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REPORT OF THE ECONOMIC AND SOCIAL COUNCIL
Transport and Communications Decade in Africa
Report of the Secretary-General

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
I. INTRODUCTION	1 - 2	3
II. REVIEW OF THE ACHIEVEMENTS OF THE FIRST PHASE OF THE DECADE AND THE GOALS OF THE SECOND PHASE	3 - 20	3
A. Background to the programme for the Decade	3 - 9	3
B. Evaluation of the implementation of the first-phase programme	10 - 15	5
C. Objectives of the second phase	16 - 20	5
III. ACTIVITIES OF THE ECONOMIC COMMISSION FOR AFRICA SINCE JULY 1984	21 - 23	7
A. General activities and tasks	22	7
B. Special activities	23	7
IV. CONFERENCE OF MINISTERS OF THE ECONOMIC COMMISSION FOR AFRICA	24 - 27	9

CONTENTS (continued)

	<u>Paragraphs</u>	<u>Page</u>
V. ORGANIZATION OF THE SIXTH TECHNICAL CONSULTATIVE MEETING ..	28 - 34	9
A. General activities	29 - 30	10
B. Results of the meeting	31 - 34	10
VI. IMPLEMENTATION OF GENERAL ASSEMBLY RESOLUTION 39/230	35 - 54	10
VII. REGIONAL AFRICAN SATELLITE COMMUNICATIONS SYSTEM	55 - 64	14
A. Current situation	55 - 62	14
B. Follow-up action and activities	63 - 64	15

I. INTRODUCTION

1. The present report is submitted pursuant to General Assembly resolution 39/230 of 18 December 1984, in which the Assembly requested the Secretary-General to ensure the implementation of the resolution and to submit to the Assembly at its fortieth session a report on the progress achieved in the implementation of the programme of the Transport and Communications Decade in Africa.

2. The report gives a summary of the goals of the Decade and the main thrust of the programme for the second phase of the Decade. Specifically, the report contains:

(a) A brief description of the Decade, the results achieved during the first phase and the main objectives of the second phase;

(b) An account of the main developments and activities undertaken by the Economic Commission for Africa (ECA) since July 1984 relating to the programme for the Decade, namely, general and special activities and tasks;

(c) Information on the progress made towards the implementation of the Regional African Satellite Communications System (RASCOM) and an account of the work of the Inter-Agency Co-ordinating Committee for the System, which was established by the ECA Conference of Ministers in its resolution 436 (XVIII);

(d) An account of the activities relating to the preparations for the technical consultative meetings for projects in the fields of postal services, railways and civil aviation and a report of the results of the sixth technical consultative meeting on broadcasting, which, although held prior to July 1984, has not been reported on.

The attention of Member States is drawn to the fact that the General Assembly will also have before it, pursuant to resolution 32/160 of 19 December 1977, an annual report on the implementation of the objectives of the Decade (A/40/409-E/1985/107).

II. REVIEW OF THE ACHIEVEMENTS OF THE FIRST PHASE OF THE DECADE AND THE GOALS OF THE SECOND PHASE

A. Background to the programme for the Decade

3. With the signing of the Charter of the Organization of African Unity (OAU) in May 1963, the African Governments established a common platform for consideration of the problems of regional transport and communications. Since that time, numerous resolutions of OAU, ECA and the General Assembly have emphasized the importance of international co-operation and co-ordination for the integration of the various transport and communications systems in Africa.

4. It was against that general background that the ECA Conference of Ministers first put forward the idea of a transport and communications decade in Africa by adopting resolution 291 (XIII) at its meeting at Kinshasa, in February 1977. The

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resolution recommended that the international community and, in particular, the competent United Nations bodies should proclaim a transport and communications decade in Africa during the years 1978-1988 in order to:

(a) Give active support to the global strategy for the development of transport and communications in Africa and to the application of the strategy for the purpose of solving the problems of the continent in this field;

(b) Mobilize the technical and financial resources required for this purpose.

