways and means of improving their infrastructure networks, including through extensions or upgrading of railway systems, to help them fully exploit those resources.

78. Furthermore, efforts were being pursued either through existing corridor management mechanisms or under the auspices of the RECs, to implement a number of trade facilitation measures. Those measures included adherence to axle load limits; establishment of one-stop border posts, simplification and harmonization of transit charges, customs documentation, procedures and nomenclatures; removal of roadblocks; establishment of cargo tracking systems, and reduction of transit delays. Similarly, the establishment of observatories of abnormal practices as surveillance and monitoring mechanisms was helping to reduce or minimize the incidence of rent-seeking and other unacceptable practices along transit routes.

79. In spite of efforts made, the existence of numerous checkpoints and overloading still caused concern along some transit corridors. Insecurity was also a major concern for certain corridors, hindering the free flow of goods and services. In addition, some countries failed to fully implement transit agreements, hampering regional integration efforts in general.

80. Recommendations:

(a) Member States should remove all forms of physical and non-physical barriers to trade and provide maximum support to corridor management mechanisms;

(b) RECs, with the support of the international community, should implement their regional customs transit systems urgently;

(c) Transit countries should continue reducing transit times at the ports and promote the use of cargo tracking systems. They should also continue to improve port and container handling capacity. In addition, port communities should be established or strengthened;

(d) Landlocked and transit countries should negotiate terms and conditions for the establishment of dry ports in landlocked developing countries to which shipping companies can issue their own import and export bills of lading;



(e) Transit countries that have not done so should consider negotiating and granting duty free zones adjacent to maritime ports;

(f) Member States should improve the layout of infrastructure at borders and introduce shared facilities for the implementation of the “single window” concept. They should also improve basic utilities at border posts and ports as well as inter-agency coordination of all border control services;

(g) Member States should negotiate mutually beneficial terms and conditions under which custom/police escorts of transit traffic would be removed or minimized;

(h) Member States should harmonize road transit charges and publish such charges and fees;

(i) Member States should seriously consider acceding to international conventions related to trade facilitation; and

(j) Member States should facilitate the use of automated systems, particularly the interface between and among transport and trade communities.

### **3.6 Priority 4: International support measures**

81. Cameroon made a presentation.

82. The APoA recognized that the construction and maintenance of efficient transport systems required capital that landlocked and transit developing countries did not have. Specific measures were required to address that difficulty, including resource mobilization on an international scale; provision of financial and technical assistance to landlocked and transit countries; promotion of private sector participation in infrastructure; and targeted capacity-building activities.

83. During the period under review, major activities aimed at mobilizing financial support for Africa’s infrastructure development had been undertaken, including meetings between AUC and various partners. Key infrastructure development initiatives on the continent included:

(a) The New Partnership for Africa’s Development (NEPAD) Infrastructure Programme, whose major priority was the development and improvement of transport, energy, water and sanitation, and ICT infrastructures;

(b) The development of a framework for coordination of regional actions by the AUC, NEPAD, AfDB and ECA;

(c) The PPDIA project on Africa’s infrastructure development, a coordinated programme between AUC, AfDB and NEPAD to be launched in Addis Ababa on 16 July 2008, that aimed to identify integrative projects at the continent level, prioritize and classify them hierarchically, and define continental policies on infrastructure;

(d) The Infrastructure Consortium for Africa, which provided a platform for donors to accelerate resource mobilization for financing infrastructure projects; the sum of US\$5 billion had already been mobilized in that regard;

(e) The EU-Africa Infrastructure and Energy Partnership to fund priority projects for implementation of the Yamoussoukro Decision; integrated bridge development and maintenance; development of missing links of regional transport corridors: the interconnected mail network; the Inga Dam project; and the EASSY project, among others; and

(f) The Africa-India Partnership, which had initiated a “VSAT-based Pan African eNetwork”.

84. Other partnerships were being explored, including the Africa-South America, Africa-Turkey and Africa-Iran partnerships.

85. Other relevant initiatives for the implementation of the APoA included the ongoing Europe-Africa dialogue, the United Nations Secretary-General’s Committee on Africa’s Needs Assessment, and the UNDP programme on capacity development for pro-poor growth and accountability.

