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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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## I. INTRODUCTION

1. The report of the Secretary-General (A/36/342) submitted to the Economic and Social Council at its second regular session of 1981 took stock of the activities and action since 1978 to promote and implement the programme for the first phase (1980-1983) of the transport and communications decade in Africa. It reviewed the way the programme had advanced in financial terms 1/ and progress made in the implementation of resolutions ECA/UNTACDA/Res.81/12 to 22 adopted at the Conference of African Ministers of Transport, Communications and Planning at its second meeting, held at Addis Ababa from 16 to 18 March 1981, which after their adoption constituted the guidelines for the Economic Commission for Africa (ECA) in directing and promoting the Decade.

2. Document DEC/TRANSCOM/ESC/R/81/Add.1 contained an account of the results of the consultative technical meeting held at Lomé from 8 to 11 June 1981. The present report consists of:

(a) Firstly, an account of the main developments since July 1981, activities undertaken by ECA in collaboration with the Organization of African Unity (OAU) and the specialized agencies of the United Nations and of OAU, and the relevant decisions and results;

(b) Secondly, a report on the three consultative technical meetings held in pursuance of ECA Conference of Ministers resolution 422 (XVI), Economic and Social Council resolution 1981/67 and General Assembly resolution 36/177;

(c) Thirdly, a note on the project relating to the single regional satellite communication system project;

(d) Annexes containing:

- (i) Resolution 435 (XVII) adopted by the Conference of Ministers of ECA at its 8th meeting, held at Tripoli, from 27 to 30 April 1982;
- (ii) A draft budget for the organization of a fifth consultative technical meeting in 1983;
- (iii) Resolution 436 (XVII) adopted by the Conference of Ministers of ECA at its 8th meeting, held at Tripoli from 27 to 30 April 1982.

## II. ACTIVITIES OF THE ECONOMIC COMMISSION FOR AFRICA SINCE JULY 1981

3. ECA's activities since July 1981 within the framework of the Decade and ways of promoting it have consisted of general and specific activities. They have

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1/ One hundred and forty-five projects were being executed at the end of 1980, representing \$US 3,250 million in terms of financing secured and potential financing, taking all foreign and domestic sources together.

resulted in definite progress in the implementation of the first phase programme (1980-1983) in financial terms, as well as progress in other areas and lessons to be drawn for future activities.

A. General activities and tasks

4. One of the main achievements of ECA since July 1981 has been the preparation and holding of three consultative technical meetings called for in Conference of Ministers resolution 422 (XVI) of April 1981 and endorsed and encouraged by the Economic and Social Council and the General Assembly.
5. The meetings took place:
  - (a) At Ouagadougou, from 20 to 23 January 1982, on railways throughout the continent;
  - (b) At Yaoundé from 15 to 17 March 1982 (originally scheduled for late September 1981), on roads and inland waterways for the 10 countries of Central Africa;
  - (c) At Abidjan, from 3 to 5 May 1982, on a maritime transport and ports programme for the 25 countries members of the Ministerial Conference of West and Central African States on Maritime Transport (CMEAOC).
6. Section III of the report deals with the results of the consultative technical meetings which have taken place and the philosophy which emerges from them. It was only financial assistance in the amount of \$US 395,000 from the General Assembly that made it possible to organize these meetings, which entailed a considerable amount of work in preparing the programmes and sensitizing potential donors and embassies of donor countries in Ethiopia.
7. The sensitization missions to donor countries and financing institutions in both May 1981 and May 1982 (the latter specifically for the Abidjan meeting) were led by Ministers from African countries so as to give them the necessary political backing.
8. In addition to the careful follow-up which the organization of such meetings requires, they gave rise to:
  - (a) The collection of further information on progress in the first phase programme on the basis of replies to questionnaires sent to all African countries, intergovernmental organizations, specialized agencies of the United Nations and of OAU and some 40 donors. The information collected, which often came from research which ECA had to conduct, is now computerized as recommended at the time when a decision was taken in 1980 to institute an information mechanism for the financial follow-up of the Decade; 2/

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2/ It should be noted, however, that most correspondents have not yet got used to using the machinery, despite all the precautions taken by ECA and appeals made at the recent meetings of the Conference of Ministers, which makes ECA's task in the field particularly difficult, not to mention uncertain.

(b) Updating of the first phase programme, which initially numbered some 940 projects (as against 771 in the original programme) at a total estimated cost of \$US 12 billion (as against some \$9 billion in the original programme). The updating exercise is still under way and will be completed in August 1982, because many countries have not met the deadline (31 May 1981) set by ECA for sending in their proposals regarding the updating exercise, 3/ even though the elaboration of the second phase programme will obviously have an impact on the updating of the first phase programme;

(c) From October 1981, activities in preparation for the drafting of the second phase programme (1984-1988) of the Decade, covering:

- (i) Receipt of the provisional lists of projects which States and intergovernmental organizations would like to see implemented as from 1984;
- (ii) Classification and breakdown of these projects and their consideration, sector by sector, in early February 1982 by working groups with the broadest possible participation of experts from the specialized agencies of the United Nations and of OAU;
- (iii) Within those working groups, determination of the number of consultants needed to undertake project identification and preparation missions in the countries concerned followed by, as from March 1982, recruitment of the consultants and their mobilization. It should be noted that in view of the limited contribution (\$600,000 in 1982) granted by the United Nations Development Programme (UNDP) to ECA for the preparation of the programme for the second phase, ECA had to secure from two specialized agencies - the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) - from the United Nations Conference on Trade and Development (UNCTAD) and from OAU the provision of expert services free of charge. ECA will have to cover travel and mission costs incurred by those experts. 4/ In that connexion it will be recalled that in the statement of administrative and financial implications submitted by the Secretary-General to the General Assembly at its thirty-sixth session (A/C.2/36/L.42), the view was expressed that costs of that nature which had a direct relationship to technical co-operation activities had to be met from extrabudgetary resources (para. 8). In a related decision, however, the Fifth Committee at the same session indicated that additional resources might be required in connexion with the preparation of the programme for the second phase of the Decade which the Secretary-General would be authorized to incur and

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3/ The same occurred with respect to the information machinery on project implementation.

