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

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\* A/35/150.

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
I. INTRODUCTION . . . . .	1 - 3	3
II. PROGRAMME FOR PHASE I OF THE DECADE, 1980-1983 . . . . .	4 - 6	3
III. PROGRAMME PROMOTION ACTIVITIES CARRIED OUT FROM JULY TO LATE NOVEMBER 1979 . . . . .	7	7
IV. THE PLEDGING CONFERENCE . . . . .	8	7
V. LESSONS TO BE DRAWN FROM THE CONFERENCE . . . . .	9 - 18	8
Regional and subregional projects . . . . .	15 - 18	9
VI. PREPARATION FOR PHASE II OF THE DECADE, 1984-1988 . . . . .	19 - 26	10
A. At the national level . . . . .	24 - 25	11
B. At the subregional and regional levels . . . . .	26	11
VII. THE ROLE OF ECA IN THE DECADE . . . . .	27 - 29	11
VIII. ECA ACTIVITIES SINCE NOVEMBER 1979 . . . . .	30 - 39	12
IX. RESPONSIBILITIES OF AFRICAN COUNTRIES . . . . .	40 - 46	14
X. CONCLUSIONS . . . . .	47 - 49	16

ANNEXES

- I. Response to the message dispatched on 6 December 1979 by the Executive Secretary of the Economic Commission for Africa to various prospective donors requesting them to provide a list of ongoing and pipeline projects in connexion with the Decade
- II. Summary of projects by sector
- III. Decade projects and amounts earmarked by donors
- IV. Resolution 391 (XV) of the ECA Conference of Ministers

## I. INTRODUCTION

1. This report has been prepared in accordance with paragraph 6 of General Assembly resolution 32/160 of 19 December 1977 which requested the Secretary-General to submit a report to the General Assembly at its thirty-third session, through the Economic and Social Council at its sixty-fifth session, a detailed progress report on the implementation of the resolution and to submit thereafter annual progress reports.
2. The Assembly of Heads of State and Government of the Organization of African Unity, in resolution 738 (XXXIII) adopted at its session of July 1979, and the Economic and Social Council, in resolution 1979/61 adopted on 3 August 1979, adopted the Global Strategy for the United Nations Transport and Communications Decade in Africa, 1978-1988, and the Programme of Action for Phase I, 1980-1983. The provisions of the Strategy and of the Programme of Action, which were worked out at the Conference of Ministers of Transport, Communications, Information and Planning that met in Addis Ababa from 9 to 12 May 1979, are contained in volume I of the Decade (E/CN.14/726).
3. Following the publication of volume I and in preparation for the Pledging Conference for the Decade which the United Nations Secretary-General had been asked to convene and which took place in New York on 20 November 1979, the Economic Commission for Africa (ECA) prepared volume II (E/CN.14/726/Add.1) in 12 parts (one on each sector) comprising data sheets for projects to be carried out from 1980 to 1983. The document came in useful after a second round of consultation missions was conducted throughout Africa in June 1979 to update certain project estimates, appraise those projects that had merely been listed in volume I, itemize, select and identify projects that had been submitted after the Addis Ababa Conference by countries which it had not been possible, for various reasons, to visit during the first round of missions conducted from October 1978 to February 1979.

## II. PROGRAMME FOR PHASE I OF THE DECADE, 1980-1983

4. The entire amount required for this programme stands at \$US 8.9 billion in round figures, slightly higher than the figure indicated in volume I for the reasons outlined above. There are 771 operations listed in volume II; they are:
  - (a) 550 general studies, technical assistance, co-operation and training projects in addition to infrastructural and material and equipment acquisition projects that had been studies and could be carried out in the immediate or short term. The cost of these projects is estimated at \$US 8,504,540,000.
  - (b) 221 specific viability and implementation studies which had to be carried out, that can reasonably be expected to be completed only towards the end of phase I or early in phase II (1984-1988) of the Decade. These studies will cost \$US 351.4 million.

5. Programme projects can be classified by subsector as follows:

<u>Projects a/</u>	<u>\$ millions</u>	<u>Percentage</u>
<u>Transport:</u>		
Roads and road transport (ROP)	1,796.19	20
Railways and rail transport (RAP)	3,223.11	36.5
Maritime transport (SHP)	320.04	4
Maritime ports (HAP)	632.74	25
Air transport (AIP)	2,240.76	7
Inland water transport (INP)	86.20	1
Multimodal transport (MMP)	43.15	0.5
Subtotal	8,342.19	94.0
<u>Communications:</u>		
Telecommunications (TEP)	223.48	2.5
Communication by satellite (SAP)	0.38	--
Broadcasting (BRP)	169.41	2
Postal services (POP)	44.35	0.5
Training in communications (MAP)	76.13	1
Subtotal	513.75	6.0
GRAND TOTAL	8,855.94	100

a/ The initials correspond to the various numbered projects in volume II; for example ROP (road projects), RAP (railway projects) etc.

6. The two tables below provide a brief analysis of the programme priorities of the Global Strategy for the Decade and the nature of the project.

Table 1

Analysis of programme according to priority

(in millions of \$)

Priority sectors	Regional projects	Subregional projects	National projects with regional or subregional impact			National projects		Total
			In under-privileged countries	In more advanced countries	In under-privileged countries	In more advanced countries		
Transport	239.01	996.36	1 464.89	1 366.03	1 266.19	3 009.71	8 342.19	
Communications	182.33	0.66	-	-	74.86	255.90	513.75	
Total	421.34	997.02	1 464.89	1 366.03	1 341.05	3 265.61	8 855.94	
Percentages	5	11	17	15	15	37	100	
		16		32		52		

Table 2  
 Analysis of programme according to nature of project  
 (in millions of \$)

Actions	Infrastructures and equipment/materials				Total
	In under-privileged countries	In more developed countries	General and technical assistance and co-operation action	Specific studies and training	
Transport	3 137.55	4 062.70	731.70	410.24	8 342.19
Communications	150.72	244.05	31.82	87.16	513.75
Total	3 288.27	4 306.75	763.52	497.40	8 855.94
Percentages	37	49	9	5	100
	86				

### III. PROGRAMME PROMOTION ACTIVITIES CARRIED OUT FROM JULY TO LATE NOVEMBER 1979

7. Immediately after the OAU Assembly of Heads of State and Government and the Economic and Social Council considered the Global Strategy for the Decade and approved the programme for phase I 1980-1983, ECA undertook a series of sensitization activities with potential funding agencies and donors for the Decade by:

(a) Calling a meeting in Addis Ababa, on 31 July 1979, of the ambassadors of industrialized countries accredited to the Government of Ethiopia and the EEC/EDF representative in Ethiopia;

(b) Sending missions in September 1979 to explain the programme of the Decade to international financial institutions (the World Bank, UNDP, OPEC Fund, ABEDA, ADB, EIB, Arab Funds of Kuwait and of Abu Dhabi) and competent bodies in the area of development aid in Africa, countries that give bilateral assistance (Federal Republic of Germany, Italy, Switzerland, the Netherlands, France, the Scandinavian countries, United States of America, Canada, Japan, Austria, Kuwait, Qatar, the United Arab Emirates, Oman, Saudi Arabia). This series of missions took off in Brussels after the Executive Secretary of ECA had talks on 5 and 6 September 1979 with the authorities of EEC/EDF and held a meeting at the ACP secretariat with the ambassadors of the countries accredited to the Belgian Government:

(c) Preparing for the Pledging Conference fixed for 20 November 1979, which was preceded by a meeting of the Interagency Co-ordinating Committee and a "prepledging conference" at United Nations headquarters.