86. Recommendations:

(a) UN-OHRLLS, other United Nations agencies and AU should strive to complement the awareness-raising efforts of member States. They should do so in the light of the impending review of the Monterrey Consensus and the Paris Declaration on Aid Effectiveness, which offer unique opportunities for the international community, particularly transit and landlocked countries, to address their specific infrastructure development and other special needs for the implementation of the APoA;

(b) Donor financing for the replacement and refurbishment of old, unserviceable, inefficient vehicles that are harmful to the environment should be explored;

(c) More emphasis should be put on how to enhance financing mechanisms at various levels;

(d) Corridor surveillance centres with relevant information reception and dissemination apparatus should be established;

(e) Appropriate security measures should be established along transport corridors; and

(f) Capacity-building efforts should be scaled up.

## **Priority 5: Implementation and review**

87. The meeting noted that implementation and review under the overall coordination of the UN-OHRLLS constituted a priority area of the APoA. The midterm review of the APoA would take place on 2 and 3 October 2008 at the 63<sup>rd</sup> session of the United Nations General Assembly in New York. Preparations for the midterm review had included the thematic meeting on Transit Transport Infrastructure Development held in Ouagadougou, Burkina Faso from 18-20 June 2007; the thematic meeting on International Trade and Trade Facilitation held in Ulaanbaatar, Mongolia from 28-31 August 2007; the Asia/Europe Regional Review held from 22-24 April 2008; the present African Review (17-20 June 2008); and the Latin American Regional Review planned for 30 June 2008. Several high-level pre-conference and side events were being convened to raise the profile and awareness of the Midterm Review and the special needs of LDCs.

## **MDG Steering Group**

88. The meeting commended the Secretary-General of the United Nations for establishing the MDG Steering Group for Africa to mobilize greater and well-coordinated technical support and financial resources for the attainment of the MDGs.

## **V. Closing of the meeting**

89. The meeting was closed by Mr. Cheick Sidi Diarra, United Nations Under-Secretary-General, Special Advisor on Africa and High Representative for Least Developing Countries, Landlocked Developing Countries and Small Island Developing States, Emmanuel Nnadozie, OIC of NRID, on behalf of the Executive Secretary of ECA and Chair of the meeting, Hon. Ejua Simon, Minister of State for Works and Transport in charge of Transport (Republic of Uganda). In their closing remarks, they thanked the member States, international institutions and development partners that attended the meeting for their thorough review and strong participation. They noted that UN-OHRLLS and ECA welcomed the recommendations reached at the meeting and would help to ensure their implementation by all relevant parties.

**LIST OF PARTICIPANTS****COUNTRIES****BENIN**

1. Mr. Djossa Paul Laurent  
Transport Economist, Director of Studies and Regulatory Affairs  
Land Transport Directorate  
Cotonou, Benin  
Tel: 00 229 2131 0191 / 00 229 970 88 048  
Fax: 00 229 21 31 01 33  
E-mail: [djosspl@yahoo.fr](mailto:djosspl@yahoo.fr)
2. Mr. Kpanou Séverin  
Assistant Director General  
Ministry of Transport and Public Works  
Cotonou, Benin  
Tel: 00 229 213 101 91 / 00 229 972 26 199  
Fax: 00 229 213 101 33  
E-mail : [kpanouseverin@yahoo.fr](mailto:kpanouseverin@yahoo.fr)

**BOTSWANA**

3. Mr. Onthatile Segolame Dijokota  
Principal Roads Engineer, Department of Roads  
Ministry of Works and Transport  
Gaborone, Botswana  
Tel: 00267 391 3511  
Fax : 00267 3914278  
E-mail: [odijokota@gov.bw](mailto:odijokota@gov.bw)
4. Ms. Monye Gabosekwe  
Principal Planning Officer  
Ministry of Works and Transport  
Gaborone, Botswana  
Tel: 00267 3973418  
Fax: 00267 3913303  
E-mail: [mgabosekwe@gov.bw](mailto:mgabosekwe@gov.bw)

**BURKINA FASO**

5. Mr. Meda Donmeguile Joachim  
Director General for Land and Maritime Transport  
Ministry of Transport  
Ouagadougou, Burkina Faso  
Tel: 00226 50324551  
Fax: 00226 50324551  
E-mail: [donmeda2004@yahoo.fr](mailto:donmeda2004@yahoo.fr)

6. Mr. Laurent Blaise Kabore  
Customs  
Ouagadougou, Burkina Faso  
Tel: 00226 5030 7660  
Fax: 00226 5031 0703  
E-mail: [laurent\\_blaise@yahoo.fr](mailto:laurent_blaise@yahoo.fr)
7. Mr. Yedan Yaya  
Representative  
Burkina Shippers Council in Ghana  
Tema, Ghana  
Tel: 00233 20 816 3016  
Fax: 00233 22 202392  
E-mail: [yedanyaya@yahoo.fr](mailto:yedanyaya@yahoo.fr)