5. The resolution was subsequently endorsed by the Economic and Social Council in its resolution 2097 (LXIII) of 29 July 1977 and by the General Assembly, which proclaimed the Transport and Communications Decade in Africa in resolution 32/160. ECA was selected as the lead agency for the implementation of resolution 32/160. Finally, OAU endorsed the programme at the Monrovia summit meeting of July 1979 and it has been subsequently incorporated in the Lagos Plan of Action and the Final Act of Lagos (see A/5-11/14, annex I).

6. For the various resolutions, appeals were made for the provision to ECA of the additional resources necessary to enable it to carry out the work entailed in developing the strategy and plans and for the provision to the African countries of the necessary technical assistance for implementing the Decade programme. Furthermore, the United Nations Secretary-General appealed to the international community at large to provide the necessary financial and technical assistance to the African countries.

7. The implementation of the programme for the Decade was divided into two phases. The first phase covered the period 1979-1983 and the second phase the period 1984-1988.

8. The programme of the first phase was prepared rather hastily, resulting in a general-purpose programme of projects submitted by Governments. They tended to emphasize national projects, thereby neglecting regional and subregional projects essential for the integration of the continent. Additionally, the projects were presented by mode of transportation, resulting in a lack of emphasis on harmonization of the different modes. The net result was that the need to develop the transport and communication system in Africa for the physical integration of the continent, as clearly stated in the global strategy, was not fully attained during that phase.

9. ECA took a more active role in preparing the programme for the second phase, which resulted in improved and more coherent presentation. While the second phase programme retains the global strategy of the Decade, it has been reoriented to give top priority to the implementation of certain categories of projects that are both critical and would have the greatest impact on the physical integration of the continent, namely, maintenance and rehabilitation, manpower development, transit corridors and inter-country and subregional projects.

B. Evaluation of the implementation of the first-phase programme

10. Owing to the fact that the first phase of the Decade officially ended in 1983, the present report should have included the final results on the implementation of that phase. Unfortunately, this is not the case, because some projects have not yet been completed and serious problems in collection of information were encountered.

11. For the tentative analysis of the implementation of the first-phase programme, a reference programme was selected based on the revised programme for the preparation of the second phase together with the information obtained during field missions. Projects totalled 554 out of the original programme of 1,091 projects.

12. The analysis of 216 projects on which reliable information concerning the state of implementation is available shows that as of March 1985:

- (a) Some 42.1 per cent of the projects have been completed;
- (b) Some 36.6 per cent are in progress;
- (c) Only 21.3 per cent have not yet reached the stage of implementation.

13. The analysis of the 176 projects on which reliable information concerning financing was available shows that:

- (a) Some 50.1 per cent of the projects have been fully financed;
- (b) Some 20.5 per cent have been partially financed;
- (c) Some 20.4 per cent have not yet received any financing.

14. The total financing obtained for those 176 projects is 69.9 per cent of their total cost; 42 per cent of the amount has been provided by African countries themselves and 58 per cent by external sources.

15. ECA had intended to undertake a more detailed analysis of the projects implemented during the first phase; for example, how many kilometres of roads or railways were constructed or rehabilitated, how many training centres were established, the number of aircraft purchased etc. However, in view of the partial information obtained to date, such analysis was not possible and can only be undertaken in the immediate future if the flow of information to ECA improves as expected through the use of local national consultants.

C. Objectives of the second phase

16. The second-phase programme, which was approved by the ECA Conference of Ministers in resolution 287 (XIX) of 26 May 1984 and constitutes a major portion of the transport and communications component of the Lagos Plan of Action and the Final

Act of Lagos, is comprehensive and is estimated to cost about \$US 18.3 billion over the next three and a half years. The programme, however, recognizes and lays strong emphasis on the development of certain major inter-State transport and communications links which have the greatest potential and impact in efforts to physically integrate the continent, namely: (a) existing and potential transit transport corridors, primarily serving the numerous land-locked African countries; (b) the Trans-African Highway network, which is designed to enable interconnection of all mainland African countries by appropriately designed highway and feeder road networks; (c) inter-African air transport links, similarly designed to enable regular, frequent and reliable air connections among African countries; and (d) the Pan-African Telecommunications Network (PANAFTEL) for the interconnection of States without the necessity of extra-continental transit points.