### IV. THE PLEDGING CONFERENCE

8. The Pledging Conference resulted in:

(a) Firm unconditional commitments to the Decade, exclusively by African countries, totalling \$US 128,088; 1/

(b) Pledges for the development of transport and communications in Africa in the form of bilateral or multinational assistance by a number of industrialized countries; Nigeria (for its own programme), and various international financial institutions (UNDP, World Bank, EDF, ADB) totalling some \$US 6.3 billion:

(c) Extension to 30 June 1980, of the time within which countries and funding agencies that could not pledge at the Conference or were not represented should make their commitments.

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1/ These pledges had increased as of April 1980 to \$US 155,588.

V. LESSONS TO BE DRAWN FROM THE CONFERENCE

9. Countries and institutions that were unable to announce figures or programmes at the Conference none the less indicated and highlighted the support they had given in the past to the development of transport and communications in Africa, committing themselves to maintain and even increase their assistance in these areas. It is also assumed that industrialized countries and such financial institutions as OPEC and ABEDA which were not represented at the Conference but which are known to be assisting the development of these sectors will continue to do so. It can also reasonably be expected that the potential contributions of all these funding agencies added to the \$US 6.3 billion recorded at the Conference will make it possible to attain the target of \$US 9 billion required to implement the programme for phase I of the Decade. This means that the programme is not over-ambitious as has been thought.

10. This optimism (or certainty) is warranted by the fact that information received to date at ECA indicates that some 20 funding agencies have already provided, as of April 1980, \$US 2.3 billion worth of financing for ongoing projects in connexion with the Decade, while projects costing in the neighbourhood of \$US 850 million have aroused the interest of some funding agencies. Further information has yet to be received particularly from FAC in France, EDF and USAID. 2/

11. The significant unanimous position that emerged from the Conference which will have no mean impact on the implementation of the Decade was the stand taken, with few exceptions, by funding agencies that implementation of the Decade programme should be financed exclusively under bilateral and multilateral arrangements.

12. Implementing the Decade programme under bilateral agreements concluded between beneficiary countries and funding agencies which intend to maintain their respective practices and procedures creates a certain framework and some constraints on:

(a) The prerogative of African States to appropriate as they see fit the quotas allocated to them (by the World Bank, for example, and by EDF under Lomé II) among the various sectors (agriculture, stockraising, industry, health, education, transport and communications and so on);

(b) The right of African States to submit projects in any sector to interested funding agencies.

13. ECA, as lead agency for the Decade, will have to see to it that African countries respect the priorities they have set themselves in transport and communications and in the programme of action they themselves have prepared.

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2/ Details are given in annex I to this report.



14. Two major preoccupations can be discerned from the emerging puzzle, one of them with regard to implementing regional and subregional infrastructural, equipment, training and study projects, the other regarding the preparation of the second phase of the Decade and involving some 221 study projects selected during phase I, 1980-1983.

#### Regional and subregional projects

15. Whereas national projects and even national projects with a subregional or regional impact have every chance of being implemented by African countries on their own the same may not be true for regional or subregional operations that are for one thing less attractive to national services which often feel less directly concerned and for another require protracted negotiation of a consensus among countries owing to their more complex mode of implementation.

16. From the funding agencies viewpoint these operations also invariably raise problems since financial institutions or donor countries prefer to have to deal with a single partner regardless of the importance that all funding agencies attach to regional and subregional projects.

17. Such regional groupings as the Economic Community of West African States (ECOWAS), the Economic Community of the Great Lakes Countries (CEPGL), the Central African Customs and Economic Union (UDEAC), the Kagera River Basin Development Authority, the Mano River Union, the Common African and Mauritian Organization (OCAM) will obviously facilitate future negotiations since they can elicit consensus among the countries they represent for a specific project and in so doing avoid unco-ordinated submissions to a funding agency or financial group. ECA is making efforts to establish more such bodies including:

(a) The "authorities" of the major trans-African highways beginning with the Mombasa-Lagos Highway Authority;

(b) The preferential trade area for eastern and southern African States (PTA) which, in the long term, could become a structured economic community.

18. While such intergovernmental organizations provide a sound basis for launching regional and subregional projects, ECA would also be equally well-placed to conduct such operations if it had the financial resources. Meetings between funding agencies and African Governments organized according to type of project or geographical location might provide a positive response to the concerns expressed. That is one of the recommendations made in resolution 391(XIV) adopted by the Conference of Ministers at its meeting in Addis Ababa from 9 to 12 April 1980 and reproduced in annex IV of this report.

VI. PREPARATION FOR PHASE II OF THE DECADE, 1984-1988

19. The first phase of the Decade, 1980-1983 should prepare the ground for the second phase which is concerned solely with the financing and implementation of new projects and the continuing identification of other new projects, and also with the continued implementation of projects started during the first phase.

20. The execution of studies for the 221 projects listed in the programme for phase I will determine the uninterrupted implementation of the programme for phase II and must, for this reason, take place simultaneously with that of the 550 projects ready to be implemented immediately or in the short term. The 221 projects are classified as follows:

	<u>Number</u>	<u>Cost</u> (in millions of \$)
Roads	74	205.18
Railways	13	58.51
Maritime transport	6	15.80
Ports	21	9.45
Air transport	27	36.93
River transport	26	10.76
Telecommunications	8	1.41
Broadcasting/television	22	4.40
Postal services	22	6.96
Training and manpower	<u>2</u>	<u>2.00</u>
Total	<u>221</u>	<u>351.40</u>

21. Funding agencies, donor countries and finance institutions are often reluctant to finance studies because they fear that such action might be interpreted as an undertaking on their part to provide finance for the subsequent implementation of the projects studied. On the other hand, a good many of the specific studies to be undertaken can be financed externally only through loans from, for example, the World Bank which implies that the cost of the studies would have to be reimbursed and that if it is found the studies prepared would not be viable, recipient countries would have incurred debts to no practical purpose.