#### **BURUNDI**

8. Mr. Melchior Baranta ndikiye  
Director of Department  
International Transport  
Bujumbura, Burundi  
Tel: 257 22223346 , 257 77757755  
Fax: 257 22223346  
E-mail: [ntandikior@yahoo.fr](mailto:ntandikior@yahoo.fr)

#### **CAMEROON**

9. Mr. Aoudou Dotel Moussa  
Director of Land Transport  
Ministry of Transport  
Yaounde, Cameroon  
Tel: 237 99 81 21 56  
Fax: 237 22 22 1854  
E-mail:
10. Mr. Christian Charles Ossono Ondoua  
Senior Custom Officer – Transit Manager, Douala Port  
Directorate General of Customs  
Yaounde, Cameroon  
Tel: (237) 99 72 78 64  
Fax: (237  
E-mail: [chrisiso2001@yahoo.com](mailto:chrisiso2001@yahoo.com)

11. Mr. Elhadj Oumarou  
General Coordinator  
B. G. F. T  
Douala, Cameroun  
Tel: (237) 77 70 72 30  
Fax: (237) 33 42 32 48  
E-mail: [oumarou@bgft-cameroon.org](mailto:oumarou@bgft-cameroon.org)

12. Mr. Vincent Lissom  
SSATP National Coordinator  
Ministry of Transport  
Yaounde, Cameroon  
Tel: +237 77 56 16 06  
Fax:  
E-mail: [vlissom@hotmail.com](mailto:vlissom@hotmail.com)

### **CENTRAL AFRICAN REPUBLIC**

13. Mr. Dieundonne Salamatou  
Director  
BARC  
Bangui, Central African Republic  
Tel : BARC – 236 04 30 7 / 236 21 61 20 55  
Fax: 236 21 61 20 55  
E-mail:

### **ETHIOPIA**

14. Mr. Ayele Belachew  
Managing Director  
EFFSAA – SMAYAL Transact International PLC  
Addis Ababa, Ethiopia  
Tel: Cel. 0911 20 64 11  
Fax: 251 11 618 71 49  
E-mail:

15. Mr. Haileselassie Girmay  
Department Head  
Dry Port Service Enterprise  
Addis Ababa, Ethiopia  
Tel: Cel. 091 475 71 81  
Fax :  
E-mail: [haybaze2000@yahoo.com](mailto:haybaze2000@yahoo.com)

16. Mr. Feleke Kebede  
Counsellor  
Ministry of Foreign Affairs  
Addis Ababa, Ethiopia  
Tel: Cel. 0911 51 45 93  
Fax: 00 237 / 33 42 30 48  
E-mail: [feleke@hotmail.com](mailto:feleke@hotmail.com)
17. Mr. Workneh Mekonnen  
General Manager  
TATSCO  
Addis Ababa, Ethiopia  
Tel: 251 914 710 696 Cel: 0911 50 83 15  
Fax: 033 551 06 33  
E-mail: [worknehmekonnen@yahoo.com](mailto:worknehmekonnen@yahoo.com)
18. Commander Tilahun Mulugeta  
Secretary, EFFSAA  
Ethiopian Freight Forwarders Association and Shipping Agents Association  
Addis Ababa, Ethiopia  
Tel: 011 618 4019 / 011 6 18 39 97  
Fax: 011 618 7149  
E-mail : [effsaa@ethionet.et](mailto:effsaa@ethionet.et)
19. Mr. Ahmed Yassin  
General Manager  
Maritime and Transit Services Enterprise  
Addis Ababa, Ethiopia  
Tel: 0115 51 7564 / Cel. 0911 20 82 57  
Fax: 0115 51 40 97 / 0115 51 81 97  
E-mail: [enkuahmed@yahoo.com](mailto:enkuahmed@yahoo.com)
20. Ms. Hirut Zemene  
A/Director, LDCs and LDCs Affairs  
Ministry of Foreign Affairs  
Addis Ababa, Ethiopia  
Tel: 0115 15 93 86  
Fax: 0115 51 43 00  
E-mail: [hirutzem@yahoo.com](mailto:hirutzem@yahoo.com)
21. Mr. Daniel Zemichael  
Board Chairman  
Association (EFFSAA)  
Addis Ababa, Ethiopia  
Tel: 011 551 13 91  
Fax: 011 551 50 93  
E-mail: [pabomi@ethionet.et](mailto:pabomi@ethionet.et)

