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ECONOMIC COMMISSION FOR AFRICA

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of Ministers

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25-29 April, 1985

Item VI (b) part II of the
provisional agenda

EVALUATION OF THE FIRST PHASE
OF THE UNITED NATIONS TRANSPORT
AND COMMUNICATIONS DECADE
FOR AFRICA

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EVALUATION OF THE FIRST PHASE OF THE DECADE

1. The United Nations Economic Commission for Africa, as the lead agency for the Decade, was entrusted with several tasks. Among these was the submission of annual reports on the progress achieved in implementation of the Decade programme to the United Nations General Assembly through the Economic and Social Council.
2. At its July 1983 session, the Economic and Social Council (ECOSOC) requested that a report on the result of the first phase of the Decade, including not only the financial results but also the physical results, be submitted to it. In spite of a heavy work programme followed, it was not possible to complete this task for the July 1984 session. The Economic Commission for Africa therefore decided to postpone the submission of the report on the first phase to the July 1985 session of the Economic and Social Council.
3. Given that the first phase of the Decade officially ended on 31/12/1983, this report should have included the final results on the implementation of this phase. Unfortunately, this is not the case, because some projects have not yet been completed and serious problems of communication and information exchange were encountered.
4. It can be said that at present about 60% of the member States have provided reliable information on all or part of the activities they carried out during the first phase. As such the results in this document are partial and provisional and should be up-dated periodically.

DETAILS OF THE EVALUATION

(a) Exchange of information and the Decade

5. Following is a brief review of the machinery established for the circulation of information, problems encountered, the last solution adopted, as well as possible solutions for the future.

1) Machinery set up during the first phase

6. The information system devised by ECA and accepted by the Ministers in March 1981 was to function as follows:

- Every six months, African countries, specialized agencies, intergovernmental organizations and donors would send to ECA a duly completed questionnaire on financing of and progress on projects with which they were involved;

- In each of the 50 countries of the continent, one specially appointed official would be responsible for collecting information from ministries and services concerned and for completing and sending the questionnaire to the Commission.

7. It was also envisaged to strengthen the MULPOCs to enable them play a more active role in the implementation of the Decade programme. However, certain constraints (budgetary among other things) did not make it possible to carry out these ideas.

8. Other methods of obtaining information were tried:

- assistance of the UNDP and certain inter-governmental organizations;
- obtaining direct information during periodic meetings, for example, meetings of governmental experts.

2) Problems encountered

9. The Economic Commission for Africa realized very quickly that it was extremely difficult to obtain from its partners the reliable information which was vital for a worth while follow-up of a large scale operation such as the Decade. For instance, it transpired that:

- the number of replies to questionnaires sent out by ECA was very small,
- only 33 member States out of 50 had nominated an official to liaise with the Economic Commission for Africa;
- the MULPOCs were passive towards the Decade contenting themselves only with a critical analysis of reports and activities of the Commission, as if these activities were not theirs as well;
- the formal commitments of assistance to ECA made by some inter-governmental organizations and specialized agencies did not materialize;
- practically nothing had been done about the appeals for exchange of information made during various meetings.

3) Temporary solution adopted as a last resort

10. In order to meet its obligation of submitting a detailed and reliable report on the first phase of the Decade to the UN General Assembly, ECA had to adopt an extreme solution which was to send an ECA official to each of the 50 member countries to collect all the information on the implementation of projects which was available.

Even this solution came up against some difficulties, so that between September and December 1984 only about 20 countries had been visited. Another series of missions were undertaken between 20 January and mid-February 1985, but in view of the deadline for the submission of this report, it has been possible to include in it only part of the information obtained.

4) Solutions for the future

11. Since this extreme solution adopted by ECA is costly and cannot be adopted permanently, the secretariat therefore looked for ways and means of solving this problem. General solutions are indeed very useful but can lead to serious setbacks when applied alone. This is why it has been suggested that a specific approach should be adopted for each member State, depending on its organization, its geographic location its level of co-operation with ECA, organizations in the country etc. Countries could be classified on the basis of certain criteria, for example:

- countries in which there is a MULPOC;
- countries in which missions are frequently organized by various ECA divisions;
- countries in which are located inter-governmental organizations having good relations with the Commission, etc.

12. These varied approaches would help increase contacts and undoubtedly improve the exchange of information.

(b) Choice of the reference programme of the first phase

13. A question immediately comes to mind: which programme should be chosen as the reference programme for the first phase? The choice is difficult since at least four programmes were involved in the first phase.

- (1) The original programme,
- (2) The revised programme including all the programmes submitted up to December 1983,
- (3) The revised programme for the preparation of the second phase,
- (4) The revised programme following missions undertaken in 1984 to collect information.

14. Over the years, several projects have been added, cancelled, modified or transferred to the second phase. Some of them were unfeasible in the form in which they were submitted. For example, how could feasibility studies, engineering studies, invitations to tender and actual implementation all be undertaken during the five years of the first phase for an infrastructure project still at the planning stage?

15. Obviously, a choice of a reference programme can be nothing but arbitrary:

- the original programme cannot be selected because it is incomplete;
- similarly the revised programme cannot be selected, because it contains several projects or part of projects that have now been transferred to the second phase and are considered as second phase projects;
- the revised programme prepared as a result of recent missions to collect information is still not in its final form as only half of the member countries having been visited to date.