22. ECA, as the lead agency of the Decade, has full responsibility for preparing the programme for phase II, and must also ensure, therefore, that the 221 study projects included in phase I are actually carried out. It will consequently need the resources, and particularly the financial resources, to do so. The latter can be provided by States, either individually or in subgroups, so that ECA can carry out these studies in collaboration with OAU. ECA could in this way play its role fully as lead agency since it would initiate operations and take responsibility for them.

23. Some of these projects are of national interest, while others involved a group of countries in a particular subregion. So that these studies can be started in the near future, a number of steps can be taken:

A. At the national level

24. The projects in question should be given priority in the development plans of the African States concerned, so that they can be carried out during the first phase. At the same time, every African State involved should see whether it would be possible for part or all of the funds required for the study to be included in its own budget.

25. Since each State is responsible for presenting projects to the various funding agencies, it is its responsibility, in principle, to take this step; ECA will then participate in the implementation of the project as such.

B. At the subregional and regional levels

26. This is where ECA's role is most sensitive and important. There are in fact a number of study projects that concern a group of countries in a subregion. These studies can be undertaken efficiently only by ECA or under its supervision. ECA can undertake these studies only if funds are made available to it. They can be provided only by countries in the subregion or by funding agencies. ECA should therefore make contact with the African countries concerned in order to consider the most appropriate ways of carrying out these studies. New approaches and actions will need to be planned in order to mobilize such financial resources.

VII. THE ROLE OF ECA IN THE DECADE

27. Until the 20 November 1979 Pledging Conference, ECA had confined its promotional activities to preparing what is more or less the Decade charter - volumes I and II of the Decade - and conducting missions to sensitize potential funding agencies to the Decade Programme. The question now is to determine exactly what ECA's future role in implementing the Decade should be in light of the constraints and considerations discussed above. Apart from the prospects of participation outlined in paragraphs 17, 21 and 25 above ECA's role would seem to be limited to that of co-ordinator, organizer, catalyst and negotiator in situations where, supported by its MULPOCs and acting in concert with the Organization of African Unity and United Nations bodies (particularly the specialized agencies), ECA could take the initiative and act on an ad hoc basis only in the event of:

(a) A country submitting a project to a funding agency that may accept or reject it. Should the project be rejected ECA could mediate or help the country to look for another funding agency;

(b) A similar scenario arises when a funding agency finds a project in which it is interested to be beyond its means. ECA could in such a case take the initiative of consulting a group of funding agencies for purposes of joint financing;

(c) A financial institution expressing interest in a particular Decade programme project which the country or subregional grouping concerned either does not submit or submits to another funding agency. ECA could in this case intervene as a mediator or negotiator;

(d) The need arising to harmonize such legislation as road traffic and maritime codes which will sustain efforts from ECA in what may turn out to be protracted negotiations and dealings;

(e) Assistance being required for setting up a co-ordinating body that would ensure better utilization of national air fleets or for setting up multinational port dredging syndicates should feasibility studies included in the Decade programme regarding the two projects turn out positive;

(f) The Commission having to undertake by itself, subject to the logistical support 3/ and expertise provided it, specific and in particular, regional studies.

28. Implementation of the Decade is therefore a complex matter that will have to be carried out in an extremely flexible manner.

29. This complexity emerged immediately after the Pledging Conference of 20 November 1979 and has made ECA, by sheer force and pressure of circumstances and events, to embark on the implementation of the Decade Programme.

#### VIII. ECA ACTIVITIES SINCE NOVEMBER 1979

30. One of the first general activities was to try to assess the situation by requesting potential funding agencies and African countries to send ECA a list of the projects by sector together with their cost, progress report, or data required by certain funding agencies. Paragraph 9 above describes the information gathered in this connexion from a score of donor countries whereas African countries gave very little response to this request.

31. This activity is still under way with an effort to rationalize the information received from funding agencies that have shown their understanding of ECA's concerns. The ECA Conference of Ministers in resolution 391 (XV) in a way institutionalized the system for countries to communicate ad hoc information regularly to ECA.

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3/ Particularly the financial support secured in the form of firm commitments made at the Conference held at United Nations Headquarters.

32. Only when ECA is provided with information can the Commission monitor the progress of the Decade Programme, keep abreast of development and co-ordinate its activities.
33. Should a funding agency or financial consortium be interested in a particular project on the Decade Programme, ECA can reasonably expect to be able to maintain and stimulate that interest only when there is no chance of duplication - the financing required should not have been already provided in full or in part by another party. If it has, the agency, amount and percentage will have to be specified.
34. Plans have been made to store such information in a computer so that it can be retrieved easily as and when necessary.
35. A second continent-wide activity initiated in the wake of the Pledging Conference focused on sensitizing African countries to priority objectives for the Decade using the forum provided by the meetings of the Ministers of Planning of the various MULPOC countries between January and March 1980. <sup>4/</sup> This activity is currently being pursued jointly with such financial institutions as UNDP and EDF through the programming missions they are conducting throughout Africa to assist countries in preparing their development plans and through United Nations specialized agencies. Naturally, such meetings as the ECA Conference of Ministers (9 to 12 April 1980) and the OAU Economic Summit held in Lagos (28 to 30 April 1980) have provided a forum for discussing problems and working out solutions involved in the implementation of the Decade.
36. As part of the effort to publicize the Decade and to mobilize support for the collective self-reliance and economic interdependence objectives being pursued through the Decade Programme, a documentary film is being shot throughout Africa in the first quarter of 1980 under United Nations auspices (ECA/UNDP) to be shown before the year is out on television both in African countries with television networks and in industrialized countries so as to bring the importance of the Decade home particularly to people in industrialized countries.
37. In addition to these general activities ECA has, since November 1979, carried out more specific activities more closely focused on concrete objectives; they include the following:
- (a) The Executive Secretary of ECA, while visiting Vienna as the guest of the Government, took the opportunity to meet high-ranking officials of like-minded countries (Austria, Belgium, Canada, Denmark, Finland, Ireland, the Netherlands, Norway and Sweden) in order to bring the projects of the Decade to their attention and to consider with them various methods of financing those projects. He took
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- <sup>4/</sup> Central Africa II (Kinshasa): 10 to 22 January 1980; Eastern and Southern Africa (Gaborone): 23 to 26 January 1980; West Africa (Niamey): 15 to 16 February 1980; Central Africa (Brazzaville): 1 to 3 March 1980.

advantage of this visit to meet and discuss with the Director-General and the Secretary-General of OPEC the advisability of increased participation in the Decade by the OPEC Special Fund. This subject was taken up again at the ECA Conference of Ministers held at Addis Ababa in April 1980.