**KENYA**

22. Mr. Chris M.N. Bichage  
Chairman/Managing Director  
KIFWA / Eremo Stores Ltd.  
Nairobi, Kenya  
Tel: +254 20 444 6046 / +254 722 525 362  
Fax: +254 20 444 46 65  
E-mail: [chrisbichage@yahoo.com](mailto:chrisbichage@yahoo.com) / [info@eremostores.com](mailto:info@eremostores.com)
23. Mr. Ephantus Warui Maina  
Economist  
Ministry of Finance  
Nairobi, Kenya  
Tel: +254 0720 276 269  
Fax: +254 20 342 387  
E-mail: [ewmaina@treasury.go.ke](mailto:ewmaina@treasury.go.ke)

**LESOTHO**

24. Mr. Karabo T. Marite  
Director of Planning  
Ministry of Public works and Transport  
Maseru, Lesotho  
Tel: +266 22 324 381  
Fax: +266 22 325 279  
E-mail: [kb@mopwt.gov.ls](mailto:kb@mopwt.gov.ls)
25. Ms. Palesa Mokete  
Deputy Principal Secretary  
Ministry of Public Works & Transport  
Maseru, Lesotho  
Tel: +266 5888 4200  
Fax: +266 22 3101 25  
E-mail: [dpswork@mopwt.gov.ls](mailto:dpswork@mopwt.gov.ls)

**MALAWI**

26. Ms. Mercy K. Jalazi  
Senior Transport Planning Officer  
Ministry of Transport Public Works and Housing  
Lilongwe, Malawi  
Tel: 265 8375 134  
Fax: 265 01 788 409  
E-mail: [jalazime@yahoo.com](mailto:jalazime@yahoo.com)



## **MALI**

27. Mr. Bamba Famoussa Sissoko  
Technical Adviser  
Ministry of Infrastructure and Transport  
B.P 78, Bamako, Mali  
Tel: 00223 513 8073 /0223 677 32 90  
Fax:  
E-mail: [sissokobf@yahoo.fr](mailto:sissokobf@yahoo.fr)

## **MAURITANIA**

28. Mr. Lam Mamadou Amadou  
Adviser, Ministry of Transport  
Nouakchott, Mauritania  
Tel: 222 663 9511 /448 1758  
Fax: 222 525 28 60 / 525 18 15  
E-mail: [Lam\\_mamadou2006@yahoo.fr](mailto:Lam_mamadou2006@yahoo.fr)

## **NIGER**

29. Mr. Ari Assane Arima  
Secretary-General  
Ministry of Transport and Civil Aviation  
Niamey, Niger  
Tel: (227) 20 73 74 89  
Fax: (227) 20 73 83 63  
E-mail: [dttniger@intnet.ne](mailto:dttniger@intnet.ne)
30. Mr. Siddo Zakary  
Ministry of Economy and Finance  
Niamey, Niger  
Tel: (227) 20 72 31 33  
Fax: (227) 20 72 35 68  
E-mail: [siddozakary@yahoo.fr](mailto:siddozakary@yahoo.fr)

## **RWANDA**

31. Mr. Jean Kanyamuhanda  
Transport Sector Coordinator and SSATP Coordinator for Rwanda  
Ministry of Infrastructure  
Kigali, Rwanda  
Tel: 00250 08303214  
Fax: 00250 583145  
E-mail: [kanyamuhanda@yahoo.fr](mailto:kanyamuhanda@yahoo.fr)

**SENEGAL**

32. Mr. Papa Anthioumane Diagne  
Chief, Department of Studies and Projects  
Conseil Sénégalais des chargeurs  
Dakar, Senegal  
Tel: 221 338490713  
Fax: 221 338231144  
E-mail: [adiagne@cosec.sn](mailto:adiagne@cosec.sn), [anthioud@yahoo.fr](mailto:anthioud@yahoo.fr)
33. Mr. Pierre Sarr  
Chief, Division of Maritime Transport  
Merchant Navy Directorate  
B.P 4032, Dakar, Senegal  
Tel: Cel. 221 77 36 876 48  
E-mail: [pieresarr53@yahoo.fr](mailto:pieresarr53@yahoo.fr)

**SWAZILAND**

34. Ms. Chazile M. Magongo  
Senior Planner  
Ministry of Public Works and Transport  
Mbabane, Swaziland  
Tel: 268 4042321  
Fax: 268 4042170  
E-mail: [magongoch@gov.sz](mailto:magongoch@gov.sz)