16. That leaves only one programme, namely, the revised programme for the preparation of the second phase programme when considered together with the information obtained during recent missions, comes closest to the real programme of the first phase. This reference programme is far from perfect, however, and one of its obvious disadvantages is that of size; given the large number of projects transferred and which hardly stand any chance of being financed during the second phase, the results for the first phase could appear optimistic at the expense of the second phase. In view of this observation, is it not rather artificial, from now on, to separately analyse the two phases of the Decade?

ANALYSIS OF THE REFERENCE PROGRAMME

17. This analysis is based on two documents appearing as Annex I:

- A comparative summary table, by subsector, of the revised total programme (as at 31st December 1983) and the reference programme (provisional programme prepared on 31st December 1984);
- the list of projects included in this provisional reference programme by sub-sector and by country.

18. The comparative table is sufficiently explicit and require no lengthy explanation. Only a few major results will be explained:

1. The new programme for the first phase of the Decade is approximately half of the total revised programme:

- 554 projects remaining as against 1,091 in the revised programme;
- it is estimated at a cost of \$7,575 million compared to the initial cost of \$15,440 million.

Quite surprisingly, these proportions are almost the same for most sub-sectors.

2. For roads, the considerable reduction in the number of projects is not reflected in the estimated cost. The main reason for this lies in what has been done rather in the original project. Some projects related only to studies and once completed, were followed up with actual construction without delay; the result has been a considerable increase in the cost of these projects.
3. For railways, the contrary is observed. The main reason is the indefinite postponement of the implementation of project RAF-22 (estimated at more than \$1,000 million) till long after the Decade.
4. For the broadcasting sub-sector, an almost general increase, sometimes in enormous proportions as observed in the estimated cost of first phase projects.

STATUS OF PROJECTS: EVALUATION

I. Preliminary remarks

19. The following evaluation relates solely to projects for which reliable information on their status was obtained and it is based on the following three documents which appear in Annex II.

- a table, by country, showing for each sub-sector, the number of projects for which reliable information on their status was obtained compared to the number of projects included in the reference programme;
- a summary table showing, for each sub-sector, the number of projects for which reliable information is available, the number of projects completed and those in progress as well as the number of projects which have not yet started;
- finally, following the same classification of projects, a table, by sub-sector, showing for each country the status of projects.

II. Transport sector

20. The number of countries for which reliable information was obtained on the status of all or part of their transport projects is 31 or 62% of the total number of African countries. This information concerned 171 projects or approximately 42% of the 422 projects in the reference programme for the transport sector.

21. More than a third (64) of these are road projects, and more than 92% concern roads, railways, ports and air transport.

22. Out of these 179 projects, 72 have been completed and 71 are in progress. Only about 20% of these projects (in terms of statistics) have not yet started. But the percentage of projects not yet at the implementation stage varies considerably from one sub-sector to the other:

- roads and road transport 15 per cent
- for railways and rail transport 28.9 per cent
- for maritime transport 16.7 per cent;
- for ports 15 per cent;
- for air transport 20.9 per cent;
- for inland water transport all projects have been implemented;
- for multimodal transport 100 per cent.

III. Communications sector

23.. The number of countries for which reliable information was obtained on the status of all or part of their communications projects as 29 or 58% of the total number of African countries. This information concerned 37 projects or only 28% of the 132 projects in the reference programme for communications; more than half (20) are broadcasting projects.

24. Of these 37 projects 19 have been completed and 8 are in progress. Only 10 projects or 27 have not yet reached the stage of implementation. Similarly to the transport sector, the percentage of these projects not yet started varies considerably from subsector to subsector:

- for telecommunications 28.6%
for broadcasting 20.0%;
- for postal services 33.3%;
- for manpower and training 100%.

IV. General Observations

25. The 216 projects on which the analysis is based are not truly representative of the reference programme of the first phase (in terms of statistics), even though they account for about 40% of the total programme. It would therefore be inaccurate and quite dangerous to extend these quantitative results to the entire first phase.

26. However, for the purpose of qualitative analysis it can be considered, even now, that one year after the launching of the second phase of the Decade with the limited information available the results of the first phase are very encouraging.

FINANCING OF THE FIRST PHASE: ANALYSIS

I. Preliminary remarks

27. 1. The following evaluation relates solely to projects on which information on the state of financing was obtained.

28. 2. It is based on three documents appearing as Annex III:

- a table, by country, showing for each sub-sector, the number of projects for which reliable information on their status was obtained compared to the number of projects included in the reference programme;
- a summary table showing, for each sub-sector, the number of projects for which reliable information is available, the number of projects completed and those in progress as well as the number of projects which have not yet started;
- finally, following the same classification of projects a table, by subsector, showing for each country the status of projects.

II. Transport sector

29. a. The number of countries for which reliable information was obtained on financing of all or part of their transport projects is 30 or 60% of the total number of African countries. This information concerns 144 projects or about 34% of the 422 projects in the reference programme for transport.

30. More than a third of these (52) are road projects and about 83% relate to roads, railways and air transport.

31. Out of these 144 projects, 84 have been fully financed and 33 only partially. Only about 19% of these projects (27) have attracted no financing. However, the percentage of projects which have received no financing varies considerably from one sub-sector to the other:

- for roads and road transport 11.5%
- for railways and rail transport 27.3%
- for maritime transport 25.0%
- for ports 20.0%
- for air transport 20.6%
- for inland water transport all projects have been fully or partially financed;
- for multimodal transport 50.0%.