(b) ECA was able to play an important role in highlighting the Decade Programme and eliciting due respect for it at the EEC/ACP seminar (by East African and Indian Ocean Group of countries) held at Mahe in the Seychelles from 17 to 20 April 1980 to which the Commission had been invited as an observer.

(c) A meeting of EEC/ECA with African countries at the level of experts is scheduled to take place in the last quarter of 1980 with a view to determining Decade projects which EDF (and possibly EIB) could finance.

(d) In the more immediate future, ECA will be participating in a Conference of funding agencies being organized for the Central African Republic in Bangui to discuss, inter alia, road projects relating to the Mombasa-Lagos trans-African highway.

38. ECA's activities in this regard must expand since the first few months of implementing the Decade Programme have underscored the need for frequent personal contact between ECA officials and the competent authorities of funding agencies and African countries. ECA needs an adequate number of multidisciplinary and mobile staff. This is the objective that ECA intends to attain with UNDP financing in the order of \$US 1.5 million over the years 1980-1981. It involves establishing within the Transport, Communications and Tourism Division at ECA headquarters in Addis Ababa, a Co-ordinating Unit for the Decade comprising:

(a) A co-ordinator, assisted by two deputies (one specializing in transport, the other more in communications);

(b) A consultancy service;

(c) Adequate administrative support.

39. Such a unit is already operating, although with reduced staff, and will need to be expanded steadily.

#### IX. RESPONSIBILITIES OF AFRICAN COUNTRIES

40. It must be emphasized here that African countries must give the highest priority to the implementation of the Programme of Action of the Decade and that the projects that have been approved by the Ministers of Transport, Communications, Information and Planning should be included in the development plan of each African country so that finance can be sought.

41. Once priority has been given to the Programme of Action, the problem of financing arises. In view of the position adopted by various potential funding agencies, African countries should take the initiative and the responsibility for submitting the various projects to the various sources of finance. In this connexion, African countries should also point out to the industrialized countries that transport and communications projects should not be considered solely on the basis of traditional profit criteria, but also and above all, on the basis of the role that they play in helping to integrate the African continent, so that they therefore come within the framework of the economic complementarity policy.
42. Although the Decade's objective can be attained only with the backing of the international community, it is important for African countries to devote some of their local resources to the implementation of the programme for phase I. African countries have understood this so well that they were practically the only countries to make firm contributions recently at the first Pledging Conference for the Decade, in November 1979. However, they still need to make further efforts and sacrifices if only to ensure that their infrastructure is properly maintained.
43. While the African countries need the support and co-operation of the industrialized countries in establishing an integrated transport and communications network in Africa the resources that are provided for this purpose must first and foremost actually be allocated to the transport and communications sectors. The OAU Assembly of Heads of State and Government, held in Monrovia from 17 to 20 July 1979, adopted a development strategy for Africa up to the year 2000. If we want to be logical, we must acknowledge that no such development, which will benefit all the other spheres of activity, whether political, social, cultural, scientific or economic is possible unless Africa has an integrated transport and communications network.
44. Finally, financing for the programme as a whole can be secured in good time only if African countries and the funding agencies allow ECA to fully play its role as co-ordinator, organizer, catalyst and negotiator. One of ECA's essential roles will be to ensure that the African countries, which took the initiative for the Transport and Communications Decade in Africa, and which have prepared and approved the programme, should actually give it first priority in their requests for finance and in raising funds for various projects:
- (a) By negotiating a consensus among the countries involved in a regional or subregional project;
  - (b) By seeking appropriate sources of finance for a specific project, possibly leading to the formation of a co-financing group, etc.
45. This initial phase, namely the launching of the Decade, has clearly identified Africa's enormous needs and the objectives to be attained in accordance with the new approaches that have to be adopted. It now remains to implement this policy.

46. The success of such a policy will depend, in the first place, on the understanding and collaboration which the African countries as a whole can achieve; the steps that they will take in seeking project financing and the sacrifices that they will make in implementing the programme for phase I, and then on the collaboration forthcoming from countries that are already at a more advanced stage of development.

#### X. CONCLUSIONS

47. This report sums up the various stages covered in promoting the Decade since the OAU Summit meeting in July 1979 and since the second regular session of the Economic and Social Council that same year, and outlines the activities that ECA deemed worth undertaking as a follow-up to the New York Pledging Conference in order to carry out effectively the Decade Programme in the light of the prevailing circumstances and constraints.

48. It evokes, inter alia, ECA's concerns regarding implementation of regional and subregional projects in addition to specific studies that need to be carried out if the Decade Programme is to be implemented smoothly. These concerns will need to be taken into account and resolutions adopted to that effect so as to enable ECA, in collaboration with OAU, to direct the already complex operations.

49. Finally, the point needs to be stressed that these tasks can be carried out fully only with the active and unflinching co-operation of African countries which bear considerable responsibility in the implementation and success of the Decade Programme.



ANNEX I

Response to the message dispatched on 6 December 1979 by the Executive Secretary of the Economic Commission for Africa to various prospective donors requesting them to provide a list of ongoing and pipeline projects in connexion with the Decade

Developed countries, United Nations organizations and financial institutions provided ECA with certain information, but more still is expected especially from such institutions as EEC, USAID and FAC.

Donors who have responded are named in the following list which reflects the position as at 15 March 1980.

Countries

Germany, Federal Republic of  
Japan  
Nigeria  
Norway  
Netherlands  
Switzerland  
Finland  
Belgium  
Canada (CIDA)  
Sweden (SIDA)

United Nations agencies

United Nations Development Programme (UNDP)  
United Nations Educational, Scientific and Cultural Organization (UNESCO)  
United Nations Conference on Trade and Development (UNCTAD)  
Inter-Governmental Maritime Consultative Organization (IMCO)  
International Civil Aviation Organization (ICAO)

Financial institutions

Abu Dhabi Fund  
African Development Bank (ADB)  
Arab Bank for Economic Development in Africa (ABEDA)  
Caisse centrale de coopération économique (CCCE, France)  
International Bank for Reconstruction and Development/International  
Development Agency (IBRD/IDA)  
Kuwait Special Fund  
OPEC Special Fund