**TANZANIA**

35. Mr. Khalid Hatibu Kachenje  
Principal Transport Officer  
Ministry of Infrastructure Development  
Dar es Salaam, Tanzania  
Tel: 255 51 21 222 68  
Fax: 255 51 21 22 079  
E-mail: [khkacherje@yahoo.co.uk](mailto:khkacherje@yahoo.co.uk)

**TOGO**

36. Mr. T. Lasigaisi Boroze  
Technical adviser  
Ministry of economy and Finance  
Lome, Togo  
Tel: (228) 222 22 74  
Fax: (228) 222 38 47  
E-mail: [Celluletogo@yahoo.fr](mailto:Celluletogo@yahoo.fr).

## UGANDA

37. Hon. Mr. Ejua Simon  
Minister of State Transport Enterprise  
Kampala, Uganda  
Tel: +256 414 321 397 / 256 414 320 026  
Fax: +256 414 320 135/ 256 414 321 364  
E-mail: [ejua2003@yahoo.com](mailto:ejua2003@yahoo.com)
38. Mr. Kajuna Benon  
Assistant Commissioner, Planning  
Ministry of Works and Transport  
Kampala, Uganda  
Tel: +256 772 418 993  
Fax: +256 414 320 135  
E-mail: [kajunab@yahoo.co.uk](mailto:kajunab@yahoo.co.uk) / [bkajuna@works.go.ug](mailto:bkajuna@works.go.ug)

## ZAMBIA

39. Mr. Mbangu Martin  
Deputy Director (Road Safety)  
Road Transport and Safety Agency  
Lusaka, Zambia  
Tel: 00260 1 225732  
Fax: 00260 1 225732  
E-mail: [msmbangu@yahoo.com](mailto:msmbangu@yahoo.com)

## ZIMBABWE

40. Mr. Bernard Dzawanda  
Executive Director  
Southern African Railways Association  
Harare, Zimbabwe  
Tel: +263 4 736 777  
Fax: +263 4 736 813  
E-mail: [bdzawanda@sararail.org](mailto:bdzawanda@sararail.org)
41. Ms. Joyce Mathema  
Commissioner, Road Motor Transportation  
Ministry of Transport and Communication  
Harare, Zimbabwe  
Tel: 263 4 700 991 - 9  
Fax: 263 4 726 817  
E-mail: [ndukhumalo@yahoo.com](mailto:ndukhumalo@yahoo.com)

**EMBASSIES**

42. H.E. Mr. Manyepedza P. Lesetedi  
Ambassador  
Embassy of Botswana  
P.O. Box 22282 Code 1000  
Addis Ababa  
Tel. 251 11 371 54 22  
Fax: 251 11 371 40 99  
E-mail:
43. Mr. Edgar Sisa  
First Secretary  
Embassy of Botswana  
Addis Ababa, Ethiopia  
Tel: 251 11 371 54 22  
Fax: 251 11 371 40 99  
E-mail: [sisaej@yahoo.com](mailto:sisaej@yahoo.com)
44. His Excellency Mr. Gurjit Singh  
Ambassador Extraordinary and Plenipotentiary  
Embassy of the Republic of India  
Addis Ababa, Ethiopia
45. Ms. Ilaria Allegrozzi  
Development Cooperation Office of the Italian Embassy  
Embassy of the Republic of Italy  
Addis Ababa, Ethiopia  
Tel: +251 (0)11 123 96 00/01/02  
Fax: +251 (0)11 123 96 03  
E-mail: [www.itacaddis.org](http://www.itacaddis.org)
46. Ms. Maanna Mapetja  
First Secretary  
Lesotho Embassy  
Addis Ababa, Ethiopia  
Tel : Cel. 0911 98 75 60  
Fax:  
E-mail: [maanna2007@yahoo.co.uk](mailto:maanna2007@yahoo.co.uk)

47. Mr. Elias Madieu  
Second Secretary  
Embassy of the Russian Federation  
Addis Ababa, Ethiopia  
Tel: 0911947571  
Fax: 251 11 6613795  
E-mail: [russemb@ethionet.et](mailto:russemb@ethionet.et)