32. b. The estimated cost of these 144 projects in the total revised programme was \$2,248.17 million as against \$2,151.22 million in the reference programme for transport. The reason for this difference in cost, although minimal, are varied and contradictory and mention shall be made of three of these:

- the rapid rise in the dollar which should normally entail a reduction in the real cost of project;
- some projects related only to studies; as some of these studies were completed, actual implementation started before the end of 1983. The cost of implementation therefore had to be taken in to account whereby the considerable increase in the cost of the corresponding projects;
- finally, the studies on and implementation of projects have made it possible to calculate costs more accurately and thus to adjust the figures upwards or downwards.

33. c. The total financing obtained for these 144 projects is \$1,487.67 million or approximately 69.2% of the total cost of these projects. The amount comprises \$646.02 Million local financing and \$841.65 million from external sources representing 43.4% and 56.6% respectively of the total financing obtained.

34. The percentage of financing varies considerably from sub-sector to sub-sector:

- for roads 69.6%
- for railways 68.4%

- for maritime transport 28.5%
- for ports 53.3%
- for air transport 86.9%
- for inland water transport 81.9%
- for multi-modal transport 35.9%

35. It is observed that for the railways sub-sector, local financing exceeds external financing by far; this is due to the large share of \$356 million of the trans-Gabon railway project, RAP-23, which has been fully financed by the Government of Gabon.

III. Communications sector

36. a. The number of countries for which reliable information was obtained on financing of all or part of their communications projects is 29 or 58% of the total number of African countries. This information concerns 32 projects or about only a fourth of the 132 projects in the reference programme for communications; more than half of these projects are broadcasting projects.

37. Of these 32 projects, 20 have been fully financed and three only partially. Only 28% of these projects (9) have attracted no financing. The percentage of projects without financing varies considerably from one sub-sector to the other:

- for telecommunications 14.3%
- for broadcasting 26.7%
- for postal services 33.3%
- for manpower and training 100%.

38. b. The total cost of these 32 projects in the revised total programme was \$142.96 million as against \$147.19 million in the reference programme for communications. The reasons for this difference in cost, although minimal, were explained earlier in the financial analysis of the transport sector.

39. c. The total financing obtained for these 32 projects is \$118.94 million or approximately 80.8% of the total cost. Local financing accounts for \$29.47 million as against \$9.47 million from external sources representing 24.8 and 75.2% respectively of the total financing obtained.

40. The percentage of financing varies considerably from one sub-sector to the other:

- for telecommunications 94.5%
- for broadcasting 72.1%
- for postal services 38.8%
- no financing has been obtained for the only manpower project included in the programme.

IV. General observations

41. As explained under the same topic in the section entitled "status of projects; evaluation", it would be inaccurate and over-optimistic to extend these quantitative results to the entire first phase.

42. It can however be said, even now, that the financial results for the first phase are very satisfactory, if not very encouraging, and on all accounts much better than the analysis for previous years.

CONCLUSIONS

1. The analysis of all 216 projects on which reliable information on status is available shows that:

- 42.1% of the projects have been completed;
- 36.6% are in progress;
- only 21.3% have not yet reached the stage of implementation.

2. The financial analysis for all the 176 projects on which reliable information is available shows that:

- 59.1% of the projects have been fully financed;
- 20.5% have been partially financed;
- and 20.4% have not yet received any financing.

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

3. 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 but can be undertaken in the immediate future if the flow of information to ECA continues at the current rate.

4. The above results shows that the systematic efforts deployed by ECA particularly since the middle of 1984, to obtain reliable information on the advancement of the Decade programme have finally paid off. These efforts should be continued at all cost and in all possible forms so as to ascertain more and more accurately the progress being made in respect of the Decade.

5. ECA alone cannot successfully carry out this task of priority to the whole of Africa; the support of all is absolutely vital. Government officials, inter-governmental organizations, United Nations Specialized Agencies, financial institutions etc. are all being called upon to participate actively to improve communication and the exchange of information in respect of the Decade.

6. Finally, it should be reiterated that the analysis and conclusion of this report as well as the reference programme are all provisional because any new information obtained will call for some modifications in their current state.

REFERENCE PROGRAMME

SUMMARY

Sub-sectors	Revised total programme (status as at 31/12/83)		Provisional programme		Reference (status as at 31/12/84)
	No. of projects	Estimated cost in \$ million	No. of projects	Estimated cost in \$ million	
<u>Transport</u>					
Roads and road transport	224	2271.07	114	1965.02	
Railways	79	5439.00	47	1580.67	
Maritime transport	75	1176.15	40	427.94	
Ports	120	2904.92	65	1725.08	
Air transport	201	2162.94	112	1010.45	
Inland water transport	71	338.23	39	183.70	
Multimodal transport	9	37.35	5	28.70	
Total transport	779	14329.66	422	6921.56	
<u>Communications</u>					
Telecommunications	90	531.06	41	356.39	
Broadcasting	115	211.82	63	257.34	
Postal services	84	241.55	24	38.01	
Manpower and training	21	125.80	3	1.50	
Satellite communications	2	0.38	1	0.20	
Total communications	312	1110.61	132	653.44	
Overall total	1091	15440.27	554	7575.00	

UNITED NATIONS TRANSPORT
AND COMMUNICATIONS DECADE
FOR AFRICA

FIRST PHASE

TABLE, BY COUNTRY, SHOWING SUB-SECTORS
FOR WHICH RELIABLE INFORMATION WAS
OBTAINED BY ECA

i) Status of projects

Legend

NP: the country concerned has no project in this sub-sector in the first phase programme.

A/B: A represents the number of projects in the sub-sector on which reliable information was obtained and B represents the total number of projects in the sub-sector.