4/ It will be recalled that the cost of the activities in preparation for the programme of action for the first phase in 1978-1979 amounted to \$1.3 million, which was financed entirely by UNDP.

to report to the Assembly in the context of the performance report on the programme budget (see A/36/714, para. 6) Those costs are estimated at \$690,000, of which \$176,000 are required before the end of 1982;

- (iv) Finally, the dispatch of consultants to the various countries, on request, where they have started the research which will continue until the end of June 1982. In pursuance of the recommendations made at the Conference of African Ministers of Transport, Communications and Planning at its second meeting, the competent technical services of the countries concerned should prepare the necessary documentation, since the consultants' task is limited to helping those services to draw up and submit their projects. This does not, however, mean that they should not hold consultations on operations in line with the guidelines and priorities of the Lagos Plan of Action. 5/ Working groups are scheduled to meet again at the end of August 1982 to review the projects collected and finalized by the consultants and to draw up the first draft of the programme for the second phase for submission to the sixth Meeting of the Interagency Co-ordinating Committee on the Decade scheduled to take place in Dakar in October 1982;

(d) The fifth meeting of the Interagency Co-ordinating Committee on the Decade, held from 10 to 12 December 1981 at Geneva, during which a decision was taken on the procedures and schedule for the preparation of the programme of action for the second phase. On that occasion, the preparations made by the International Telecommunication Union (ITU) for the organization of the World Communications Year (1983) were also reviewed;

(e) The negotiation with UNDP of a \$9.5 million financing programme, under the third cycle, for subregional and regional Decade projects to be implemented by ECA between 1982 and 1986, either alone or in collaboration with the specialized agencies of the United Nations and of OAU. 6/

#### B. Specific activities

9. Since April 1981, the following ECA activities in particular have been added to the general activities and tasks carried out both in the interest of the Decade and to promote its projects:

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5/ The task of the experts also involves considering, together with States, the progress of first phase projects and the list of projects to be implemented during the second phase and then, on the basis of that examination, the establishment of a realistic programme for the second phase.

6/ Under its regional programme for transport and communications in Africa, UNDP has in fact obligated \$40 million for the 1982-1986 period, of which \$32 million is for identified Decade projects.

(a) With a view to the implementation of resolution ECA/UNTACDA/Res.81/17, ECA participated actively in the sixth meeting of the Conference of Ministers of the Union Africaine des postes et télécommunications (UAPT) in July 1981 and then in a special co-ordination meeting with the Pan-African Telecommunications Union (PATU) in Lagos in November 1981. At the same time, a prefeasibility study on appropriate modern telecommunications technology for integrated rural development (AMTT/IRD) based on a regional satellite communication system was undertaken. The study, which was financed by the Federal Republic of Germany, was carried out jointly by ITU, PATU, the United Nations Scientific, Educational and Cultural Organization (UNESCO), OAU and ECA. The study was sent for review at a regional meeting to try to reach a consensus among all the countries on the action to be taken with respect to the conclusions of the study. It should also be noted that the study is in line with resolution ECA/UNTACDA/Res.81/21 on rural telecommunications; 7/

(b) Consultations were begun among OAU, ECA, ITU, PATU and the United Nations Industrial Development Organization (UNIDO) for the organization of a regional seminar on the needs and implications of multinational co-operation with a view to the establishment of an African communications equipment industry as recommended by resolution ECA/UNTACDA/Res.81/22;

(c) In November 1981, the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority was inaugurated; its executive body was appointed and its programme of action was established;

(d) Assistance was given to the Lagos-Mombasa Trans-African Highway Authority to negotiate financing for the implementation of its programme with UNDP (\$1 million under its third cycle for consultancy services, technical assistance and equipment) and Concerted Action for Development in Africa (CADA) (leader: Belgium, AGCD). Through that assistance, initial financing (\$10 million) was provided by Belgium;

(e) In October and November, a joint ECA/UNCTAD/IMO mission was sent to the South Africa Development Co-ordination Conference (SADCC) member countries; the objective of the mission was, in particular, to identify the actions to be envisaged in the field of maritime transport prior to the (possible) establishment of a multinational shipping company;

(f) Negotiations took place for the financing of a feasibility study on railway links between Burundi and Rwanda which culminated in a UNDP/Austria/Italy agreement in January 1982;

(g) A preliminary study was carried out to connect Mali, the Niger and the Upper Volta to the Togolese railway network; this should lead to a feasibility study for the project which today is estimated to cost more than \$2 million. An initial study carried out by OFERMAT (France) under a \$30,000 Netherlands grant to ECA was examined in consultation with experts from the other countries concerned in October 1981 in Lomé. ECA is now finalizing the study;

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7/ See sect. IV of the report, which deals with this important operation.

(h) With respect to feasibility studies on the establishment of multinational shipping companies, ECA established the terms of reference for a study that the European Development Fund (EDF) was prepared to finance with a view to establishing a multinational shipping company involving 12 East African and Indian Ocean island countries. The terms of reference which were sent to the 12 countries concerned for their approval in July 1980, finally elicited six positive responses (Comoros, Ethiopia, Kenya, Madagascar, Uganda and United Republic of Tanzania), with the result that ECA was able to submit a request to EDF in April 1982 for financing for the study;

(i) ECA negotiated successfully with the USSR for assistance amounting to \$500,000, in harmonizing the maritime legislation of the countries of the continent;

(j) ECA carried out with UNDP financing (\$20,000) research on the types of vessels suitable for navigation on the Zambezi, Kafue, Kabompo and Luangwa rivers. The total operation is estimated at \$300,000;