## ORGANIZATIONS

48. Mr. Ayadi Mohamed  
Secretary-General  
Trans-Saharan Road Committee  
Algiers, Algeria  
Tel: 213 21 53 09 06 / 661 55 49 47  
Fax: 213 21 53 09 06  
E-mail: [clrt@hotmail.com](mailto:clrt@hotmail.com)
49. Mr. Déocard Bisimwa Mugangu  
Director of Operations, Infrastructure and Navigable Waterways  
Commission Internationale du Bassin Congo – Oubangui – Sangha (CICOS)  
Kinshasa, Democratic Republic of the Congo  
Tel: 00 (243) (0) 81 811 34 24  
Fax:  
E-mail: [dedemugangu@yahoo.fr](mailto:dedemugangu@yahoo.fr)
50. Mr. Bernard Gohibi  
Technical Officer  
Maritime Organization of West and Central Africa (MOWCA/OMAO)  
Abidjan, Cote d'Ivoire  
Tel: 00225 20 21 71 15  
Fax: 00225 20 21 65 54  
E-mail: [mowca@africaonline.co.ci](mailto:mowca@africaonline.co.ci) / [gohibiber@yahoo.fr](mailto:gohibiber@yahoo.fr)
51. Mr. Olusegun Akinsanya  
Ambassador  
UNDP Representative to AU and ECA  
Addis Ababa, Ethiopia  
Tel: Cel. 0911 20 27 24  
Fax: 011 551 2599  
E-mail: [Olusegun.akinsanya@undp.org](mailto:Olusegun.akinsanya@undp.org)

52. Mr. Zammit Imed  
Senior Policy Officer  
African Union  
Addis Ababa, Ethiopia  
Tel: 251 11 5 517 700  
Fax: 251 11 551 0290  
E-mail: [zammiti@africa-union.org](mailto:zammiti@africa-union.org)
53. Mr. Christophe Kamp  
Political Advisor  
EU Delegation to the AU  
Addis Ababa, Ethiopia  
Tel: 251 11 661 2511  
Fax: 251 11 662 1655  
E-mail: [christophe.kamp@EUROPA.EU](mailto:christophe.kamp@EUROPA.EU)
54. Mr. Markus Theobald  
First Counsellor  
European Commission  
Addis Ababa, Ethiopia  
Tel: 251 11 661 2511  
Fax: 251 11 661 2877  
E-mail: [narjys.theobald@ec.europa.eu](mailto:narjys.theobald@ec.europa.eu)
55. Mr. Charles Kunaka  
Regional Coordinator  
Sub-Saharan African Transport Policy Programme (SSATP) / World Bank  
Nairobi, Kenya  
Tel: +254 20 322 6335  
Fax: + 254 20 322 6384  
E-mail: [ckunaka@worldbank.org](mailto:ckunaka@worldbank.org)
56. Mr. Samuel Sandi  
Project Coordinator, Trans -Caprivi Corridor Cluster  
Walvis Bay Corridor Group  
Lusaka, Zambia  
Tel: +260 211 241 329  
Fax: +260 211 241 329  
E-mail: [wbcgpc@iwayafrica.com](mailto:wbcgpc@iwayafrica.com)

**SECRETARIAT**

**UN-OHRLLS** (United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States)

57. Mr. Cheick Sidi Diarra  
United Nations Under-Secretary-General  
Special Advisor on Africa and High Representative for Least Developed Countries,  
Landlocked Developing Countries and Small Island Developing States  
New York, USA  
Tel: 917 367 3431  
Fax: 212 963 0419
58. Mr. Sandagdorj Erdenebileg  
Senior Programme Officer  
UN-OHRLLS  
New York, USA  
Tel: 212 963 7703  
Fax: 917 367 3415  
E-mail: [erdenebileg@un.org](mailto:erdenebileg@un.org)
59. Mr. Fred Kirungi  
Advocacy and Outreach Officer  
UN-OHRLLS  
New York, USA  
Tel: 917 367 3431  
Fax: 212 963 0419  
E-mail: [kirung@un.org](mailto:kirung@un.org)
60. Mr. Ernest Vitta Mbuli  
Consultant, UN-OHRLLS  
Dar es Salaam, Tanzania  
Tel: 255 784617301  
Fax: 255 222 617284  
E-mail: [evmbuli@gmail.com](mailto:evmbuli@gmail.com)

**UN OFFICE OF LEGAL AFFAIRS**

61. Ms. Sherry Holbrook  
Legal Advisor  
Office of Legal Affairs  
New York, USA  
Tel: 212 963 6922  
Fax: 212 963 3693  
E-mail: [holbrook@un.org](mailto:holbrook@un.org)