Countries	ROP	RAP	SRP	HAP	AIP	INP	MAP	TEP	BRP	POP	MAP	SAP
Algeria	NP	NP	1/1	1/1	3/3	NP	NP	NP	NP	NP	NP	NP
Angola	0/1	4/6	0/1	0/1	0/2	0/1	NP	NP	NP	0/1	NP	NP
Benin	0/2	NP	0/2	0/1	0/4	NP	NP	NP	NP	0/2	NP	NP
Botswana	2/2	2/2	NP	NP	5/5	NP	NP	NP	1/1	NP	NP	NP
Burundi	0/3	NP	NP	NP	0/4	0/1	NP	NP	0/2	NP	NP	NP
Cameroon	0/2	NP	NP	0/1	0/2	0/1	NP	0/6	0/1	0/1	NP	NP
Cape Verde	NP	NP	0/3	0/2	0/4	NP	NP	NP	0/1	0/1	NP	NP
CAR	NP	NP	NP	NP	0/2	0/1	NP	NP	NP	NP	NP	NP
Chad	NP	NP	NP	NP	0/2	NP	NP	NP	0/2	NP	NP	NP
Comoros	1/1	NP	1/1	1/1	1/1	NP	NP	NP	NP	NP	NP	NP
Congo	2/2	NP	1/1	NP	1/3	1/2	NP	NP	2/2	1/2	NP	NP
Djibouti	NP	NP	NP	3/3	NP	NP	NP	NP	NP	1/1	NP	NP
Egypt	1/1	NP	NP	NP	NP	NP	NP	NP	2/2	NP	NP	NP

Countries	ROP	RAP	SHP	HAP	AIP	INP	MMP	TEP	BRP	POP	MAP	SAP
Equat. Guinea	NP	NP	NP	NP	0/1	NP	NP	NP	NP	NP	NP	NP
Ethiopia	1/3	NP	NP	0/3	4/4	NP	NP	NP	4/4	0/1	1/1	NP
Gabon	2/2	1/1	1/1	1/1	1/1	NP	NP	NP	NP	3/3	NP	NP
Gambia	4/6	NP	0/1	0/2	0/2	NP	NP	NP	2/2	NP	NP	NP
Ghana	0/3	NP	NP	0/3	1/1	NP	NP	0/2	1/1	NP	NP	NP
Guinea	NP	NP	0/3	0/2	0/3	0/1	0/1	0/4	0/3	0/1	NP	NP
Guinea Bissau	NP	NP	0/2	NP	0/2	NP	NO	NP	0/1	NP	NP	NP
Ivory Coast	0/2	NP	0/1	0/1	0/2	0/1	NP	NP	0/3	1/1	NP	NP
Kenya	0/1	0/1	NP	0/2	0/4	NP	NP	0/2	0/4	NP	NP	NP
Lesotho	2/2	1/1	NP	NP	2/2	NP	NP	NP	3/4	NP	NP	NP
Liberia	NP	NP	0/1	0/1	0/1	NP	NP	NP	0/4	0/1	NP	NP
Libya	NP	3/3	1/1	3/4	1/1	NP	NP	NP	NP	NP	NP	NP
Madagascar	NP	NP	NP	2/2	NP	1/1	1/1	NP	NP	NP	NP	NP
Malawi	2/4	6/6	NP	NP	2/2	2/4	NP	NP	NP	NP	NP	NP
Mali	1/3	5/5	NP	NP	1/1	0/1	NP	NP	0/2	NP	NP	NP
Mauritania	NP	NP	0/1	0/1	0/1	NP	NP	0/1	NP	0/1	NP	NP
Mauritius	6/6	NP	0/1	3/4	3/3	NP	NP	2/2	NP	NP	NP	NP
Morocco	0/2	1/1	NP	0/1	NP	NP	NP	NP	NP	NP	NP	NP
Mozambique	0/5	1/2	0/3	NP	0/6	NP	NP	NP	NP	0/1	NP	NP
Niger	7/7	NP	0/1	0/1	2/3	NP	NP	NP	4/4	1/1	NP	NP
Nigeria	0/1	NP	0/1	0/3	0/1	0/1	NP	NP	0/2	NP	NP	NP
Rwanda	3/4	NP	NP	1/1	2/2	NP	NP	NP	NP	NP	NP	NP
Sao Tome	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Senegal	0/1	NP	0/1	NP	0/1	0/2	NP	NP	0/2	NP	0/1	NP
Seychelles	3/3	NP	NP	1/1	2/2	NP	NP	NP	NP	NP	NP	NP
Sierra Leone	2/2	NP	NP	1/1	2/2	NP	NP	NP	0/2	NP	NP	NP
Somalia	NP	NP	0/1	0/1	0/6	NP	NP	NP	NP	NP	NP	NP
Sudan	0/2	2/2	NP	0/1	0/1	0/7	NP	NP	0/2	NP	NP	NP
Swaziland	2/3	1/1	NP	NP	3/3	NP	1/1	NP	NP	1/1	NP	NP
Tanzania	7/8	3/3	1/1	1/1	2/3	NP	NP	NP	0/3	1/1	NP	NP

Countries	ROP	RAP	SHP	HAP	AIP	INP	MAP	TEP	BRP	POP	MAP	SAP
Uganda	0/3	NP	NP	NP	0/2	NP	NP	0/1	0/4	0/1	NP	NP
Burkina Faso	0/1	NP	NP	NP	0/1	NP	NP	0/3	0/2	NP	NP	NP
Zaire	2/2	1/1	NP	1/1	1/2	2/2	NP	NP	NP	NP	NP	NP
Zambia	7/7	NP	NP	NP	3/3	NP	NP	5/5	1/1	NP	NP	NP
Zimbabwe	2/2	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Regional and sub-regional projects	0/10	7/12	0/11	0/14	0/10	0/13	0/2	0/13	0/4	0/2	0/1	0/1

