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REGIONAL CO-OPERATION

Transport and Communications Decade in Africa

Report of the Secretary-General

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## I. OVERVIEW AND SUMMARY

1. With only one more year to go before the end of the Transport and Communications Decade in Africa, Africa continues to suffer under a debilitating economic crisis and, in common with other sectors, prospects for achieving the objectives laid down in transport and communications programmes remained dim. Indeed, the investment rate in Africa has been falling since 1980 and is now the lowest among developing regions. Thus, the implementation of the programme for the Decade promises to be far less than was planned.

2. An analysis of the rate of implementation of the programme during the year by subsector shows significant improvement over 1986. With the largest number of projects at 236, the roads subsector showed a 66 per cent execution rate. In the railway subsector, there were nine more projects under implementation than in 1986. In the field of ports, there were four more projects presently under implementation. The subsector in which there was most improvement over 1986 is maritime transport, in which seven projects were reported completed and two under implementation as opposed to one project reported as completed in 1986. Air transport recorded an implementation rate of 61 per cent. Although the three projects in inland water transport that are reported as completed and the four that are in progress represent considerable progress over 1986, when only one was completed and five were in progress, the implementation rate is still very low. In telecommunications there has been some progress in the rate of implementation: implementation in 1987 was 63 per cent compared to 36 per cent in 1986. Also, a small progress was recorded for the broadcasting sector with 15 projects being completed, four more than in 1986 and 33 being in progress or 11 more than in 1986. In the postal subsector, 30 projects were under implementation as against 25 in 1986.

3. The small increase in the implementation rate in 1987 was matched by the lack of growth in assistance from major financing institutions. Although the World Bank's assistance to the sector was 90 per cent higher than in 1986, it was, however, 3.8 per cent less than in 1985 so that over the two-year period there has been insignificant change. As for the African Development Bank, the latest figures available are for the 1985-1986 period and they show a decline of 47.7 per cent.

4. The efforts of the Economic Commission for Africa (ECA) to mobilize resources for the Decade programme came to grief when the two co-financing meetings scheduled for the transit corridor project of Eastern Africa and West Africa had to be postponed to 1988. Thus no co-financing meeting was held during the year under review.

5. A number of specialized agencies and other bodies of the United Nations and African intergovernmental organizations continued to execute projects and carry out activities related to the Decade and the details of these are provided in section IV of the present report.

## II. IMPLEMENTATION OF PROJECTS IN THE PROGRAMME FOR THE SECOND PHASE OF THE DECADE

6. There was significant improvement reported in 1987 over 1986 on the implementation of the programme for the second phase of the Decade. In terms of information available on the status of the projects, ECA was able to obtain information on 789 projects, or 75 per cent of the 1,048 projects in the programme. A total of 164 projects were reported completed compared to 117 in 1986. A further 303 were reported under implementation. The progress in each subsector is summarised below and in Table 1.

7. Roads and road transport: with 236 projects, this is the largest subsector in the programme. Information was obtained on the status of 201 (85 per cent) projects, as compared to 155 (66 per cent) in last year's reports. Out of these, 62 projects are reported completed and a further 70 in progress, for 32 per cent completion rate. It is estimated that a further 20 projects, which are currently under implementation, would be completed by the end of 1988. This would imply that 82 out of the 236 projects (35 per cent) would be completed during the second phase of the Decade.

8. Rail transport: information was obtained on the implementation status of 70 projects (five projects were cancelled from the approved programme). Fourteen projects have been completed, no change from last year, and a further 40 projects are under implementation, nine more than last year. Thus, there has not been any significant improvement in project implementation in this subsector.

9. Maritime transport: out of the 38 projects in this subsector, information was available on the status of 13 projects, two more than 1986. Seven are reported completed and two are in progress, as opposed to two completed reported last year.

10. Ports: monitoring information was available on 55 (79 per cent) of the 70 projects in this subsector programme. Nine projects are reported as completed; 30 more projects are under implementation. Thus, there have been eight port projects reported completed since last year's report.

11. Air transport: out of the 94 projects in this subsector, reliable information was obtained on 69 (73 per cent) as follows: 11 completed and 31 in progress for a completion rate of 16 per cent. Thus, even if all the 31 projects that are currently under implementation were to be completed in 1988, only 42 (45 per cent) of the 94 projects in the programme would be completed by the end of the Decade.

12. Inland water transport: there are 45 projects in this sector programme, but information on status of implementation was available only for 19 projects. Of the 19 projects monitored, two are reported completed, five are in progress, representing not much improvement over last year's report when only one project was reported completed and five in progress. Thus, the implementation rate is still very poor. Even if all five projects that are currently under implementation were to be completed in 1988, still only seven projects out of the 45 (16 per cent) would be completed during the Decade.