**United Nations ECONOMIC COMMISSION FOR AFRICA (ECA)**

62. Mr. Abdoulie Janneh  
Under-Secretary-General and Executive Secretary  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 51 12 31  
Fax: 251 11 5 51 44
63. Mr. Emmanuel Nnadozie  
Officer-in-Charge  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 31 63  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [ennadozie@uneca.org](mailto:ennadozie@uneca.org)
64. Mr. Antonio Pedro  
Chief, Infrastructure and Natural Resources Development Section  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 32 38  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [apedro@uneca.org](mailto:apedro@uneca.org)
65. Mr. Johnson Oguntola  
Senior Regional Advisor  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 52 63  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [joguntola@uneca.org](mailto:joguntola@uneca.org)
66. Mr. Pancrace Niyimbona  
Economic Affairs Officer  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 35 44  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [pniyimbona@uneca.org](mailto:pniyimbona@uneca.org)



67. Mr. Joseph Atta-Mensah  
Chief of Section  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 53 79  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [jattamensah@uneca.org](mailto:jattamensah@uneca.org)
68. Mr. Stephen Karingi  
Chief, Trade and Economic Negotiation Section  
Trade, Finance and Economic Development Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 54 43  
Fax: 251 11 5 51 44 16  
E-mail: [skaringi@uneca.org](mailto:skaringi@uneca.org)
69. Ms. Marie-Therese Guiebo  
Economic Affairs Officer  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 53 52  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [mguiebo@uneca.org](mailto:mguiebo@uneca.org)
70. Mr. Daniel Tanoe  
Economic Affairs Officer  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 35 42  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [jattamensah@uneca.org](mailto:jattamensah@uneca.org)
71. Ms. Rawda O. Clinton  
Economic Affairs Officer  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 33 63  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [romar-clinton@uneca.org](mailto:romar-clinton@uneca.org)

72. Ms. Isatou Gaye  
Associate Economic Affairs Officer  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 30 89  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [igaye@uneca.org](mailto:igaye@uneca.org)
73. Mr. Robert Lisinge  
Associate Economic Affairs Officer  
Trade, Finance and Economic Development Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 34 43  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [rlisinge@uneca.org](mailto:rlisinge@uneca.org)
74. Mr. Getachew A. Tessema  
Economic Affairs Officer  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 54 07  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [jattamensah@uneca.org](mailto:jattamensah@uneca.org)
75. Mr. Isidore Kahoui  
Associate Economic Affairs Officer  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 36 28  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [ikahoui@uneca.org](mailto:ikahoui@uneca.org)
76. Ms. Myriam Dessables  
Chief  
Information and Communication Service (ICS)  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 51 53 69  
Fax: 251 11 5 51 44 16  
E-mail: [MDessables@uneca.org](mailto:MDessables@uneca.org)

77. Mr. Essodeina Petchezi  
Information Officer  
Information and Communication Service (ICS)  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 51 32 41  
Fax: 251 11 5 51 44 16  
E-mail: [essodeina@uneca.org](mailto:essodeina@uneca.org)
78. Mr. Wondimu Haile  
Research Assistant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 31 81  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [whaile@uneca.org](mailto:whaile@uneca.org)
79. Ms. Siham Abdulmelik  
Consultant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 30 98  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [sabdulmelik@uneca.org](mailto:sabdulmelik@uneca.org)
80. Mr. Mukululi Ncube  
Programme Assistant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 30 83  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [mncube@uneca.org](mailto:mncube@uneca.org)
81. Ms. Eleni N. Hamawit  
Administrative Assistant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 35 28  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [ehamawi@uneca.org](mailto:ehamawi@uneca.org)

82. Ms. Almaz Negussie  
Staff Assistant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 52 48  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [anegussie@uneca.org](mailto:anegussie@uneca.org)
83. Ms. Temnit Tadesse  
Staff Assistant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 53 91  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [ttadesse@uneca.org](mailto:ttadesse@uneca.org)
84. Ms. Tiblet Tesfaye  
Staff Assistant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 33 62  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [ttesfaye@uneca.org](mailto:ttesfaye@uneca.org)
85. Ms. Zewdnesch Mesfin  
Staff Assistant  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 54 47  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [zmesfin@uneca.org](mailto:zmesfin@uneca.org)
86. Mr. Binyam Bisrat  
Administrative Clerk  
NEPAD and Regional Integration Division  
Economic Commission for Africa  
Addis Ababa, Ethiopia  
Tel: 251 11 5 44 31 02  
Fax: 251 11 5 15 30 05 / 5 51 44 16  
E-mail: [bbisrat@uneca.org](mailto:bbisrat@uneca.org)