STATUS OF PROJECTS
SUMMARY

Sub-sectors	a	b	c	d
<u>Transport</u>				
ROP	64	24	30	10
RAP	38	10	17	11
SHP	6	4	1	1
HAP	20	7	10	3
AIP	43	23	11	9
INP	6	4	2	0
MMP	2	0	0	2
Total transport	179	72	71	36
<u>Communications</u>				
TEP	7	4	1	2
BRP	20	10	6	4
POP	9	5	1	3
MAP	1	0	0	1
SAP	0	0	0	0
Total communication	37	19	8	10
Overall total	216	91	79	46

a: Number of projects for which reliable information on status is available

b: Number of projects completed

c: Number of projects in progress

d: Number of projects not yet started

(Remarks: $a = b + c + d$)

Status of projects as at 31/12/84

Air Transport (AIP)

Countries	a	b	bc	d
Algeria	3	3	0	0
Botswana	5	5	0	0
Comoros	1	1	0	0
Congo	1	1	0	0
Ethiopia	4	1	3	0
Gabon	1	0	1	0
Ghana	1	0	1	0
Lesotho	2	1	1	0
Libya	1	0	1	0
Malawi	2	1	1	0
Mali	1	0	0	1
Mauritius	3	2	1	0
Niger	2	2	0	0
Rwanda	2	1	0	1
Seychelles	2	1	1	0
Sierra Leone	2	1	0	1
Swaziland	3	1	1	1
Tanzania	2	1	0	1
Togo	1	0	0	1
Zaire	1	1	0	0
Zambia	3	0	0	3
Total	43	23	11	9

Status of projects as at 31/12/84

Inland Water Transport (INP)

Countries	a	b	c	d
Congo	1	0	1	0
Madagascar	1	0	1	0
Malawi	2	2	0	0
Zaire	2	2	0	0
Total	6	4	2	0

Status of projects as at 31/12/84
Multimodal Transport (MMP)

Countries	a	b	c	d
Madagascar	1	0	0	1
Swaziland	1	0	0	1
Total	2	0	0	2

Status of projects as at 31/12/84
Telecommunications (TEP)

Countries	a	b	c	d
Mauritius	2	0	1	1
Zambia	5	4	0	1
Total	7	4	1	2

Status of projects as at 31/12/84
Broadcasting (BRP)

Countries	a	b	c	d
Botswana	1	1	0	0
Congo	2	1	0	1
Egypt	2	0	2	0
Ethiopia	4	2	0	2
Gambia	2	0	2	0
Ghana	1	0	1	0
Lesotho	3	3	0	0
Niger	4	2	1	1
Zambia	1	1	0	0
Total	20	10	6	4

Status of projects as at 31/12/84

Postal Services (POP)

Countries	a	b	c	d
Congo	1	0	0	1
Djibouti	1	1	0	0
Gabon	3	3	0	0
Ivory Coast	1	0	0	1
Niger	1	0	1	0
Swaziland	1	0	0	1
Tanzania	1	1	0	0
Total	9	5	1	3

Status of projects as at 31/12/84
Roads and road transport (ROP)

Countries	a	b	c	d
Botswana	2	1	0	1
Comoros	1	0	1	0
Congo	2	1	0	1
Egypt	1	0	1	0
Ethiopia	1	0	1	0
Gabon	2	0	2	0
Gambia	4	3	1	0
Lesotho	2	0	1	1
Malawi	2	2	0	0
Mali	1	1	0	0
Mauritius	6	2	4	0
Niger	7	7	0	0
Rwanda	3	1	2	0
Seychelles	3	0	2	1
Sierra Leone	2	0	0	2
Swaziland	2	2	0	0
Tanzania	7	1	5	1
Togo	5	1	3	1
Zaire	2	0	1	1
Zambia	7	2	4	1
Zimbabwe	2	0	2	0
Total	64	24	30	10

a: Number of projects for which reliable information on status is available.

b: Number of projects completed.

c: Number of projects in progress.

d: Number of projects not yet started (Remarks: $a=b+c+d$)

Status of projects as at 31/12/84
 Manpower and Training (MAP)

Countries	a	b	c	d
Ethiopia	1	0	0	1
Total	1	0	0	1

Status of projects as at 31/12/84

Maritime transport (SHP)

Countries	a	b	c	d
Algeria	1	0	0	1
Comoros	1	1	0	0
Congo	1	1	0	0
Gabon	1	1	0	0
Libya	1	1	0	0
Tanzania	1	0	1	0
Total	6	4	1	1

Status of projects as at 31/12/84
Railways and rail transport (RAP)

Countries	a	b	c	d
Angola	4	0	1	3
Botswana	2	0	1	1
Gabon	1	1	0	0
Lesotho	1	0	0	1
Libya	3	3	0	0
Malawi	6	0	3	3
Mali	5	1	2	2
Morocco	1	0	1	0
Mozambique	1	0	1	0
Sudan	2	1	1	0
Swaziland	1	0	1	0
Tanzania	3	0	3	0
Zaire	1	1	0	0
Regional and sub-regional projects	7	3	3	1
Total	38	10	17	11

Status of projects as at 31/12/84
Ports (HAP)