(k) The preliminary phase of a study for the integrated organization of transport in the Great Lakes countries, involving the Economic Community of the Great Lakes Countries (CEPGL) and the Gisenyi Multilateral Programming and Operational Centre (MULPOC) which cost about \$25,000, was financed from a grant of \$73,000 given to ECA by the Netherlands; it showed how useful the provision of 18 man/months of technical assistance to CEPGL would be, given the availability of modest financial resources in bringing about some rapid improvements in the transport problems facing the land-locked areas of the subregion (Burundi, Rwanda, and eastern Zaire). ECA is negotiating with the Netherlands for the mobilization of the necessary funds (\$150,000);

(l) The Institute of Air Transport provided technical assistance, negotiated by ECA, to the African and Mauritian Common Organization (OCAM) and CEPGL with French funds (\$80,000 in the first instalment). That operation is under way;

(m) ECA drafted, together with IMO, the project document on the establishment of a subregional training centre for port personnel in Kenya at a cost of \$3 million. The document has been sent to all port authorities of eastern and southern Africa for consideration at the annual meeting of the Lusaka MULPOC;

(n) Assistance was provided for some countries (such as Benin) in drawing up their national transport and communications development plans;

(o) Work continued on the PANAFTEL network of which 22,000 km <sup>8/</sup> of linkages were already under construction before the Decade began (16,000 km in operation in 1978, and 6,000 km more will be operational by the end of 1982). The Economic Community of West African States (ECOWAS) has a priority programme of 1,500 km of radio-relay for which financing has been acquired; Guinea has begun the construction of 1,050 km of links on its territory. SADCC has launched a programme, for which almost all the financing has been secured, for the construction of 4,000 km of radio-relay (especially in Mozambique), three international telephone relays and four satellite earth stations.

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<sup>8/</sup> Including 3,000 km for Dakar/Cotonou and 4,600 km for Addis Ababa/Lusaka.



10. All the activities mentioned and all the projects implemented are essentially regional and subregional in nature and their completion requires a consensus among countries, unless they can count on the support of existing intergovernmental organizations. This, it seems, should be ECA's task, rather than promoting "country projects".

C. Present status of the Decade programme

11. The initial programme for the first phase of the Decade (1980-1983) involves the implementation of 771 projects (including 221 specific studies) costing a total of nearly \$9 billion (1979-1980 value), which at today's prices will certainly amount to more than \$10 billion. The status of the programme can best be assessed by looking at the figures, which indicate, for instance, the number of ongoing or completed projects as well as the funding, secured from external financial resources and the local contribution of African countries.

12. However, information in those fields must be communicated to ECA under the information machinery now established. It has already been mentioned how slow the African countries, various agencies and organizations and donors are in responding to the questionnaires sent to them.

13. The research which ECA has had to undertake in these circumstances, the information and prospects relating to financing which have become apparent during the meetings held - particularly the consultative technical meetings - and the information collected in the course of the updating of the first phase programme show, firstly, that the updated programme will finally contain 940 projects at a global cost of about \$12 billion, and secondly that there are 360 projects which are being implemented or are completed, or for which financing has been secured or serious prospects of financing or firm commitments exist.

14. Among these projects, it may be noted that:

(a) The road and railway sectors have attracted most financing;

(b) A relatively large number of air transport projects have obtained financing but the costs are relatively low, since they relate mainly to fellowships, technical assistance and training;

(c) Approximately 38 per cent of the updated first phase programme projects, or 47 per cent of the initial programme projects, have attracted financing, with resources actually mobilized or expected amounting to 45 per cent of the estimated total of the updated programme, or 60 per cent of the initial programme;

(d) African countries have made remarkable efforts (65 per cent of the financing announced), which testifies to the great interest they attach to transport and communications problems.

#### D. Conclusion

15. Although, in financial terms, African countries are contributing much more than external funding sources to the implementation of the Decade programme, and even though regional and subregional projects have so far attracted little external financial assistance - with the exception of that provided by UNDP - the consultative technical meetings do not seem to be the only means of securing external funding. Another approach would be for ECA, OAU and the specialized agencies of the United Nations and of OAU to assist countries, after consulting with potential donor agencies on specific projects; in formulating and presenting their requests and even to help them later with negotiations to mobilize the necessary funding.
16. However, in order for such an approach to be effective, it would have to be limited to promoting regional and subregional projects and, in exceptional cases, national projects which have a subregional impact, because it involves a variety of time-consuming tasks and activities which require not only close supervision but, most of all, the availability of competent personnel and appropriate funding to ensure their mobility.
17. ECA has already embarked on such a course by making inquiries of some of the donor countries which provide bilateral technical assistance as to their making available to ECA, free of charge, qualified personnel to supplement the personnel whose recruitment can be funded by UNDP. 9/
18. The resources allocated by UNDP under its third cycle (\$3.5 million for five years) to promote and co-ordinate Decade activities are not enough to support the Co-ordination Unit, even with a relatively small staff. The Unit operates within the ECA Transport, Communications and Tourism Division and works closely with it. It is already unable to cope with all the tasks mentioned in the present report without logistical support from the Division. Hence, without reinforcement of its (embryonic) staff, it cannot be expected to help countries further as indicated above, carry out regular missions to potential donors in order to submit requests for financing and collect information on the status of projects by visiting some 50 countries on the continent and the headquarters of some 30 specialized agencies of the United Nations and of OAU and intergovernmental organizations.
19. Resources must be brought into line with objectives.

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9/ Two railway experts from France, already on the job; a telecommunication expert from the Federal Republic of Germany, expected shortly; a transport economist from Belgium, also expected; and a road expert, being negotiated with Italy.

### III. ORGANIZATION OF CONSULTATIVE TECHNICAL MEETINGS

#### Introduction

20. The implementation of the Decade programme of action could be, and was originally intended to be, based on pledging conferences, since it was estimated in 1979 that a programme for the first phase (1980-1983), consisting of 771 projects, would cost about \$9 billion. This approach was tried out on 20 November 1979 in New York, and it became clear that:

(a) Even if potential donors (donor countries and international financial institutions) were willing, as in the past, to continue to aid the development of transport and communications in Africa, they would do so within their traditionally available global budgets, possibly increased but would not go beyond them for the benefit of the Decade programme;

(b) Donors would shy away from any firm commitment on specific projects, their attitude being that such a commitment could only arise from bilateral agreements between the beneficiary countries and themselves.