ONGOING AND PIPELINE PROJECTS BY SECTOR ACCORDING TO  
INFORMATION RECEIVED UP TO 15 MARCH 1980

Sector	No. of Decade projects, ongoing and pipeline	Amount earmarked (millions of dollars)	Cost of project as in Volume II
<u>Germany, Federal</u>			
<u>Republic of</u>			
ROP <u>a/</u>	7	43.05	103.85
RAP <u>b/</u>	5	70.75	216.19
HAP <u>c/</u>	4	40.0	100.3
AIP <u>d/</u>	1	3.0	0.230
INP <u>e/</u>	6	86.35	36.05
SAP <u>f/</u>	1	0.18	0.18
BRP <u>g/</u>	7	16.05	3.15
MAP <u>h/</u>	<u>1</u>	<u>0.5</u>	<u>2.42</u>
Total	32	259.97	462.37
<u>Japan</u>			
TEP <u>i/</u>	<u>1</u>	<u>32.0</u>	<u>0.07</u>
Total	1	32.0	0.07
<u>Nigeria</u>			
ROP <u>a/</u>	1	80.0	80.0
RAP <u>b/</u>	2	653.0	687.0
SHP <u>j/</u>	1	18.0	18.0
HAP <u>c/</u>	3	324.5	324.5
AIP <u>d/</u>	1	10.0	10.0
INP <u>e/</u>	1	0.36	0.36
BRP <u>g/</u>	<u>2</u>	<u>2.5</u>	<u>2.5</u>
Total	11	1,088.36	1,122.36

Sector	No. of Decade projects, ongoing and pipeline	Amount earmarked (millions of dollars)	Cost of project as in Volume II
<u>Norway</u>			
ROP <u>a/</u>	1	3.34	14.7
SHP <u>i/</u>	2	9.46	0.507
HAP <u>c/</u>	4	3.66	87.9
TEP <u>i/</u>	1	1.70	0.15
BRP <u>g/</u>	<u>3</u>	<u>2.317</u>	<u>6.815</u>
Total	11	20.477	110.072
<u>Netherlands</u>			
HAP <u>c/ k/</u>	<u>1</u>	<u>0.5</u>	<u>0.5</u>
Total	1	0.5	0.5
<u>Switzerland</u>			
ROP <u>a/</u>	<u>1</u>	<u>10.0</u>	<u>15.0</u>
Total	1	10.0	15.0
<u>Finland and Belgium</u>			
<p>These two countries have promised ECA to provide lists of Decade projects in which they will participate at a later date.</p> <p>Although the Congo informed ECA of a project (HAP-33) being financed by FAC (Fonds d'aide et de coopération), no direct information has been obtained from FAC itself. Because FAC is expected to inform ECA directly about the financing of this project, the project as well as the amount given by the Congo have not been included in the attached list for the time being. However, the amount earmarked by FAC for this project is \$910,000 according to information from the Congo.</p> <p>The same is true of the inland waterways project (INP-40) which, ECA has been informed by the Congo, the World Bank is interested in financing. However, according to the Congo's information the amount earmarked is \$24,280,000.</p>			
<u>United Nations agencies</u>			
<u>UNDP</u>			
RAP <u>b/</u>	3	2.3	508.8
HAP <u>c/</u>	1	0.2	0.3
INP <u>e/</u>	1	0.3	0.3
TEP <u>i/</u>	1	1.5	1.5
MMP <u>l/</u>	<u>1</u>	<u>0.5</u>	<u>0.5</u>
Total	7	4.8	510.9

Sector	No. of Decade projects, ongoing and pipeline	Amount earmarked (millions of dollars)	Cost of project as in Volume II
<u>Financial institutions</u>			
<u>ADB</u>			
ROP <u>a/</u>	10	122.25	472.5
RAP <u>b/</u>	3	45.5	206.5
HAP <u>c/</u>	3	99.08	133.9
AIP <u>d/</u>	2	10.8	40.3
INP <u>e/</u>	2	3.9	27.5
TEP <u>i/</u>	<u>5</u>	<u>13.91</u>	<u>32.92</u>
Total	25	295.44	913.62
<u>ABEDA (Khartoum)</u>			
ROP <u>a/</u>	1	10.0	65.0
RAP <u>b/</u>	1	10.0	16.0
HAP <u>c/</u>	1	4.6	24.9
TEP <u>i/</u>	<u>1</u>	<u>1.0</u>	<u>4.0</u>
Total	4	25.6	109.9
<u>World Bank</u>			
ROP <u>a/</u>	12	256.2	400.0
RAP <u>b/</u>	5	195.0	339.19
HAP <u>c/</u>	4	82.8	85.69
TEP <u>i/</u>	<u>2</u>	<u>(20.0)</u>	<u>0.37</u>
Total	23	554.0	825.25
<u>OPEC Special Fund</u>			
ROP <u>a/</u>	2	17.7	178.0
RAP <u>b/</u>	<u>1</u>	<u>4.5</u>	<u>128.0</u>
Total	3	22.2	306

Sector	No. of Decade projects, ongoing and pipeline	Amount earmarked (millions of dollars)	Cost of project as in Volume II
<u>Financial institutions (continued)</u>			
<u>Kuwait</u>			
POP <u>m/</u>	<u>2</u>	<u>2.33</u>	<u>2.33</u>
Total	2	2.33	2.33

Grand total: Number of Decade projects . . . . . 121  
Amount earmarked by donors . . . . . 2 315.677  
Cost of projects as in volume II . . . . . 4 186.372

Responding donors who have shown interest in some of the  
Decade projects but without indicating any amounts

CCCE (France)

ROP <u>a/</u>	6	313.0
HAP <u>c/</u>	1	3.0
AIP <u>d/</u>	2	28.5
TEP <u>i/</u>	5	29.5

CIDA (Canada)

ROP <u>a/</u>	1	38.0
RAP <u>b/</u>	2	130.0
HAP <u>c/</u>	2	50.3
INP <u>e/</u>	3	8.230
TEP <u>i/</u>	1	0.75
BRP <u>g/</u>	3	7.54

ICAO

AIP <u>d/</u>	8	10.235
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Kuwait Fund

ROP <u>a/</u>	1	65.0
HAP <u>c/</u>	2	7.2
INP <u>e/</u>	1	0.5

IDA

HAP <u>c/</u>	1	34.0
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Sector	No. of Decade projects, ongoing and pipeline	Amount earmarked (millions of dollars)	Cost of project as in Volume II
<u>UNDP</u>			
SHP <u>j/</u>	5		39.007
HAP <u>c/</u>	1		50.0
<u>Norway</u>			
SHP <u>j/</u>	7		31.076
HAP <u>c/</u>	<u>1</u>		<u>2.563</u>
Grand total	53		848.401

- a/ Roads and road transport.
- b/ Railways and rail transport.
- c/ Maritime ports.
- d/ Air transport.
- e/ Inland water transport.
- f/ Communication by satellite.
- g/ Broadcasting.
- h/ Training in communications.
- i/ Telecommunications.
- j/ Maritime transport.
- k/ More information supplied later.
- l/ Multimodal transport.
- m/ Postal services.