Countries	a	b	c	d
Algeria	1	0	1	0
Comoros	1	1	0	0
Djibouti	3	2	1	0
Gabon	1	0	1	0
Libya	3	1	2	0
Madagascar	2	0	1	1
Mauritius	3	2	0	1
Rwanda	1	0	1	0
Seychelles	1	0	1	0
Sierra Leone	1	0	0	1
Tanzania	1	0	1	0
Togo	1	0	1	0
Zaire	1	1	0	0
Total	20	7	10	3

UNITED NATIONS TRANSPORT AND
COMMUNICATIONS OF AFRICA

FIRST PHASE
TABLE, BY COUNTRY, SHOWING SUB-SECTORS
FOR WHICH RELIABLE INFORMATION WAS
OBTAINED BY ECA

ii. Financing of projects

Legend

NP: the country concerned has no project in this sub-sector in the first phase programme

A/B: A represents the number of projects in the sub-sector on which reliable information was obtained and B represents the total number of projects in the sub-sector

Countries	ROP	RAP	SHP	HAP	AIP	INP	MMP	TEP	BRP	POP	MAP	SAP
Algeria	NP	NP	1/1	0/1	0/3	NP	NP	NP	NP	NP	NP	NP
Angola	0/1	3/6	0/1	0/1	0/2	0/1	NP	NP	NP	0/1	NP	NP
Benin	0/2	NP	0/2	0/1	0/4	NP	NP	NP	NP	0/2	NP	NP
Botswana	2/2	2/2	NP	NP	5/5	NP	NP	NP	1/1	NP	NP	NP
Burundi	0/3	NP	NP	NP	0/4	0/1	NP	NP	0/2	NP	NP	NP
Cameroun	0/2	NP	NP	0/1	0/2	0/1	NP	0/6	0/1	0/1	NP	NP
Cape Verde	NP	NP	0/3	0/2	0/4	NP	NP	NP	0/1	0/1	NP	NP
CAR	NP	NP	NP	NP	0/2	0/1	NP	NP	NP	NP	NP	NP
Chad	NP	NP	NP	NP	0/2	NP	NP	NP	0/2	NP	NP	NP
Comoros	1/1	NP	1/1	1/1	1/1	NP	NP	NP	NP	NP	NP	NP
Congo	1/2	NP	0/1	NP	1/3	1/2	NP	NP	1/2	1/2	NP	NP
Djibouti	NP	NP	NP	3/3	NP	NP	NP	NP	NP	1/1	NP	NP
Egypt	1/1		NP	NP	NP	NP	NP	NP	2/2	NP	NP	NP
Equat. Guinea	NP	NP	NP	NP	0/1		NP	NP	NP	NP	NP	NP
Ethiopia	1/3	NP	NP	0/3	1/4	NP	NP	NP	4/4	0/1	1/1	NP
Gabon	0/2	1/1	1/1	1/1	1/1	NP	NP	NP	NP	3/3	NP	NP
Gambia	4/6	NP	0/1	0/2	0/2	NP	NP	NP	1/2	NP	NP	NP
Ghana	0/3	NP	NP	0/3	1/1	NP	NP	0/2	1/1	NP	NP	NP
Guinea	NP	NP	0/3	0/2	0/3	0/1	0/1	0/4	0/3	0/1	NP	NP
Guinea Bissau	NP	NP	0/2	NP	0/2	NP	NP	NP	0/1	NP	NP	NP

Countries	ROP	RAP	SHP	HAP	AIP	INP	MAP	TEP	BRP	POP	MAP	SAP
Ivory Coast	0/2	NP	0/1	0/1	0/2	0/1	NP	NP	0/3	1/1	NP	NP
Kenya	0/1	0/1	NP	0/2	0/4	NP	NP	0/2	0/4	NP	NP	NP
Lesotho	0/2	1/1	NP	NP	2/2	NP	NP	NP	3/4	NP	NP	NP
Liberia	NP	NP	0/1	0/1	0/1	NP	NP	NP	0/1	0/1	NP	NP
Libya	NP	3/3	0/1	0/4	0/1	NP	NP	NP	NP	NP	NP	NP
Madagascar	NP	NP	NP	1/2	NP	1/1	1/1	NP	NP	NP	NP	NP
Malawi	2/4	6/6	NP	NP	2/2	2/4	NP	NP	NP	NP	NP	NP
Mali	1/3	4/5	NP	NP	1/1	0/1	NP	NP	0/2	NP	NP	NP
Mauritania	NP	NP	0/1	0/1	0/1	NP	NP	0/1	NP	0/1	NP	NP
Mauritius	6/6	NP	0/1	3/4	3/3	NP	NP	2/2	NP	NP	NP	NP
Morocco	0/2	1/1	NP	0/1	NP	NP	NP	NP	NP	NP	NP	NP
Mozambique	0/5	0/2	0/3	NP	0/6	NP	NP	NP	NP	0/1	NP	NP
Niger	6/7	NP	0/1	0/1	2/3	NP	NP	NP	1/4	1/1	NP	NP
Nigeria	0/1	NP	0/1	0/3	0/1	0/1	NP	NP	0/2	NP	NP	NP
Rwanda	2/4	NP	NP	1/1	2/2	NP	NP	NP	NP	NP	NP	NP
Sao Tome	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Senegal	0/1	NP	0/1	NP	0/1	0/2	NP	NP	0/2	NP	0/1	NP
Seychelles	3/3	NP	NP	1/1	2/2	NP	NP	NP	NP	NP	NP	NP
Sierra Leone	2/2	NP	NP	1/1	2/2	NP	NP	NP	0/2	NP	NP	NP
Somalia	NP	NP	0/1	0/1	0/6	NP	NP	NP	NP	NP	NP	NP
Sudan	0/2	2/2	NP	0/1	0/1	0/7	NP	NP	0/2	NP	NP	NP
Swaziland	1/3	1/1	NP	NP	1/3	NP	1/1	NP	NP	1/1	NP	NP
Tanzania	7/8	3/3	1/1	1/1	2/3	NP	NP	NP	0/3	1/1	NP	NP
Togo	5/5	NP	NP	1/1	1/1	NP	NP	0/1	0/1	NP	NP	NP
Tunisia	NP	NP	NP	0/2	NP	NP	NP	0/1	NP	0/1	NP	NP
Uganda	0/3	NP	NP	NP	0/2	NP	NP	0/1	0/4	0/1	NP	NP
Burkina Faso	0/1	NP	NP	NP	0/1	NP	NP	0/3	0/2	NP	NP	NP
Zaire	2/2	1/1	NP	1/1	1/2	0/2	NP	NP	NP	NP	NP	NP
Zambia	3/7	NP	NP	NP	3/3	NP	NP	5/5	1/1	NP	NP	NP
Zimbabwe	2/2	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Regional and sub-regional projects	0/10	5/12	0/11	0/14	0/10	0/13	0/2	0/13	0/4	0/2	0/1	0/1