21. The donors' position has imposed constraints on the implementation of the Decade projects, particularly those of regional and subregional interest, as has already been fully reported.

22. However, some donors, contacted after the New York conference, indicated that their positions might be more flexible at smaller meetings on promoting the Decade, and on more restricted topics, where there was an opportunity for round-table discussions with geographical groups of African countries.

23. It is against this background that the Conference of Ministers of ECA at its sixth meeting, in April 1980, called in its resolution 391 (XV) for the organization by ECA of consultative technical meetings 10/ "... based on the various types of project included in the Decade programme, or ... based on groups of African countries or African subregions ...".

24. This resolution, subsequently endorsed by the Conference of Heads of State and Government of OAU, the Economic and Social Council (July 1980) and the General Assembly, was followed by Conference of Ministers resolution 422 (XVI) (April 1981), fixing the number of consultative technical meetings to be held at four. The meetings were intentionally confined to certain groups of countries with similar circumstances or priorities or to certain subregions (ECOWAS, Union of African Railways (UAR), Customs and Economic Union of Central Africa (UDEAC), CEPGL, CMEAOC) with solid intergovernmental structures, for practical reasons and for the sake of efficiency, since these structures provided ECA with the necessary logistic support.

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10/ Such meetings must clearly not be confused with pledging conferences or be seen as offshoots of the one held in New York on 20 November 1979.

25. As a report on the Lomé meeting for the 16 ECOWAS countries on roads, air transport, telecommunications/broadcasting and postal services was submitted to the Economic and Social Council at its second regular session of 1981, the following relates only to the other three scheduled meetings, whose results are summarized as briefly as possible.

A. Ouagadougou (20-23 January 1982)

26. This meeting was attended by representatives of 12 donor countries and international financial institutions, or a larger number of donors than at Lomé; 19 African countries; and six intergovernmental organizations, apart from OAU, UAR and ECA.

27. In the railway sector, the programme presented covered 68 projects costing a total of nearly \$5 billion; this was financed to the extent of 49.8 per cent.

28. Although the meeting gave rise to lively discussions, from which an up-to-date picture of the status of all the projects emerged and which revealed the obvious interest of certain donors in many projects, an analysis of those discussions shows that the railway sector of the programme for the first phase of the Decade, after the number of projects has been reduced to 65 by deferring some of them to the second phase and by grouping some of them together, includes eight projects fully financed; seven projects fully financed but subject to confirmation; 25 projects partially financed; and 25 projects for which finance has to be sought.

29. In financial terms, the total cost of the programme comes down to \$3,876 million, of which \$2,182 million, 11/ or nearly 57 per cent, has been obtained. If this is compared with the programme presented, which indicated that only 49.8 per cent of the finance had been obtained, the Ouagadougou meeting showed that the funds available - either committed or in course of mobilization - were 7 per cent greater than the figure given by ECA, and that 60 per cent of the railway projects under the programme for the first phase of the Decade were, at the least, well on the way to implementation. Thus, the meeting definitely uncovered new financing and opened up prospects of financing up to a level of \$253 million from all sources (local and external) combined. 12/

30. These prospects, in conjunction with the marked interest shown by a number of donors (Belgium, France, India, Caisse Centrale de Coopération Economique, World Bank) in certain projects, will help to guide the countries concerned in the search for the necessary financing.

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11/ These amounts, announced at the meeting (\$2,182 million and \$253 million), should have been \$2,199 and \$270 million. The \$17 million difference is due to France's recent decision to withdraw its participation (FF 100 million) from the implementation of project RAP-11.

12/ Absent: Chad, Equatorial Guinea and Sao Tome and Principe.

B. Yaoundé (15-17 March 1982)

31. The following countries and organizations were represented at the meeting:

(a) Interested Central African countries: Burundi, Central African Republic, Congo, Gabon, Rwanda, United Republic of Cameroon and Zaire; 14/

(b) Donor countries: Belgium, Canada, France, Germany, Federal Republic of, Netherlands, United Kingdom of Great Britain and Northern Ireland and Yugoslavia;

(c) Financial institutions: African Development Bank, Caisse Centrale de Coopération Economique, Development Bank of the Central African States, Kuwait Fund, United Nations Development Programme and World Bank;

(d) Intergovernmental organizations: CEPGL, Commission of the European Economic Communities, International Road Federation, Lagos-Mombasa Trans-African Highway Authority, OAU, OCAM and UDEAC.

The meeting was also attended by observers from Brazil, Italy, Spain, the Bureau central des études d'Outre-mer and T. P. O'Sullivan.

32. The programme presented and considered at the meeting covered the following:

(a) Roads: 33 projects included in the initial programme for the first phase of the Decade and 11 additional projects, costing an estimated total of \$1,630 million, of which financing has been obtained for \$331 million, or 20 per cent;

(b) Inland water transport: 21 projects under the initial programme for the first phase of the Decade and five additional projects, costing an estimated total of \$133 million, of which financing has been obtained for \$20.5 million, or 15 per cent.

33. The programme prepared for the meeting indicated the estimated cost of carrying out the work on, and providing the equipment for, many projects included in the first phase of the Decade only as feasibility studies and engineering surveys. The total cost of the programme for the two sectors concerned thus amounted to more than \$4 billion; the necessary explanations were given by ECA at the beginning of the meeting.

34. While the meeting was attended by representatives of 14 donors and by observers from four donor countries, the positive attitude adopted by the African Development Bank (ADB) and the Kuwait Fund to the financing of numerous projects was particularly striking.