ANNEX II

Summary of projects by sector  
(as on 15 March 1980)

Subsector	Number of Decade projects for which amounts earmarked by donors	Amount earmarked (millions of dollars)		Number of projects for which interest shown	Cost of such projects as in volume II (millions of dollars)
		Donor	Volume II		
<u>Transport</u>					
Roads and road transport	35	542.54	1 236.04	8	416.0
Railways and rail transport	20	981.05	2 002.0	2	132.0
Maritime transport	3	27.46	18.507	12	68.032
Ports and harbours	21	555.43	757.69	8	147.063
Air transport	4	23.8	50.530	10	39.186
Inland water transport	10	90.82	64.21	4	9.03
Multimodal transport	1	0.5	0.5	-	-
Subtotal	94	2 221.6	4 129.477	44	811.311
<u>Communications</u>					
Telecommunications	11	70.11	39.07	6	29.55
Communications by satellite	1	0.18	0.18	-	-
Broadcasting	12	20.957	12.895	3	7.54
Postal services	2	2.33	2.33	-	-
Manpower training	1	0.5	2.42	-	-
Subtotal	27	94.077	56.895	9	37.09
GRAND TOTAL	121	2 315.677	4 186.372	53	848.401

Decade projects and amounts earmarked by donors

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
Germany, Federal Republic of	ROP-02	Regional highway training survey	1.0	0.150	Madagascar
	ROP-37	Construction of Lodwar-Sudan border road	3.34	14.7	Kenya/Sudan
OPEC Special Fund ABEDA	ROP-96	Construction of the Sevare-Gao road	14.5)	65.0	Mali
	ROP-96	Construction of the Sevare-Gao road	10.0)		
OPEC Fund	ROP-123	Kosti-EI Obeid road	3.20	113.0	Sudan
Germany, Federal Republic of	ROP-41	Ganta-Tappita-Tobli	5.0	29.95	Liberia (1980)
	ROP-40	Kley-Mano River Union bridge road paving) project			Liberia/Sierra Leone (1980)
	ROP-62	Construction of the Bo-Mano River Union ) bridge road )	10.0	39.0	
	ROP-55	Construction of Kigali-Ruhengeri-Cyanika road	2.6	40.0	Rwanda (1980)
	ROP-100	Study and construction of the Kayes-Senegal border road	0.45	0.75	Mali (1980)
	ROP-50	Niamey to Foetchango (the upper Volta border) road construction project	24.0	19.0	Niger (1980)
World Bank	ROP-108	Phenix-La Vigie-Mahebourg road	10.0	22.0	Mauritius
	ROP-54	Butare-Cyangugu road	18.0	51.2	Rwanda
IDA	ROP-10	Study and construction of the Ngaoundere-Guidjiba-Chad border road	14.0	74.9	United Republic of Cameroon
	ROP-91	Access roads for Lake Volta transport system (Tema-Akosombo-Akosombo port road); access roads to Tamale and Tenugaga ports	10.0	10.8	Ghana
	ROP-127	Purchase of road maintenance equipment	12.0	2.3	Togo
Nigeria	ROP-53	Abakaliki-Mfum road (United Republic of Cameroon road)	80.0	80.0	Nigeria



Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
IDA/Co-financing	ROP-23	Bossebele-Garoua-Boulai road construction	107.5	133.0	Central African Republic
IDA	ROP-35	Sao Vincente-Sao Domingos-Mpak road construction project	9.0	23.0	Guinea-Bissau
World Bank	ROP-40	Kley-Mano River Union bridge road paving project	10.7	10.0	Liberia
IDA/Co-financing	ROP-91	Access roads for Volta Lake transport system (Tema-Akosombo-Akosombo port road); access roads to Tamale and Tenuega ports	34.0	26.3	Ghana
	ROP-92	Technical assistance for the formulation of a medium- and long-term road transport development plan			Madagascar
	ROP-93	Bitumen-surfacing of the Tulear-Ifaty-Tanandava road (RN9)			Madagascar
World Bank	ROP-121	Improvement of main roads to bitumen standard	11.0	40.0	Swaziland
Switzerland	ROP-45	Construction of the Kolokani-Bamako road	10.0	15.0	Mali
IDA		Construction of Ngozi-Muying-Kobero road (about 103 km) and continuation of road maintenance	20.0	11.5	Burundi
	22	Total	420.29	821.55	
		<u>Railways and rail transport</u>			
Germany, Federal Republic of	RAP-26	Doubling of the Anyama-Douake section of the Abidjan-Ouagadougou railway track	22.5	78.0	Ivory Coast
	RAP-29	Realignment of the layout between Petionara and Tafiye			
	RAP-28	Doubling of the Anyama-Douake section of the Abidjan-Ouagadougou railway track	10.0	55.0	Ivory Coast (1980)
	RAP-07	Realignment of track and rebuilding of sections Eseka-Maloume and Edega-Eseka	17.5		United Republic of Cameroon

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
Germany, Federal Republic of	RAP-14	Rehabilitation of the Mombasa-Malaba (Uganda border) section	10.0)		Kenya
	RAP-14	Rehabilitation of the Mombasa-Malaba (Uganda border) section	7.5)	82.19	Kenya (1980)
World Bank	RAP-14	Rehabilitation of the Mombasa-Malaba (Uganda border) section	40.0)		Kenya
Germany, Federal Republic of	RAP-04	Team of regional experts	3.25	1.0	Egypt/Zaire
UNDP	RAP-06	Feasibility study for railway link Rusumo-Kitega and Kigali-Mwanza	0.8	0.8	Burundi/Rwanda
	RAP-20	Railway link among Zambia, Malawi and Mozambique	0.7	128.0	Zambia/Malawi/Mozambique
	RAP-41	Construction of the Chingola/Chidilabomewe to Luacano rail line (815 km)	0.8	380.0	Zambia/Angola
OPEC Special Fund	RAP-20	Railway link among Zambia, Malawi and Mozambique	4.5		Zambia side
ABEDA	RAP-21	Rehabilitation of 310 km of railway	10.0	16.0	Congo
World Bank	RAP-17	Modernization of 400 km of rail track on the Dar-es-Salaam-Kigoma trunk route	50.0	48.0	United Republic of Tanzania
IDA	RAP-27	Banana-Matadi railway line (150 km)	20.0	120.0	Zaire
World Bank	RAP-29	Realignment of the layout between Petionara and Tafire	38.0	23.0	Ivory Coast
Nigeria	RAP-02	Financing of four international professional training schools for railway personnel	15.0	49.0	Nigeria
	RAP-22	Construction of standard gauge from Legos to Maiduguri and from Port Harcourt to Sokoto	638.0	638.0	Nigeria
World Bank/IDA	RAP-07	Realignment of track and rebuilding of sections Eseka-Maloume and Ede-Eseka	47.0	116.0	United Republic of Cameroon
Total			935.55	1 734.99	