Table 1. Progress in the implementation of the programme for the second phase of the Transport and Communications Decade in Africa, 1987

	Total No. of projects in programme	Number of projects monitored					Projects completed to date					Projects under implementation		
		1984	1985	1986	1987	1988	1984	1985	1986	1987	1988	1989	1990	1991
		1984	1985	1986	1987	1988	1984	1985	1986	1987	1988	1989	1990	1991
Road	236	74	82	155	201	2	14	50	62	27	49	64	70	
Rail	84	23	31	58	70	0	2	16	14	7	19	31	40	
Maritime	38	3	0	11	13	0	0	2	7	0	0	9	2	
Ports	70	18	38	55	55	0	1	1	9	1	14	26	30	
Air	94	24	34	57	69	1	5	5	11	9	12	23	31	
Inland water	45	5	7	17	19	0	6	1	2	1	3	5	5	
Multimodal	11	2	4	5	7	1	1	3	4	0	2	2	2	
<b>Total transport</b>	<b>578</b>	<b>149</b>	<b>160</b>	<b>341</b>	<b>434</b>	<b>4</b>	<b>22</b>	<b>78</b>	<b>109</b>	<b>50</b>	<b>99</b>	<b>160</b>	<b>180</b>	
Telecommunications	215	30	102	135	149	2	12	22	34	10	45	54	60	
Broadcasting	120	33	46	64	100	6	9	11	15	7	17	22	33	
Postal	135	33	53	74	115	1	3	6	6	4	14	25	30	
<b>Total communications</b>	<b>470</b>	<b>104</b>	<b>201</b>	<b>273</b>	<b>364</b>	<b>9</b>	<b>24</b>	<b>39</b>	<b>55</b>	<b>30</b>	<b>72</b>	<b>102</b>	<b>123</b>	
<b>Total programme</b>	<b>1 048</b>	<b>253</b>	<b>381</b>	<b>614</b>	<b>798</b>	<b>13</b>	<b>46</b>	<b>117</b>	<b>164</b>	<b>80</b>	<b>171</b>	<b>261</b>	<b>303</b>	

13. Multimodal transport: out of the 11 projects in the subsector programme, information was available on seven projects as follows: four completed, two under implementation. No information was available on the status of the four regional projects.

14. Telecommunications: a total of 149 projects were monitored out of the subsector total of 215 projects. This represents a significant improvement in terms of monitoring. As a consequence, the number of projects reported as completed rose to 34, that is 23 per cent of the monitored projects. A further 60 projects, or 40 per cent of the monitored projects, are under implementation.

15. Broadcasting: the number of projects monitored in this sector increased from 64 the previous year to 100 this year, which is 83 per cent of the 120 projects in the programme. A total of 15 projects are completed and 33 are still in progress. Thus, by the end of the Decade, not even one third of the sector projects would be completed.

16. Postal services: monitoring information was available on 115 of the 135 projects in the subsector, an improvement over the 74 projects monitored last year. Six projects are reported completed and 30 are under implementation, which is not much improvement over the previous year's results of 6 and 25, respectively.

### III. IMPLEMENTATION OF REGIONAL, SUBREGIONAL AND INTER-STATE LINK PROJECTS

#### A. TRANSPORT

##### 1. Inter-State link projects

17. The current reporting period shows some improvement in the implementation of the category of projects, which are generally acknowledged to be crucial for the physical integration of the continent. Below is the status of their implementation during 1987, based on information available to the ECA secretariat.

18. Progress has been reported on regional railway projects as follows: RAP-60-006, rehabilitation of the Ethiopia/Djibouti railway line in progress and financed by France and the European Development Fund (EDF). Projects of the TAZARA United Republic of Tanzania - Zambia Railway line, RAP-60-013 and RAP-60-014 for the purchase of diesel electric main line locomotives and replacement of locomotive engines are reported as completed at this stage and were financed by Kreditanstalt fuer Wiederauf baue (KfW). The following projects are also reported completed: RAP-60-001, Guinea/Mali, updating the feasibility study on the Kouroussa-Bamako (via Siguiri) rail link; RAP-60-016, TAZARA, purchase of shunting locomotives; and RAP-60-020, TAZARA, construction of villas at the new Kapiri Mposhi station.

19. Progress in the implementation was reported on six TAZARA projects: RAP-60-015, purchase of wagons; RAP-60-017, various activities aimed at track rehabilitation; RAP-60-022, purchase of quarry equipment; RAP-60-024, purchase of two breakdown cranes and equipment; RAP-60-025, provision of signalling and

telecommunications equipment; and RAP-60-026, setting up of training facilities and financing of training abroad in new technologies and management. Financing is still being sought for two railways projects: RAP-60-018, repair of damage caused by rain between Mlimba and Makuboko and RAP-60-023, construction of terminals at the New Pakiri Mposhi station for the storage and handling of goods. TAZARA project RAP-60-019, draining of 98 kilometres of track between Gwata and Fuga, has been cancelled.