35. Special attention was given to the remaining sections of the Lagos-Mombasa Trans-African Highway, three of which are in the United Republic of Cameroon, two in the Central African Republic and one in Zaire, and to the link roads for this Highway in the Central African Republic, the Congo, Gabon and the United Republic of Cameroon.

36. Emphasis was placed on the fact that some roads linked one country with another.

37. Of the total of 44 road projects considered during the meeting, 22 were fully financed, 12 were partially financed and 10 had not yet been financed.

38. In the field of inland water transport only four projects are fully financed, five are partially financed and 13 are awaiting financing. 13/

39. An over-all evaluation of the position in financial terms shows the following (in millions of United States dollars):

<u>Roads (44 projects)</u>	<u>Cost</u>	<u>Financing obtained</u>
(a) According to the programme presented (20 per cent of financing obtained)	1,630.2	331.2
(b) Data provided at the meeting (40 per cent of financing obtained)	1,626.5	644.0
<u>Inland water transport (22 projects)</u>		
(c) According to the programme presented (15 per cent of financing obtained)	133.11	20.48
(d) Data provided at the meeting (35 per cent of financing obtained)	142.46	49.59
Totals (rounded off)	1,763 1,769	351.7 693.7

40. The meeting thus showed that new financing had been obtained and opened up prospects of financing to a total of more than \$342 million (693.7-351.7). This, in effect, was its outcome.

#### C. Abidjan (3-5 May 1982)

41. This was the best-attended of the four consultative technical meetings, with the participation of 18 potential donors, six of which were observers; 21 countries members of CMEAOC; 14/ three specialized agencies of the United Nations (IMO, UNCTAD, ECA); eight African intergovernmental organizations, including OAU; and a delegation from the port of Antwerp.

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13/ The reduction in the number of projects from 26 to 22 is the result of the merging of certain projects (combined projects).

14/ Absent: Angola, Gambia, Guinea-Bissau and Sao Tome and Principe.

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42. The programme submitted to the meeting consisted of 40 maritime transport projects (of which eight were additional projects introduced by CMEAOC) estimated to total \$157.5 million, of which 39 per cent, or \$61,450,000 has been secured; 31 maritime port projects, at a cost of approximately \$1,075 million, of which \$115 million, or only 10.7 per cent has been secured; and port projects amounting to \$437.5 million which are considered fully financed and which therefore, did not, in principle, require consideration.

43. Thus, excluding the last seven projects, the programme consisted of 71 projects at a total estimated cost of \$1,232.5 million, of which some 14 per cent could be considered secured (according to information collected by ECA).

44. After a consensus to defer to the second phase one maritime transport project and one port project, the number of projects requiring full or partial financing came down to 69, and in that regard the outcome of the meeting was that for 20 projects full financing or serious prospect of financing existed; for 10 projects partial financing had been secured; the World Bank would be interested in six projects if the requests for consideration of these projects were submitted to it by the countries concerned.

45. For the 33 other projects financing still had to be found, but many of them are low-cost operations (between \$52,000 and \$300,000) and it was felt that the necessary funds for them could fairly easily be found through the credit institutions of the subregion, such as the West African Development Bank (WADB) and the Development Bank of the Central African States (BDEAC).

46. Over all, the results of the meeting in financial terms are as follows (in millions of United States dollars):

	Maritime transport		Ports		Transport and ports	
	Number of projects	Amount	Number of projects	Amount	Number of projects	Amount
<u>Programme submitted</u>						
Estimate	40	157.5	31	1,075	71	1,232.5
Financial coverage		61.45		114.81		176.26
Percentage		39%		10.7%		14%
<u>Figures resulting from the meeting</u>						
Estimate	39	205.717	30	1,146	69	1,352
Financial coverage		127.75		195		322.75
Percentage		62%		17%		24%

47. The meeting thus led to the mobilization of an additional \$147 million (323-176) over the financing already secured, as indicated in the programme submitted, in the form of commitments made, clarifications provided and prospects opened up as a result of the interest shown by the donors that were present in participating in a number of projects. In particular, 62 per cent of the cost of maritime transport projects has been covered - an area where the training component (with the construction of naval academies and maritime vocational training centres in Abidjan, Accra, Monrovia and Lagos) represents nearly 70 per cent of the scheduled investments.

48. While the delegations of some countries felt that they might introduce new projects into the programme submitted, it was agreed that such projects should either be initially included in the first phase (updating of the ongoing programme) or be taken into consideration under the second phase programme (1984-1988).

D. Summary and conclusions: future actions

49. The four consultative technical meetings held so far in pursuance of ECA Conference of Ministers resolutions 391 (XV) and 422 (XVI) and briefly described above have, in essence, shown what financing has been obtained and opened up prospects of financing for the Decade projects - together with additional projects included during the updating of the programme for the first phase (1980-1983) - amounting in all to more than \$940 million, broken down as follows (in round figures):

	<u>Millions of United States dollars</u>
<u>Lomé</u>	
Roads: 1,671 x 0.09	+ 150.00
Communications	+ 41.00
Air Transport (Approximately)	+ 7.00
<u>Ouagadougou</u>	
Railways	+ 253.00
<u>Yaoundé</u>	
Roads and inland water transport	+ 342.00
<u>Abidjan</u>	
Maritime transport	+ 66.00
Ports	+ 81.00
Total rounded off	+ <u>940.00</u>



50. In comparison with the figure of some \$400,000 granted by the General Assembly for proposing, organizing and holding these four meetings, it will be seen that they have been highly successful.

51. The first conclusion to be drawn from the foregoing would seem to be that further meetings should be held - a view shared by the ECA Conference of Ministers at Tripoli, which recommended in its resolution 435 (XVII) that a fifth consultative technical meeting should be organized during the second half of 1983 on roads, maritime transport and ports for the countries of North Africa, East Africa and the islands of the Indian Ocean. 15/

52. This recommendation (see annex I to the present report) is based on the fact that, firstly, the year 1983 has been designated World Communications Year and the events organized in connexion with it will surely cover this sector in Africa, thus making the need for a consultative technical meeting on this topic less urgent and, secondly, while the nine SADC countries held their pledging conference on the problems of transport and communications in November 1980 in Maputo and were also able more recently, at Ouagadougou, to make their voices heard on the subject of the development of their railway systems, the countries of Eastern Africa, the Indian Ocean island members of ECA and the six North African countries have not yet had the benefit of a consultative technical meeting on their projects, apart from their railway projects, which were considered at Ouagadougou.