17. In the programme as a whole, including the above-mentioned areas, the strongest emphasis is given to the maintenance and rehabilitation of existing transport and communications infrastructures and facilities. That is because most of them are in disrepair and because the drive to construct new infrastructures at the expense or neglect of existing ones will not add to the total usable infrastructure or enable the physical integration of the continent, but may actually add to the existing transport and communications problems in Africa. From the economic and financial perspective, the cost of rehabilitation and reconstruction of seriously deteriorated infrastructure/facilities is as great as, if not higher than, the cost of new construction. Furthermore, the operating costs on such facilities are abnormally high and constitute a major constraint on economic development.

18. Training and technical assistance figure prominently in the programme, and it contains special projects dealing exclusively with the expansion of existing and the establishment of new regional/subregional training centres and the effective utilization of foreign technical assistance. The objective is to harmonize, standardize and concentrate the training of African transport and communications personnel in a few well-managed and intensively utilized regional/subregional training institutions. Those institutions would also enhance the efficient and effective utilization of foreign technical assistance in the form of trainers.

19. The programme clearly recognizes the fact that inter-State links are but inevitable extensions of national networks and therefore it contains several key national projects that either form parts of or are crucial for the inter-State links.

20. There are also a few regional/subregional projects in the programme dealing with special issues or projects in which the region as a whole or an entire subregion must fully co-operate for effective implementation. These include training schools, standardization, tariffs, uniform rules and regulations.

III. ACTIVITIES OF THE ECONOMIC COMMISSION FOR AFRICA SINCE JULY 1984

21. The present section of the report gives an account of the activities undertaken by ECA in its capacity as the lead agency for the implementation of the Decade programme and covers both the general activities of the Commission and specific projects and tasks undertaken. The significance of those activities lies in the fact that they were undertaken during the first year of the second phase and will form the basis for ECA activities in subsequent years.

A. General activities and tasks

22. The main concern of ECA for the period immediately following the fourth Conference of Ministers of Transport, Communications and Planning, held in February 1984, up to the end of the year was the finalization of the second-phase programme following its adoption by the Conference of Ministers. Final documents detailing the contents of the programme were prepared and adjustments to the draft programme were made in accordance with the decisions of the Conference. Coupled with this, the Commission was preoccupied with laying down improved procedures for monitoring the implementation of the programme. Thus, the reporting system was streamlined to reduce the multiplicity of reports that had characterized the first-phase programme and a new method, consisting of the use of local consultants, was decided upon for obtaining information from Member States. These new procedures will be tested for the first time during the preparation of the annual report for 1985 on the Decade programme.

B. Special activities

23. ECA also implemented specific projects and undertook activities aimed at achieving the specific objectives of the Decade. In this regard, ECA undertook the following:

(a) Preparation of a report and participation, together with the Economic Commission for Europe (ECE) and the Economic Commission for Western Asia (ECWA), at the International Meeting on Transport Development in the Region of the Mediterranean;

(b) Organization of and preparation of documentation for the African Road Safety Congress in collaboration with the Nordic countries, the World Health Organization (WHO), the World Bank and the Transport and Road Research Laboratory of the United Kingdom (Nairobi, 27-30 August 1984);

(c) Organization of and preparation of documentation for the Preparatory Committee of the Chairmen of the Working Groups of the Inter-State Facilitation Commission of the Trans-East African Highway Authority (TEAHA) (Addis Ababa, 24-25 September 1984);

(d) Conclusion of negotiations and agreement on the terms of reference for the pre-feasibility study of the Trans-East African Highway by Delcanda International, for which funding had been secured from the Canadian International Development Agency (CIDA) in November 1984;

(e) Preparation, at the request of the Economic Community of West African States (ECOWAS), of a document, including the statutes, for establishing the West African Highway Association (July 1984);

(f) From 1 July to 31 December 1984, a mission jointly organized by ECA and the Government of Brazil, composed of four Brazilian and two African experts, visited 12 African countries that presented conditions representative of the functioning and implementation of the PANAFTTEL network with a view to promoting economic and technical co-operation among developing countries. The mission also visited Brazil, as that country's recent experience in developing its telecommunications system and the supporting industry provides a relevant basis for co-operation. The Government of Brazil reaffirmed its interest in pursuing some of the projects recommended by the mission;