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
		<u>Maritime transport</u>			
Norway	SHP-11	Financial assistance to the regional academy of maritime science and technology, Accra	1.4	0.307	Ghana
	SHP-26	Feasibility study on the establishment of multinational shipping companies	8.06	0.2	United Republic of Tanzania
Nigeria	SHP-44	Financial assistance for the establishment of a nautical training school	18.0	18.0	Nigeria
		Total	27.46	18.507	
		<u>Ports and harbours</u>			
Germany, Federal Republic of	HAP-40	Expansion of the port of Abidjan	10.0	60.0	Ivory Coast
	HAP-49	Extension of the port of Lomé and construction of an access road	25.0		Togo
	HAP-49	Extension of the port of Lomé and construction of an access road	2.5	84.0	Togo (for 1980)
	HAP-63	Increase in port productivity			
	HAP-65	Purchase of equipment for Malagasy ports	2.5	17.3	Madagascar
UNDP	HAP-13	Harmonization of port operation and management statistics for East African ports	0.2	0.3	Eastern and Southern Africa
Netherlands	HAP-10	Study on the establishment of a dredging pool for West and Central African ports	0.5	0.5	West and Central Africa
Norway	HAP-10	Study on the establishment of a dredging pool for West and Central African ports	0.5		West and Central Africa
	HAP-11	Dredging pool equipment	0.5	4.0	West and Central Africa

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
Norway	HAP-28	Activities to reduce congestion in the port of Cotonou	1.66	24.9	Benin
	HAP-48	Widening and deepening of existing entrance channel, rehabilitation of existing port and new development projects	1.0 )		United Republic of Tanzania
World Bank	HAP-48	Widening and deepening of existing entrance channel, rehabilitation of existing port and new development projects	63.0 )	59.0	United Republic of Tanzania
ABEDA	HAP-28	Activities to reduce congestion in the port of Cotonou	4.6		Benin
World Bank	HAP-28	Activities to reduce congestion in the port of Cotonou	8.3		Benin
	HAP-72	Mogadiscio and Berbera port expansion feasibility study	5.5	1.0	Somalia
IDA	HAP-83	Expansion and rehabilitation of the port of Banjul	6.0	0.79	Gambia
Nigeria	HAP-45 HAP-46 HAP-76	Development of the port of Koko Purchase of a dredger Port Harcourt port expansion	out of 1.4 billion 324.5	324.5	Nigeria
		Total	456.26	576.29	
		<u>Air transport</u>			
Germany, Federal Republic of	AIP-07	Advisory team for medium-term assistance to national airlines	3.0	0.230	Somalia
Nigeria	AIP-117	Purchase of training equipment	10.0	10.0	Nigeria
		Total	13.0	10.230	
		<u>Inland water transport</u>			
Germany, Federal Republic of	INP-04	Development of lake transport in the Mano River basin	2.0	0.1	Liberia/Sierra Leone

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
Nigeria	INP-15	Economic and technical study on river transport on the Nigerian Benue river	0.36	0.36	Nigeria
Germany, Federal Republic of	INP-40	Modernization of river transport structures and extension of the river fleet	35.0	26.0	Congo
	INP-40	Modernization of river transport structures and extension of the river fleet	2.05		Congo (for 1980)
UNDP	INP-10	Definition of the type of vessels feasible for the Zambezi, Kafue, Limpopo and Luangwa rivers	0.3	0.3	Southern Africa (subregion)
Germany, Federal Republic of	INP-12	Study on the navigability of the Black Volta	37.6	0.150	Ghana (1980)
	INP-36	Study of the Onatra fleet and its operations	5.5	1.0	Zaire (1980)
	INP-13	Study aimed at making the Gambia river navigable for modern shipping	1.2	0.6	Gambia (1980)
	INP-24	Renewal of the river fleet	3.0	8.2	Mali (1980)
		Total	87.01	36.710	
		<u>Multimodal transport</u>			
UNCTAD	MMP-03	Financing for the implementation of the objectives adopted in the UNCTAD studies	0.5	0.5	Southern Africa (subregion)
		Total	0.5	0.5	
		<u>Telecommunications</u>			
ABEDA	TEP-02	PANAFTTEL project phase II: Survey of additional routes	1.0	4.0	
UNDP	TEP-03	Establishment of operational and maintenance structures	1.5	1.5	Regional

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
Norway (UNESCO)	TEP-16	Fellowships for training in telecommunications development planning	1.7	0.15	Regional (PANAFTEL)
Japan	TEP-34	Survey and planning of a rural telecommunications service	32.0	0.07	Kenya (Japan financing whole rural telecommunications networks)
World Bank	TEP-34	Pilot project for rural telecommunications			Kenya (World Bank financing also rural telecommunications networks)
	TEP-35	Pilot project for rural telecommunications	20.0	0.37	
		Total	56.2	6.09	
		<u>Communications by satellite</u>			
Germany, Federal Republic of	SAP-01	Feasibility study on the African regional satellite system	0.18	0.18	Regional
		Total	0.18	0.18	
		<u>Broadcasting</u>			
Norway (UNESCO)	BRP-01	Strengthening of existing training institutions and training of instructors with a view to utilization, operation, management and development of broadcasting in Africa	1.7	6.3	Regional
Germany, Federal Republic of	BRP-28	Installation of a 100 kW short-wave transmitter at Niamey	0.9	0.67	Niger
	BRP-26	Installation of a 20 kW medium-wave transmitter at Niamey			
	BRP-27	Installation of a 20 kW short-wave transmitter at Niamey			
	BRP-28	Installation of a 100 kW short-wave transmitter at Niamey	3.25	1.15	Niger

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project as in volume II (millions of dollars)	Beneficiary country
Germany, Federal Republic of	BRP-23	Introduction of a frequency modulation service in the Bamako area		0.18	Mali
	BRP-36	Installation of a 50 kW short-wave transmitter in Ouagadougou	1.5		Upper Volta
	BRP-41	Installation of a high frequency transmitter for overseas services	0.231	0.50	Cape Verde
	BRP-51	Feasibility study on improvement of the broadcasting training institute	0.476	0.015	Ghana
Nigeria	BRP-65	Feasibility study on improvement of the broadcasting training institute	2.5	2.5	Nigeria
	BRP-66	Feasibility study on the establishment of training programmes throughout Nigeria			
Germany, Federal Republic of	BRP-23	Introduction of a frequency modulation service in the Bamako area			Mali
	BRP-24	Feasibility study on the introduction of television			Mali
	BRP-25	Improvement of medium-wave coverage in four cities	10.4	1.58	Mali
	BRP-26	Installation of a 20 kW medium-wave transmitter at Niamey			Niger
		Total	20.957	12.895	
<u>Postal services</u>					
Kuwait a/	POP-18	Establishment of a post office and postal training centre at Djibouti	0.33	0.33	Djibouti
	POP-41	Establishment of a mail sorting and parcel handling centre at Nouakchott	2.0	2.0	Mauritania
		Total	2.33	2.33	

a/ Information communicated to UPU by the Postal Administration of Kuwait.