53. Resolution 435 (XVII) also calls upon the Secretary-General of the United Nations to provide the Commission with adequate resources to enable it to organize this fifth meeting, as he did for the first four. A draft budget for the meeting has been proposed and appears in annex II to the present report.

54. Two lessons can be learnt from the consultative technical meetings held so far:

(a) While the results of the Lomé meeting, partly because of the limited number - to say the least - of donor participants, were poor, the relative success of the Ouagadougou meeting seems to be due to the fact that it was limited in scope to a single sector (railways). This made it possible to limit delegations to a reasonable number of experts, avoid problems of staff availability and reduce travel costs both for donors and for the African countries. The same applies to Yaoundé and Abidjan where only two sectors (roads/navigable waterways and ports/maritime transport respectively) were on the agenda;

(b) Although donors showed an interest in specific projects and details of financing were worked out, very few firm commitments were made; donors were not at all forthcoming on that point. It is therefore essential if full advantage is to be taken of the prospects of financing opened up at the meetings and of the fact that financing is mobilized under bilateral agreements, that countries should without delay approach those donors that have shown their interest in certain

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15/ Algeria, Comoros, Djibouti, Egypt, Ethiopia, Kenya, Libyan Arab Jamahiriya, Madagascar, Mauritius, Morocco, Seychelles, Somalia, Sudan, Tunisia and Uganda.

specific projects. Through consultant missions, which are visiting countries in order to prepare the programme for the second phase (1984-1988) of the Decade, ECA is at present ascertaining whether the figures given at the consultative technical meetings have been followed up.

55. Undoubtedly, however, ECA must also directly assist States in formulating and presenting their requests for financing of regional and subregional projects, where the existence of a consensus among the countries concerned is a prerequisite. As explained at the end of section II of this report, such activity constitutes an approach which is a necessary adjunct not only to the consultative technical meetings but also to any search for funds for inter-State operations.

#### IV. REGIONAL SATELLITE COMMUNICATION SYSTEM

##### Introduction

56. It may be recalled that at its third meeting the Conference of Ministers of ECA requested, in its resolutions 278 (XII) and 281 (XII), that ECA, OAU and ITU should organize studies to establish the feasibility of suitable regional satellite communication system(s) to complement the PANAFTEL network and to cater for broadcasting communication needs of the continent. The OAU Council of Ministers also subsequently adopted resolution CM/Res. 506 (XXVII) on the development of a regional satellite communication system.

57. In accordance with these resolutions, a regional seminar was organized from 27 September to 1 October 1976, jointly by ECA, OAU, UNESCO and ITU, in Addis Ababa on regional co-operation for education and development in Africa using space communication. The ensuing recommendation from this regional seminar for studies on the possible exploitation of space communications technology for education and development in the region was endorsed at the fourth meeting of the Conference of Ministers, in its resolution 310 (XIII). In this resolution, the Conference also called on ECA, OAU and ITU to mobilize resources for setting up, with minimum delay, a working group of experts to formulate a study of the possible Regional Satellite Communication System for Africa.

58. On the basis of a preliminary study conducted as part of the preparatory studies for the first phase programme of the Transport and Communications Decade in Africa, a project entitled "Feasibility study on the African Regional Satellite System" was included in the first phase programme.

##### A. Current situation

59. Following the adoption of the first phase programme of action for the Decade, a number of agencies embarked on studies, jointly and individually. By early 1980 three separate studies existed:

(a) The joint ECA/OAU/ITU/UNESCO pre-feasibility study on an African Regional Satellite System;

(b) The African Regional Telecommunication Satellite (AFROSAT) study by the Pan-African Telecommunications Union (PATU);

(c) The regional telecommunication satellite system in Africa (AFSAT) study by the African Postal and Telecommunications Union (UAPT).

60. There was a fourth study, on rural telecommunications using all appropriate technologies, which included satellite communication among the technologies to be examined. This study was sponsored by ITU and the Government of the Federal Republic of Germany.

61. In August 1980, the situation was such that the Executive Secretary of ECA felt that a determined effort was needed to harmonize and integrate all these related studies in order to avoid waste of resources, preserve the good image of Africa with possible financing sources and ensure ready funding for a single project study. A meeting called in October 1980 by ECA, as lead agency for the Transport and Communications Decade in Africa (the first phase programme of action for which included the pre-feasibility study on an African Regional Satellite System), decided to merge the two joint projects, namely, the joint ECA/OAU/ITU/UNESCO study and the ITU/Government of the Federal Republic of Germany study. The merged projects - the Decade project relating to satellite telecommunications and the project for a study on telecommunications in rural areas - was given the title "Appropriate Modern Telecommunication Technology for Integrated Rural Development (AMTT/IRD)". PATU and UAPT were unable to participate in the meeting.

62. In March 1981, the second Conference of African Ministers of Transport, Communications and Planning organized by ECA considered the issue and, in its resolution ECA/UNTACDA/Res. 81/17, called on ECA, OAU, African intergovernmental organizations and the specialized agencies of OAU and of the United Nations involved in studies on the African Regional Satellite Communication System to work out practical arrangements for harmonizing and combining all proposed and ongoing studies into a single project. Efforts were made in October 1981, on the initiative of PATU, to work out these arrangements for harmonizing ongoing projects, but with only partial success.

63. From 22 to 26 March 1982, an intergovernmental meeting of experts was organized by OAU, ECA, ITU, UNESCO and PATU as the interagency steering committee for the AMTT/IRD project and to examine the report on the pre-feasibility study.