(g) Organization, in collaboration with the Government of the Federal Republic of Germany, of a seminar on the planning of rural telecommunications networks, which was held at Addis Ababa from 17 to 22 September 1984. The objective of the seminar was to exchange views and experience between representatives of industrialized countries and telecommunications experts from African countries and to discuss and agree on the best approach for planning networks in the rural areas for the benefit of the rural population and the economic development of the African countries. The seminar was attended by 22 participants from 15 African countries, 15 participants from 11 manufacturers, and representatives of the International Telecommunication Union (ITU) and the United Nations Educational, Scientific and Cultural Organization (UNESCO);

(h) Organization, in conjunction with the United Nations Conference on Trade and Development (UNCTAD) and the Government of the Union of Soviet Socialist Republics, of a seminar on the problems of port operations in Africa, which was held in Leningrad from 30 July to 12 August 1984. ECA presented lectures at the seminar and conducted an evaluation of its outcome;

(i) A study was undertaken on the establishment of co-operation machinery for the countries riparian on the Congo/Zaire and Oubangui rivers. The report of the study is being finalized;

(j) A preliminary study was conducted on the development of navigation on the Baro and Akobo rivers and the lakes of Ethiopia. The report is under preparation;

(k) Determination of technical assistance needs for the navigation of lakes Malawi, Tanganika, Victoria, Kariba, Mweru, Bangweulu and Kaboro Bassa. The study is currently under way;

(l) From 4 to 21 September 1984, ECA, in co-operation with UNCTAD, undertook a preparatory assistance mission on the introduction of the concept of international

multimodal transport in selected areas in Africa. The mission covered Kenya, the United Republic of Tanzania, Uganda and Zambia in Eastern Africa and Burkina Faso, the Ivory Coast and Mali in West Africa. The findings of the mission would lead to a full-scale project that it is hoped will be funded by UNDP;

(m) At the invitation of the Eastern and Southern African Management Institute (ESAMI), ECA assisted in the organization of a seminar on project planning, evaluation and management in the field of transport. The six-week seminar was attended by 16 participants from four countries of Eastern and Southern Africa (September-October 1984);

(n) ECA, in conjunction with the Port Management Association of Eastern and Southern Africa, conducted a survey of the training needs of the port authorities of Eastern and Southern Africa (October 1984).

IV. CONFERENCE OF MINISTERS OF THE ECONOMIC COMMISSION FOR AFRICA

24. The eleventh meeting of the ECA Conference of Ministers was held at Addis Ababa from 25 to 29 April 1985. Some of its recommendations are relevant to and have financial implications for the current activities of the Decade.

25. In particular, in its resolution 544 (XX) of 29 April, the Conference, inter alia, requested the Secretary-General to provide ECA with resources to enable it to organize the fifth Conference of African Ministers of Transport, Communications and Planning in 1986. Since this is the policy body for the implementation of the Decade programme, its regular biannual meetings are vital for the success of the Decade.

26. Furthermore, in the same resolution the Conference requested the Secretary-General to make available to the Commission sufficient financial resources to enable it to organize co-financing meetings for certain specific regional projects and for projects located in corridors affording access to the sea for land-locked countries.

27. The Commission has consequently submitted to the Secretary-General a request for additional funding to undertake the above activities and a detailed budget.

V. ORGANIZATION OF THE SIXTH TECHNICAL CONSULTATIVE MEETING

28. The sixth technical consultative meeting, the first on the development of broadcasting in Africa to assist in mobilizing additional financial resources for implementing broadcasting projects within the Decade programme, was held at Harare from 4 to 6 June 1984.

A. General activities

29. The meeting was organized and serviced by ECA in collaboration with ITU. The documents and the invitations were circulated to all African countries and also sent to all potential donors, international financial institutions, relevant United Nations specialized agencies and African intergovernmental organizations.

30. Of the 34 African countries whose projects were presented at the meeting, 25 participated. The meeting was also attended by representatives of five donor countries and two financial institutions and by three observers.