FINANCING OF PROJECTS

SUMMARY

(Total amount in \$ million)

Sub-sectors	Number of projects			Total cost	Total cost	Local financing available	External financing obtained
	a	b	c				
<u>Transport</u>							
ROP	52	30	16	835.20	711.82	125.50	369.66
RAP	33	18	6	914.69	944.52	478.16	167.56
SHP	4	2	1	9.23	6.57	0.06	1.81
HAP	15	8	4	281.05	220.88	16.51	101.15
AIP	34	23	4	157.25	181.29	9.56	147.97
INP	4	3	1	50.42	84.44	16.22	52.90
MMP	2	0	1	0.33	1.70	0.01	0.60
<u>Total</u>							
transport	144	84	33	2248.17	2151.22	646.02	841.65
<u>Communications</u>							
TEP	7	6	0	57.10	45.95	10.12	32.83
BRP	15	9	2	65.67	80.38	12.69	45.23
POP	9	5	1	19.69	20.36	6.66	11.41
MAP	1	0	0	0.50	0.50	-	-
SAP	0	0	0	-	-	-	-
<u>Total</u>							
communications	32	20	3	142.96	147.19	29.47	89.47
Overall total	176	104	36	2391.13	2298.41	675.49	931.12

a: Number of projects on which reliable information on financing is available

b: Number of projects fully financed

c: Number of projects partly financed

Remarks: a - (b + c) represents the number of projects which have received no financing to date.

Financing of the Decade programme - Situation as at 31/12/84Roads and road transport

(Total amount in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Botswana	2	1	0	36.62	39.50	3.70	35.20
Burkina Faso	1	1	0	14.71	14.71	2.61	12.10
Congo	1	0	0	2.50	2.50	-	-
Egypt	1	1	0	45.00	23.70	23.70	-
Ethiopia	1	0	1	15.00	12.00	6.00	-
Gambia	4	3	1	33.10	34.60	3.40	30.20
Malawi	2	2	0	3.30	3.30	-	3.30
Mali	1	1	0	30.00	26.21	0.51	25.70
Mauritius	6	4	2	40.30	22.03	9.68	11.55
Niger	6	6	0	37.50	27.10	0.19	26.91
Rwanda	2	2	0	66.90	59.02	2.46	56.56
Seychelles	3	0	2	1.25	0.54	0.05	-
Sierra Leone	2	0	1	n.d.	45.50	2.40	-
Swaziland	1	1	0	1.20	1.20	1.20	-
Tanzania	7	1	6	283.30	209.27	50.20	44.27
Togo	5	2	2	84.94	66.64	0.40	51.37
Zaire	2	0	1	70.50	85.50	-	53.00
Zambia	3	3	0	53.13	31.50	16.00	15.50
Zimbabwe	2	2	0	15.80	7.00	3.00	4.00
Total	52	30	16	835.20	711.82	125.50	369.66

a: Number of projects on which reliable information on financing is available

b: Number of projects fully financed

c: Number of projects partly financed

Remarks: a - (b+c) represents the number of projects which have received no financing up-to-date.

Financing of the Decade programme - Situation as at 31/12/84

Railways and rail transport (RAP)

(Total amount in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Angola	3	0	0	19.00	19.00	-	-
Botswana	2	0	1	38.80	93.50	9.30	18.00
Gabon	1	1	0	392.00	356.00	331.70	24.30
Lesotho	1	0	0	1.30	1.30	-	-
Libya	3	3	0	n.d.	10.43	10.43	-
Malawi	6	4	0	55.55	55.55	5.40	-
Mali	4	2	1	45.60	46.05	12.50	28.37
Morocco	1	1	0	15.00	15.00	11.50	3.50
Sudan	2	2	0	45.40	45.40	22.45	22.95
Swaziland	1	0	1	6.54	7.48	3.28	2.50
Tanzania	3	1	2	274.20	274.20	69.10	53.30
Zaire	1	1	0	1.50	0.01	-	0.01
Regional and subregional	5	3	1	19.80	20.60	2.50	14.63
Total	33	18	6	914.69	944.52	478.16	167.55

Financing of the Decade programme - Situation as at 31/12/84

Maritime transport (SHP)