Donor	Project	Title	Amount earmarked (millions of dollars)	Cost of project		Beneficiary country
				as in volume II		
		<u>Manpower training</u>				
Germany, Federal Republic of	MAP-02	Establishment of a regional and multinational training centre for medium-level manpower for the Central African countries	0.5	2.42		Upper Volta (Subregional)
	<b>Total</b>		<u>0.5</u>	<u>2.42</u>		



ADB earmarkings for Decade-related projects

Sectors	Decade projects, ongoing and pipeline	Earmarked by donors (in millions of dollars)	Cost of project as in volume II
ROP (Burundi)	2 (not included in volume II, late consideration)	10.4	-
ROP (Egypt, the Sudan)	22	1.0 (study)	100.0
ROP (Kenya)	39	9.8	16.0
ROP (Rwanda)	55	4.3	40.0
ROP (Rwanda)	57	5.45	64.0
ROP (Mano River Union)	62	(study and const.) 2.6	23.0
ROP (United Republic of Tanzania)	66	10.4 (partial)	29.5
ROP (Uganda)	71	6.5	10.0
ROP (Ghana, Ivory Coast)	86	59.8	210.0
ROP (Mali, the Niger)	103	12.0	30.0
RAP (Benin, the Niger)	05	26.0	3.5
RAP (Guinea)	12	13.0	148.0
RAP (Ivory Coast, the Niger)	28	6.5	55.0
HAP (Benin)	28	34.94	24.9
HAP (Togo)	49	57.64	84.0
HAP (Comoros)	52	6.5	25.0
AIP (United Republic of Cameroon)	46	6.2	35.0
AIP (Seychelles)	124	4.6	5.3
INP (Congo)	40, 41	3.9	27.5
TEP (Malawi, Zambia, Mozambique)	01	6.89	1.79
TEP (Zambia)	26, 27, 28	5.04	7.19
TEP (Mauritania)	36	1.98	24.0
<b>Total</b>	<b>24</b>	<b>295.44</b>	<b>963.68</b>

ANNEX IV

Resolution 391 (XV) adopted by the  
ECA Conference of Ministers

The United Nations Transport and Communications  
Decade in Africa (1978-1988)

The Conference of Ministers,

Recalling its resolution 341 (XIV) adopted on 29 March 1979, which recommends that member States should give the highest priority to the development of transport and communications,

Noting with satisfaction resolution CM/Res.738 (XXXIII) adopted at Monrovia in July 1979 by the Summit Conference of Heads of State and Government of OAU and resolution 1979/61 of 3 August 1979 of the Economic and Social Council on the Transport and Communications Decade in Africa,

Noting further the results of the Conference of Ministers of Transport, Communications and Planning, held in Addis Ababa from 9 to 12 May 1979, which adopted the Global Strategy and Plan of Action for the first phase (1980-1983) of the Transport and Communications Decade in Africa,

Considering that the programme for the Transport and Communications Decade in Africa forms a whole and includes national, regional and subregional projects which should be fully implemented within the time framework so as to enable an integrated transport and communications network to be established in Africa,

Taking into account the difficult problems faced by the land-locked African countries and the need to establish new financing machinery for this purpose,

Taking into account further the encouraging results of the Pledging Conference convened on 20 November 1979 by the Secretary-General of the United Nations, during which a general consensus emerged among funding agencies on the financing, essentially on a bilateral basis, of the projects included in the programme for the first phase of the Transport and Communications Decade in Africa,

1. Thanks the Secretary-General of the United Nations for having organized the first Pledging Conference, thus enabling a beginning to be made in mobilizing resources for implementing the programme for the Transport and Communications Decade in Africa;

2. Congratulates the Economic Commission for Africa for the work done since March 1977 and for the positive and effective co-operation of the Organization of African Unity (OAU), the specialized agencies of the United Nations and African

intergovernmental organizations in collaborating with ECA in the preparation of the programme for the first phase of the Transport and Communications Decade in Africa;

3. Reiterates its appeal to member States to give the highest priority to the transport and communications projects adopted for the programme of the first phase and therefore to include them in their development plans;

4. Requests African States to take the initiative of submitting to the various sources of finance requests for the financing of the projects adopted for the first phase and to use the required resources for such purpose;

5. Requests also African States, on the one hand, to allocate from their own national resources a part of the budget for implementing the Decade programme, and on the other, to assign a part of the resources derived from outside aid to implement the specific studies contained in the programme for the first phase;

6. Appeals to African States to provide to ECA, in a manner which it shall determine, the necessary information on the progress made in implementing the projects in the programme for the Transport and Communications Decade in Africa so that it will be able to effectively perform the role assigned to it by the Global Strategy for the Decade;

7. Appeals also to the funding agencies and the different financing institutions to consider with ECA the possible ways of financing those projects of the Decade which are not national in character;

8. Calls upon the African States, the funding agencies and the various sources of finance for this purpose to involve ECA in the different phases of the negotiations on the financing of the projects;

9. Invites the Organization of Petroleum Exporting Countries (OPEC) to provide resources from the Special Fund to the implementation of the programme of the Transport and Communications Decade in Africa;

10. Requests the Executive Secretary of ECA to continue his efforts in ensuring the successful implementation of the programme for the first phase of the Decade by ensuring the necessary co-ordination between funding agencies and African countries for the programme, and particularly for regional and subregional projects, and national projects with regional or subregional impact;

11. Requests also the Executive Secretary of ECA to organize as quickly as possible, with groups of donor countries and the financing institutions and with the participation of Governments, United Nations institutions and African intergovernmental organizations:

(a) Either consultative technical meetings based on the various types of the Decade programme;

(b) Or consultative technical meetings based on groups of African countries or African subregions;

for the purpose of finding the additional financial resources necessary for implementing those Decade projects that are regional and multinational in character, and for urgently carrying out specific studies contained in the programme of the first phase, and which must be followed by concrete actions not later than during the second phase;

12. Requests further the Secretary-General of the United Nations to provide ECA with the financial means and resources necessary to enable it to ensure that the Decade is completely successful;

13. Requests the Executive Secretary of ECA to continue to submit progress reports on the implementation of the United Nations Transport and Communications Decade in Africa.

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