B. Results of the meeting

31. The working programme for the meeting contained 88 sound broadcasting projects, grouped into five categories: rehabilitation and maintenance, training, technical assistance, regional and national projects. The total estimated cost was \$393 million, of which 20 per cent had either been locally earmarked or externally secured prior to the meeting.

32. The total amount of funds that donors declared likely to be available from them if Member States concerned took the necessary initiatives was \$59.70 million or 15.2 per cent of the total resources required for financing the 88 broadcasting projects in the second phase.

33. Consequently, about 35 per cent of funds required to implement all 88 projects can now be said to have been either locally earmarked by member countries or secured from external sources.

34. In conclusion, it can be stated that the results of the meeting were satisfactory though not adequate.

VI. IMPLEMENTATION OF GENERAL ASSEMBLY RESOLUTION 39/230

35. In paragraph 7 of its resolution 39/230, the General Assembly requested the Secretary-General to provide ECA with adequate financial resources from the regular budget of the United Nations to enable it to fully implement the activities previously mandated in paragraph 9 of Assembly resolution 38/150, to ensure the preparation of relevant financial and technical documents of selected projects for the second phase of the Decade and to ensure prompt follow-up on interests expressed by Governments and international financial institutions in financing Decade projects during technical consultative meetings.

36. In compliance with the request of the Secretary-General, the General Assembly provided from the regular budget \$563,000 in 1984 and \$1.876 million in 1985 towards the implementation of resolutions 38/150 and 39/230.

37. In paragraph 7 of its resolution 38/150, the General Assembly requested the Executive Secretary of ECA to organize four technical consultative meetings (on broadcasting, postal services, air transport and railways and rail transport). Accordingly, the following actions have been undertaken.

38. The technical consultative meeting on broadcasting was held at Harare from 4 to 6 June 1984. The outcome is reported in paragraphs 28-34 above.

39. The technical consultative meeting on air transport was held at Addis Ababa from 6 to 8 May 1985, but due to poor attendance of donors, it was postponed and held with the meetings on railways and postal services at Brazzaville from 23 to 25 November 1985. A total of 91 air transport projects were envisaged within the following categories financed from local or external sources:

- (a) Infrastructure and rehabilitation projects: 51;
- (b) Training and technical assistance projects: 29;
- (c) Co-ordination and co-operation projects: 7;
- (d) Maintenance projects: 4.

The total estimated cost of the projects is \$974.08 million of which \$115.65 million has been financed from local or external sources, leaving an amount of \$858.43 million to be mobilized.

40. The technical consultative meeting on railways, originally scheduled to be held at Blantyre, Malawi, from 24 to 27 September 1985, will be held together with those on air transport and postal services at Brazzaville from 25 to 27 November 1985. Two consultants were recruited to prepare documents for the meeting, which have been distributed. A total of 84 projects have been prepared and their estimated cost is \$3.362 billion. So far about \$795 million has been obtained and the remaining \$2.567 billion is to be mobilized.

41. The technical consultative meeting on postal services will be held at Brazzaville from 20 to 23 November 1985. A consultant was recruited to prepare the background documents, which have been finalized and distributed. Some 134 postal projects have been identified for the technical consultative meeting. Their estimated cost is \$528 million. African Governments have financed some of the projects up to \$111 million, and financing so far obtained from external resources is only \$14.4 million. The rest, i.e. \$403 million, is still being sought from external sources.

42. The status of the implementation of activities mandated in paragraph 9 of General Assembly resolution 38/150 and in paragraph 7 (a) of resolution 39/230 is as follows.

- (a) Study on the harmonization and co-ordination of various modes of transport and communications

43. In order to make it manageable, the study is being conducted on a subregional basis to be later consolidated into a regional study. For the first part of the study covering 16 countries of ECOWAS, a team of consultants has completed the field missions and submitted their reports. For the remaining subregions (North, Central and Eastern and Southern African subregions), 16 consultants were recruited, field missions undertaken and some of the reports have been submitted, while others are near completion and will soon be submitted.

44. The consultants are expected to review the entire transport system in the African region from an integrated perspective by making an inventory of existing and projected transport infrastructure and equipment, identifying missing inter-State links, analysing capacities, maintenance and utilization of transport infrastructures and equipment and evaluating the organization, management and financial situations of transport undertakings. The preparation of the consolidated regional report, which will be based on the subregional reports, is expected to commence in November 1985 or soon after completion of the subregional reports.