(Total amount in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Algeria	1	0	0	8.00	4.50	-	-
Comoros	1	1	0	0.60	0.60	-	0.60
Gabon	1	1	0	0.03	0.47	0.06	0.41
Tanzania	1	0	1	0.60	1.00	-	0.80
Total	4	2	1	9.23	6.57	0.06	1.81

Financing of the Decade programme - Situation as at 31/12/84

Ports (Total amounts in \$million)

Countries	Number Projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Comoros	1	1	0	37.50	37.50	-	37.50
Djibouti	3	3	0	15.25	18.43	-	18.43
Gabon	1	1	0	n.d.	6.00	6.00	-
Madagascar	1	0	0	1.00	1.00	-	-
Mauritius	3	2	0	4.06	20.30	0.01	0.29
Rwanda	1	0	1	7.10	8.50	-	2.00
Seychelles	1	0	1	0.30	0.30	-	0.03
Sierra Leone	1	0	0	0.25	0.25	-	-
Tanzania	1	0	1	21.79	19.70	10.50	-
Togo	1	0	1	106.80	106.80	-	40.80
Zaire	1	1	0	87.00	2.10	-	2.10
Total	15	8	4	281.05	220.88	16.51	101.15

Financing of the Decade programme - Situation as at 31/12/84

Air transport (AIP)

(Total amounts in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Botswana	5	5	0	1.91	1.91	0.75	1.16
Comoros	1	1	0	1.20	1.20	-	1.20
Congo	1	1	0	26.00	26.00	-	26.00
Ethiopia	1	1	0	1.29	1.39	0.47	0.92
Gabon	1	1	0	1.60	0.23	-	0.23
Ghana	1	1	0	0.60	0.15	0.02	0.13
Lesotho	2	1	1	61.81	43.81	4.20	28.81
Malawi	2	1	1	2.80	2.11	0.26	1.78
Mali	1	0	0	0.51	0.61	-	-
Mauritius	3	3	0	0.10	7.03	0.03	7.00
Niger	2	2	0	4.88	8.51	1.89	6.62
Rwanda	2	1	0	11.60	25.34	-	21.34
Seychelles	2	1	1	5.82	5.44	-	1.33
Sierra Leone	2	1	0	8.99	2.43	1.75	-
Swaziland	1	0	1	1.60	1.68	0.05	0.13
Tanzania	2	2	0	20.06	47.32	-	47.32
Togo	1	0	0	0.69	0.47	-	-
Zaire	1	1	0	4.00	4.00	-	4.00
Zambia	3	0	0	0.79	1.66	0.14	-
Total	34	23	4	157.25	181.29	9.56	147.97

Financing of the Decade programme - Situation as at 31/12/84

Inland water transport (INP)

(Total amounts in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Congo	1	0	1	41.20	41.20	6.88	19.00
Madagascar	1	1	0	n.d.	34.02	3.34	30.68
Malawi	2	2	0	9.22	9.22	6.00	3.22
Total	4	3	1	50.42	84.44	16.22	52.90

Financing of the Decade programme - Situation as at 31/12/84

Multimodal transport (MMP)

(Total amounts in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Madagascar	1	0	1	n.d.	1.37	0.01	0.60
Swaziland	1	0	0	0.33	0.33	+	-
Total	2	0	1	0.33	1.70	0.01	0.60

Financing of the Decade programme - Situation as at 31/12/84Telecommunications

(Total amounts in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Mauritius	2	1	0	0.44	5.60	1.00	1.60
Zambia	5	5	0	56.66	40.35	9.12	31.23
Total	7	6	0	57.10	45.95	10.12	32.83

Financing of the Decade programme - Situation as at 31/12/84

Broadcasting (BRP)

(Total amounts in \$ million)

Countries	Number of projects			Total cost	Total revised ccst	Local financing available	External financing obtained
	a	b	c				
Botswana	1	1	0	2.60	3.10	2.10	1.00
Congo	1	0	0	0.45	6.00	-	-
Egypt	2	2	0	8.00	4.50	4.50	-
Ethiopia	4	2	0	6.65	11.30	3.40	-
Gambia	1	0	1	0.84	0.33	-	0.23
Ghana	1	0	1	2.70	10.06	2.00	-
Lesotho	3	3	0	0.20	0.69	0.69	-
Niger	1	0	0	0.23	0.40	-	-
Zambia	1	1	0	44.00	44.00	-	44.00
Total	15	9	2	65.67	80.38	12.69	45.23

Financing of the Decade programme - Situation as at 31/12/84

Postal Services (POP)

(Total amounts in \$ million)

Countries	Number of			Total cost	Total revised cost	Local funding available	External financing obtained
	a	b	c				
Congo	1	0	0	1.68	1.68	-	-
Djibouti	1	1	0	0.74	0.71	0.56	0.15
Gabon	3	3	0	7.00	7.70	6.10	1.60
Ivory Coast	1	0	0	0.18	0.18	-	-
Niger	1	0	1	0.18	0.18	-	0.16
Swaziland	1	0	0	0.41	0.41	-	-
Tanzania	1	1	0	9.50	9.50	-	9.50
Total	9	5	1	19.69	20.36	6.66	11.41

Financing of the Decade programme - Situation as at 31/12/84

Manpower and Training (MAP)

(Total amounts in \$ million)

Countries	Number of projects			Total cost	Total revised cost	Local financing available	External financing obtained
	a	b	c				
Ethiopia	1	0	0	0.50	0.50	-	-
Total	1	0	0	0.50	0.50	-	-