64. At that meeting, which was attended by 101 representatives of 43 member countries and of a large number of observer organizations and Governments, the report on UAPT's preliminary study on its AFSAT project was also presented. The AFSAT study covers all the French-speaking countries which are members of UAPT plus Zaire. Consequent upon the meeting's deliberations on the AMTT/IRD pre-feasibility study and on UAPT's preliminary AFSAT study, which, as noted above, has been co-ordinated since late 1981 with PATU's preliminary study on its AFROSAT project, it was agreed to establish an interagency co-ordination committee comprising ECA, OAU, ITU, UNESCO, ADB, PATU, UAPT and the Union of National Radio and Television Organizations of Africa (URTNA), whose responsibilities include harmonizing and

integrating all ongoing pre-feasibility study projects and activities, such as AMTT/IRD, AFROSAT and AFSAT, in a single study on appropriate telecommunications for the development of Africa.

**B. Follow-up activities**

65. Once the various preliminary and pre-feasibility studies have been completed, a detailed feasibility study covering, inter alia, the technical, financial, organizational and management aspects of the project entitled "appropriate telecommunications for the development of Africa" may have to be undertaken. The detailed studies will involve all member countries interested in the project, and the service areas to be covered include telecommunications for inter-urban and intra-African rural connexions and radio and television broadcasting. The studies should lay great emphasis on the provision of services to rural and remote areas, where the majority of the population lives.

66. Funds to finance these studies will also have to be found. At present, it is understood that a number of member countries of the Commission of the European Communities (EEC), and EEC itself, are ready to consider financing a single project study resulting from the merging of the AMTT/IRD, AFSAT and AFROSAT projects. They will need, however, to be assured of the interest of African Governments in the detailed feasibility study.

67. The intergovernmental meeting of experts therefore suggested that the ECA Conference of Ministers should consider and endorse its recommendations (see annex III, resolution 436 (XVII), para. 1), in view of the fact that the next Conference of African Ministers of Transport, Communications and Planning, the appropriate authority concerned, is not scheduled to meet until April 1983 and financing for a detailed study may not be readily available beyond the current year.

68. The interagency co-ordination committee composed of OAU, ECA, ADB, PATU, UAPT, URTNA, ITU and UNESCO is to meet soon to work out the aims of the detailed study and undertake other tasks connected with the recommendations which are reproduced in extenso below and which are the subject of paragraph 1 of ECA Conference of Ministers resolution 436 (XVII), adopted at Tripoli on 30 April 1982.

ANNEX I

Text of resolution 435 (XVII) of the Conference of Ministers  
of the Economic Commission for Africa

United Nations Transport and Communications Decade in Africa

The Conference of Ministers,

Recalling its resolution 291 (XIII) of 26 February 1977, the Economic and Social Council resolution 2097 (LXIII) of 29 July 1977 and General Assembly resolution 32/160 of 19 December 1977 proclaiming the United Nations Transport and Communications Decade in Africa,

Further recalling its resolution 391 (XV) of 12 April 1980 in which it:

(a) Reiterated its appeal to member States to give the highest priority to the transport and communications projects adopted for the programme of the first phase of the Decade;

(b) Requested African States to take the initiative in submitting to the various sources of finance requests for the financing of the projects adopted for the first phase;

(c) Also requested the Executive Secretary to organize with groups of donor countries and the financing institutions, consultative technical meetings for the purpose of finding the necessary additional financial resources;

Noting with satisfaction resolution CM/Res. 889 (XXXVII) adopted at Nairobi, Kenya, in June 1981 by the Assembly of Heads of State and Government of the Organization of African Unity, and Economic and Social Council resolutions 1980/46 and 1981/67 of 23 July 1980 and 24 July 1981 respectively on the United Nations Transport and Communications Decade in Africa,

Recalling General Assembly resolutions 35/108 and 36/177 of 5 December 1980 and 19 December 1981 respectively on the organization of consultative technical meetings for the purpose of raising additional financial resources for the Decade programme,

Referring to its resolution 422 (XVI) of 10 April 1981 which, in substance, stipulated that the Commission should:

(a) Organize four consultative technical meetings;

(b) Continue to monitor the progress of the programme of the first phase of the Transport and Communications Decade;

(c) Update that programme;

(d) Undertake the preparation of the programme of action for the second phase, 1984-1988;

Noting that none of these consultative technical meetings covers the countries of North and East Africa as well as the island countries of the Indian Ocean,

1. Notes with satisfaction the progress so far made concerning the implementation of the first phase of the United Nations Transport and Communications Decade programme 1980-1983 and in particular the holding of three of the four consultative technical meetings:

(a) At Lomé, from 8 to 11 June 1981, for the States members of the Economic Community of West African States on roads, air transport, telecommunications/broadcasting and postal services;

(b) At Ouagadougou, from 20 to 23 January 1982, for the railway projects of the entire continent;

(c) At Yaoundé, from 15 to 17 March 1982 on roads and inland water transport for the 10 countries of Central Africa; and their evaluation in figures;

2. Expresses its appreciation

(a) To the General Assembly for the financial resources which it made available to the Commission for the organization of the consultative technical meetings with donors;

(b) To the donor countries and financing institutions which participated in these three meetings and whose participation contributed to their success;

(c) To the Administrator of the United Nations Development Programme for making available to the Commission financial resources under the UNDP third programming cycle for financing the Transport and Communications Decade in Africa;

3. Appeals once more to donor countries and financing institutions to participate fully and positively in the fourth meeting scheduled to be held at Abidjan from 3 to 5 May 1982;

4. Requests the Executive Secretary to submit a report on the outcome of the fourth consultative technical meeting to the summer session of the Economic and Social Council in July 1982;

5. Recommends that a fifth consultative technical meeting be organized during the second half of 1983 on roads, maritime transport and ports for the countries of North Africa, East Africa and the islands of the Indian Ocean;

6. Calls also upon the Secretary-General to provide the Commission with adequate resources to enable it to organize the fifth consultative technical meeting;

7. Requests the Executive Secretary to monitor the follow-up of the first four consultative technical meetings by closely assisting the countries in their contacts with donors, and in formulating and presenting their requests for financing projects with a potential subregional or regional impact;

8. Reiterates its earlier request to the Executive Secretary to continue to intensify his efforts to assist member States in the full implementation of the first phase programme.