(b) Manpower and training needs survey in transport

45. For the first part of the study, covering general and multimodal transport, terms of reference have been prepared and a team of consultants has completed several field missions. The draft report will be finalized by the end of October 1985. For the second part of the study covering all transport modes, terms of reference have been prepared and field missions are in progress to provide the necessary information.

46. The consultants are expected to analyse the present situation in manpower and training needs in each mode of transport and to make an inventory, by mode of transport, of areas where bottle-necks exist and of manpower and training requirements, by mode of transport, at the national, subregional and regional levels.

(c) Manpower and training needs survey in communications

47. The purpose of the project is to undertake a survey of manpower and training requirements in communications, i.e., telecommunications, broadcasting (radio and television) and postal services, based on current manpower planning methodology in the African region. The survey will be conducted at subregional levels by three teams of consultants. Each team will be composed of three specialists in the fields of telecommunications, broadcasting and postal services, respectively.

48. The terms of reference and an action plan have been prepared. Two teams of consultants have been identified and the third team is being put together. Preparation of the study is now scheduled to begin on 15 October 1985 and the study should be completed by March 1986.

49. After the survey, the consultants will prepare a consolidated report on the training and manpower requirements in the three sectors of communications and make recommendations on the feasibility of strengthening existing national and multinational institutions to embrace also training requirements for non-technical staff and provide courses in areas such as finance, management, personnel, postal services, mechanical aids etc. to meet identified needs.

(d) Priority programme on transport and communications for the land-locked developing countries in Africa

50. For effective implementation of paragraph 9 (c) of Assembly resolution 38/150, ECA and UNCTAD have decided to make this a joint undertaking. A programme of activities was agreed upon and field missions will visit all the land-locked African countries. A draft report containing the priority programme has been prepared by UNCTAD and will soon be discussed and finalized with ECA.

(e) Fourth session of the Conference of African Ministers of Transport, Communications and Planning

51. The session was held at Conakry in February 1984. The Conference considered and adopted the programme of the second phase of the Decade and a preliminary report on the evaluation of the implementation of the first-phase programme.

(f) Conference on Freedoms of the Air

52. The Conference, organized by ECA in collaboration with OAU, the African Civil Aviation Commission (AFCAC) and the African Airlines Association was held in Mbabane from 19 to 23 November 1984 in accordance with operative paragraph 9 (e) of resolution 38/150. The Conference discussed various items for the improvement of the African air transport network and the development of air services. Beside the problem of the fifth freedom and its impact, the Conference also discussed the problem of facilitation in Africa. The Conference adopted the Mbabane Declaration, in which it requested that a technical committee be established to follow-up implementation of the adopted resolutions. The terms of reference of the committee were, among other things, to define a common African stand on free exchange of the first and second freedoms of air, to exhort African air transport authorities to exchange fourth and fifth freedoms and to encourage the exchange of the fifth freedom on equal basis through the various arrangements for co-operation and financial compensation. The technical committee was also requested to study and to take inventory of all existing and/or potential main routes necessary for the economic development and physical integration of Africa. The committee was further requested to take action to promote multinational airlines or joint operations at subregional levels.

53. For the implementation of paragraph 7 (b) of General Assembly resolution 39/230, negotiations are envisaged with the African Development Bank (ADB) following the meeting of African intergovernmental organizations and financial institutions, held in June 1984, on the selection of critical regional projects for which financial and technical documents will be prepared.

54. Implementation of paragraph 7 (c) of Assembly resolution 39/230 will consist of preparatory activities and missions to follow up on interest expressed by donors during the technical consultative meetings already held and to urge them to participate fully and actively in the forthcoming technical consultative meetings in 1985. Those activities are planned for the third and fourth quarters of 1985.