87. Mr. N'Guessan N'guessan  
Consultant / ECA  
INCONTRANS  
Abidjan, Côte d'Ivoire  
Tel: 225 0505 81 02 / 22 42 11 83  
Fax: 225 22 42 11 83  
E-mail: [nguessa\\_2ka@yahoo.fr](mailto:nguessa_2ka@yahoo.fr)

## PROVISIONAL PROGRAMME OF WORK

**Tuesday, 17 June 2008:** Pre-conference event seminar on treaties and conventions

### **Morning session**

- 09:00 - 10:00 - Registration
- 10:00 – 10:30 - Opening session of the pre-conference event
  - Statement by Mr. Emmanuel Nnadozie, OIC of NEPAD and Regional Integration Division
  - Introductory remarks by the Representative of UN-OHRLLS/Office of Legal Affairs
- 10:30 – 11:30 - Seminar on treaty law to assist LDCs and transit developing countries to accede to major international transit transport conventions by UN-OHRLLS and Office of Legal Affairs
- 11:30 – 11:45 - Coffee break**
- 11:45 – 12:45 - Seminar on treaty law to assist LDCs and transit developing countries to accede to major international transit transport conventions by UN-OHRLLS and Office of Legal Affairs (cont'd)
- 12:45 – 15:00 - Lunch break**

### **Afternoon session**

- 15:00 – 16:15 - Seminar on treaty law to assist LDCs and transit developing countries to accede to major international transit transport conventions by UN-OHRLLS and Office of Legal Affairs (cont'd)
- 16:15 – 16:30 - Coffee break**
- 16:30 – 17:45 - Other presentations on treaties and conventions (SSATP, AUC)

**Wednesday 18 June – Friday 20 June 2008**

**African Regional Review Meeting on the Implementation of the Almaty Programme of Action**

**Wednesday, 18 June 2008**

**Morning session**

- 10.00 – 10:45 - Opening remarks
- Statement by Dr. Elham Mahmoud Ahmed Ibrahim (Mrs),  
Commissioner for Infrastructure and Energy, AUC
  - Statement by Mr. Cheick Sidi Diarra, United Nations  
Under-Secretary-General,  
Special Advisor on Africa and High Representative of the Least  
Developing Countries, Landlocked Developing Countries  
and Small Island Developing States
  - Statement by Mr. Abdoulie Janneh, United Nations  
Under-Secretary-General and Executive Secretary of ECA
  - Adoption of agenda and programme of work

**10:45 – 11:00 - Coffee break**

- 11:00– 11:15 - Election of the Bureau
- 11:15– 11:30 - Adoption of the agenda and programme of work
- 11:30 – 13:00 - Report on the status of the implementation of the Almaty Programme of Action
- Global perspectives (*By UN-OHRLLS*)
  - African perspectives/African Plan of Action (*By ECA Secretariat*)
  - Discussions

**13:00 – 14:30 – Lunch break**

**Afternoon session**

- 14:30 – 16:00 - Experiences on trade facilitation and infrastructure development
- Presentations by subregional transport and trade  
facilitation organizations
  - Discussions

- 16:00 – 16:15 - Coffee break**
- 16:15 – 17:30 - Leveraging WTO negotiations on trade facilitation to operationalize the Almaty Programme of Action (By ECA Secretariat)  
Aid-for-Trade Initiative (By ECA secretariat)
- Discussions
- 18:30 - **Reception**

**Thursday, 19 June 2008****Morning session**

- 9.30 – 10:45 - Fundamental transit policy issues (Introduction of the key issues by Charles Kunaka, SSATP, and experiences from member States)
- 10:45 – 11:00 - Coffee break**
- 11:00 – 12:30 - Infrastructure development and maintenance (Introduction of the key issues by ECA Secretariat and experiences from member States)
- 12.30 – 14:30 - Lunch break**

**Afternoon session**

- 14.30– 15:15 - International trade and trade facilitation ((Introduction of the key issues by ECA Secretariat and experiences from member States)
- 15.15– 16:00 - International support measures ((Introduction of the key issues by the African Union Commission and experiences from member States)
- 16.00– 16:30 - Implementation and review (Introduction of the key issues by UN-OHRLSS and experiences from member States)
- 16:30 – 16:45 - Coffee break**
- 16:45 – 17:30 - Wrap-up

**Friday, 20 June 2008**

- 9.00 - 13:00 - Preparation of the draft report by the meeting secretariat
- 16:00 – 17:00 - Adoption of the draft report
- 17:00 – 18:00 - Closing remarks