ANNEX II

Draft budget for the organization of the fifth consultative  
 technical meeting

Countries concerned

Algeria, Comoros, Djibouti, Egypt, Ethiopia, Kenya, Libyan Arab Jamahiriya, Madagascar, Mauritius, Morocco, Seychelles, Somalia, Sudan, Tunisia, Uganda.

Date and place

The meeting will take place in October 1983, either at Tangiers or at Antananarivo.

A. Preparation of documents

For the preparation of the documents to be considered at the meeting, it will be necessary to recruit two consultants on maritime transport and ports and on roads, who should visit the countries concerned to update, in collaboration with the Governments, the project data sheets which the Governments have already selected.

After the missions, the consultants will return to Addis Ababa to draft the documents for the meeting.

Thirty days on mission and 30 days in Addis Ababa are planned for each consultant.

		<u>United States dollars</u>
Salaries	(3,000 x 2) x 2	= 12,000
Mission DSA	(30 x 90) x 2	= 5,400
Addis Ababa DSA	(30 x 40) x 2	= 2,400
Travel on recruitment	1,500 x 2	= 3,000
Total		= <u>22,800</u>

B. Preparatory work and documentation

	<u>United States dollars</u>
Translation and reproduction	25,000
Communications	1,500
Supplies and materials	2,000
General temporary assistance	2,000
Total	<u>30,500</u>



C. Organization of the meeting

One-week mission of an ECA staff member to Tangiers or Antananarivo to organize the meeting (travel and DSA) = \$3 000.

D. In-session costs

	<u>United States dollars</u>
Interpreters (travel, salaries and subsistence): four .....	15,000
Translators (travel, salaries and subsistence): three .....	12,000
ECA staff (Travel, subsistence: 14 .....	25,000
Air freight documents .....	7,000
Communications .....	3,000
Supplies and materials .....	2,000
General temporary assistance .....	<u>3,000</u>
Total .....	<u>67,000</u>
Grand total A, B, C, D 22 800 + 30 + 500 + 3 000 + 67 000 .....	<u><u>123,300</u></u>

ANNEX III

Text of resolution 436 (XVII) of the Conference of Ministers  
of the Economic Commission for Africa

Appropriate telecommunications for the development of Africa

The Conference of Ministers,

Having examined the progress report on the efforts made by Africa, under the United Nations Transport and Communications Decade in Africa programme, to establish appropriate telecommunication systems, including the use of satellite communication technology, for the development of Africa,

Recalling its resolutions 278 (XII) and 281 (XII) of 28 February 1975 and 310 (XIII) of 1 March 1977 on the study and establishment of a possible African Regional Satellite Communication system for telephone, telex and other common-carrier services and for radio and television broadcasting,

Recalling also resolution ECA/UNTACDA/Res. 81/17 of the Conference of Ministers of Transport, Communications and Planning on the need to harmonize and integrate into one single project study all ongoing studies related to the Decade project SAP-01 relating to the feasibility study on the African regional satellite system,

Recalling further resolution ECA/UNTACDA Res. 81/21 of the Conference of Ministers of Transport, Communications and Planning urging the development of rural telecommunications and its own resolution 321 (XIII) of 1 March 1977 on integrated rural development which, *inter alia*, invites the organizations and agencies of the United Nations system to assist member countries in the planning and implementation of integrated rural development programmes designed to increase gainful employment, incomes, conditions of living and quality of life of the rural population; and that Decade project No. TEP-05 on the rural telecommunication survey has been formulated with such goals in view,

Noting the recommendations from the Intergovernmental Experts Meeting held in Addis Ababa from 22 to 26 March 1982 to examine the report on the pre-feasibility study on appropriate modern telecommunication technology for integrated rural development in Africa,

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

1. Endorses the following recommendations of the Intergovernmental Experts Meeting:

(a) On the harmonization and integration of all ongoing pre-feasibility and preliminary studies such as those relating to appropriate modern telecommunication technology for integrated rural development in Africa, the African regional telecommunication satellite study and the regional satellite telecommunications system in Africa into a single regional project on appropriate telecommunications for the development of Africa;

(b) On the creation of the Interagency Co-ordination Committee to co-ordinate the implementation of a detailed feasibility study on appropriate telecommunications for the development of Africa composed of the Organization of African Unity, the Economic Commission for Africa, the African Development Bank, the Pan-African Telecommunications Union, the Union Africaine des postes et telecommunications, the African National Television and Broadcasting Union, the International Telecommunication Union and the United Nations Educational, Scientific and Cultural Organization which shall have the responsibilities indicated in paragraph 7 of document AMTT/IRD, No. 20/E of the aforementioned meeting;

(c) That African Governments shall examine the feasibility study project proposal to be circulated by the Interagency Co-ordination Committee and express as soon as possible their interest in participation, indicating the priority action to be taken on the project for its rapid implementation within the Decade programme;

(d) That bilateral donors and multilateral financing institutions should be invited to provide their assistance in a harmonized and complementary manner so as to avoid duplication of effort and wastage of resources;

2. Requests the Executive Secretary:

(a) To give every assistance possible, within the framework of the Decade programme, to the Interagency Co-ordination Committee in its work so that the study can be completed within the first phase programme period;

(b) To submit a progress report on the implementation of this project to the Conference of Ministers at its ninth meeting;

3. Further requests the Executive Secretary, in collaboration with the Secretary-General of the Organization of African Unity, to submit the present resolution to the next Assembly of Heads of State and Government to be held in August 1982 in Tripoli, Socialist People's Libyan Arab Jamahiriya.

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