VII. REGIONAL AFRICAN SATELLITE COMMUNICATIONS SYSTEM

A. Current situation

55. The Regional African Satellite Communications System was established following a decision of African Governments to merge various projects that included a satellite communication component. The preliminary activities for the feasibility study of this project are in progress. On the basis of resolution ECA/UNTACDA/Res.83/26, adopted at the third meeting of African Ministers of Transport, Communications and Planning, held in Cairo in March 1983, the Inter-Agency Co-ordinating Committee (IACC), composed of OAU, ECA, ADB, the Pan-African Telecommunications Union (PATU), the African National Television and Broadcasting Union (URTNA), the African Postal and Telecommunications Union (UAPT), ITU, UNESCO and AFCAC prepared the terms of reference for the feasibility study. The terms of reference were subsequently approved by a large majority of African countries.

56. At its fifth meeting, held at Conakry on 11 and 12 February 1984, IACC elected OAU as chairman, ECA as vice-chairman, PATU as technical secretariat, ADB as financial adviser and ITU as lead agency, in accordance with resolution ECA/UNTACDA/Res.83/26. Furthermore, the Committee considered the question of resource mobilization and created a sub-committee composed of OAU, ECA, PATU, UAPT and ITU to develop a strategy for the mobilization of funds.

57. In accordance with the decision of the fourth meeting of African Ministers of Transport, Communications and Planning, the extraordinary Meeting of Experts of Transport, Communications and Planning was held at ECA headquarters at Addis Ababa from 21 to 24 March 1984. The Meeting of Experts reviewed the report on the activities of IACC and noted that the Committee had achieved some progress on the preparatory work for the implementation of the feasibility study in spite of difficulties. It was only on the issue of assignment of tasks among committee members that IACC had not been able to reach a decision.

58. Finally, the Meeting of Experts observed the difficulties encountered during their meeting and the importance of the project, as well as the urgency to take a decision on the implementation of the feasibility study. It agreed to request the Chairman of the fourth meeting of African Ministers of Transport, Communications and Planning to convene an extraordinary meeting of African Ministers of Telecommunications with a view to taking a final decision.

59. At its eighth meeting, held at OAU headquarters in Addis Ababa from 15 to 18 October 1984, IACC finally agreed on the organization and assignment of tasks among its members for the implementation of the feasibility study. It identified two levels of activities, namely, framework for decisions and framework for the implementation of the feasibility study. The Committee set up a technical sub-committee to co-ordinate all activities relating to the implementation of the project. It should be added that the Committee has made considerable progress considering that this issue has dogged its work virtually since its inception. However, there remain two outstanding issues, relating to who should be the custodian of the funds and how these funds should be managed.

60. Prior to its ninth meeting, IACC held its first extraordinary meeting at the invitation of its Chairman, OAU, at OAU headquarters on 10 February 1985 to consider the ADB proposal to finance, from its technical assistance account, the feasibility study project on the Regional African Satellite Communications System subject to the approval by its Board of Directors. Owing to the financial implications of the proposals, IACC requested ADB to forward the proposals in writing to the members of IACC so that it could be discussed at their ninth meeting. At the ninth meeting, the proposals were reviewed and IACC agreed to accept the offer of the Bank to finance the study and requested ITU, in close collaboration with the Chairman of the Committee, to maintain contact with ADB with a view to following up the offer as well as fulfilling the conditions of the loan.

61. In March 1985, IACC held a consultative meeting in Geneva on the feasibility study of the Regional African Satellite Communications System with potential donors and financial institutions. The results from the consultations were an offer by the European Economic Community (EEC) to finance in totality the feasibility study as a grant under the rules of Lomé II Convention. It was pointed out, however, that the Lomé Convention excluded some African countries and proposals for co-financing by ADB, UNDP and UNESCO.

62. The Committee welcomed the positive indication by EEC and agreed that EEC should formally communicate its offer to ITU as the convenor of the donors meeting. ITU would in turn communicate the formal offer to IACC for its consideration. ITU was consequently requested to maintain contacts with EEC.

B. Follow-up action and activities

63. The IACC sub-committee on resource mobilization has scheduled a meeting for October 1985 with EEC to finalize negotiations on the grant for financing the feasibility study. At the same time, a loan from ADB is also under consideration by the Committee.

64. An extraordinary conference of Ministers of Telecommunications is planned for November 1985 to take a final decision on the implementation of the feasibility study.