20. Progress was also reported on regional port projects of North Africa HAP-60-001, study on the planning and development of North African ports; HAP-60-002, establishment of a subregional training centre for port personnel; HAP-60-003, study on tariff harmonization in North African ports, all financed by the European Economic Community (EEC).

21. Telecommunications projects reported progress on the regional projects TEP-60-20, Burundi/Rwanda/United Republic of Tanzania Panaftel link, and TEP-60-028, Rwanda/Uganda, establishment of Kigali-Kampala link, all financed by the African Development Bank (AfDB).

22. Postal regional projects reported in progress are: POP-60-002, Universal Postal Union (UPU), establishment of a multinational postal school at Brazzaville; POP-60-003, UPU, establishment of workshops for manufacturing small items of postal equipment; and POP-60-020, UPU, training of African postal specialists to promote technical co-operation among developing countries in Africa, all financed by UNDP.

## 2. Trans-African highways

23. The following progress took place in 1987 with regard to the highways.

### (a) The African Highway Master Plan

24. The terms of reference for the African Highway Master Plan have been finalized and submitted to the Government of Italy for consideration and financing. In September 1987 an Agreement was signed between ECA and Italy for the Study of the African Highway Master Plan, as an integral part of the planned Transport Master Plan for Africa. The study's implementation is expected to commence in early 1988, producing a co-ordinated and integrated continental Highway Network Plan for African member States by the end of 1989.

### (b) The Trans-African Highway Bureau

25. The ECA Conference of Ministers, meeting in April 1987, adopted resolution 604 (XXII) which, inter alia, took note of the first combined meeting of Trans-African Highway Authorities requesting the reactivation of the Trans-African Highways Bureau of ECA in order to alleviate the financial burden for African countries resulting from the maintenance of several bureaux. The burden is unbearable particularly for those countries which belong to more than one Bureau and which therefore are asked to pay several contributions.

26. Convinced that a single Bureau would adequately serve the needs of African countries in intensifying and consolidating the efforts already made towards the rapid development of the Trans-African Highway Network at a lower cost compared with an individual Bureau for each Trans-African Highway Authority, the Ministers requested the Executive Secretary of ECA to reactivate the Trans-African Highway Bureau in ECA and to provide it with necessary resources for efficient functioning. Accordingly, the ECA has prepared a project document for submission to the United Nations Development Programme (UNDP) for financing.

(c) Lagos-Mombasa Trans-African Highway Authority

27. The Governing Council of the Trans-African Highway Authority (TAHA) held its meeting in Kinshasa, from 6 to 10 January 1987, and identified inter-country highway projects on the main Lagos-Mombasa Highway and its feeder links, based on the Belgium-assisted study on road inventory that had been completed the previous year.

28. No progress had been reported on the Trans-East African Highway, the Trans-Central African Highway and the Trans-Sahara Highway by the time this report was prepared. The Economic Community of West African States (ECOWAS) and TAHA have been requested to submit progress on the Trans-West African Highway network and the Lagos-Mombasa Trans-African Highway.

3. Optimum development of air services

29. The Regional Technical Committee on Air Transport held its 3rd meeting at Addis Ababa from 2 to 5 March 1987. The meeting discussed, *inter alia*, the problem of liberalization of traffic rights. To facilitate the granting of the freedom of the air necessary to the optimum development of air services, the Committee discussed two texts, the Multilateral Agreement and the Memorandum of Understanding for the operation of African air services. These two texts, after being amended by the Committee, were submitted to the plenary session of the African Civil Aviation Commission (AFCAC), held at Brassaville in May/June 1987. The adoption of these texts and their implementation during negotiations will promote exchange of the necessary rights and joint operations, while safeguarding the interests of the airlines concerned.

30. Regarding the African Conference on Air Tariffs, ECA has undertaken a number of sensitizing actions towards the African States in order to obtain the number of ratifications necessary for the Convention on the establishment of this Conference to come into force.

31. In the framework of a joint ECA/World Bank project on development of transport in sub-Saharan Africa, ECA has included in the programme of this project a number of activities for the development of African air services.



#### 4. Manpower development in transport

32. During this reporting period, ECA completed a study on manpower and training needs in transport. The study was carried out in two parts. The first part deals with manpower and training needs in general and multimodal transport. The second part of the study covers all modes of transport, namely, roads, railways, air, inland water and maritime transport. The two reports on the study have been distributed to member States.

33. Assistance was also given to the Eastern and Southern African Management Institute in conducting a railways management improvement course for member States of the Southern African Development Co-ordination Conference (SADCC) and in the evaluation of a course on road transport fleet operations, maintenance and management.

### B. COMMUNICATIONS

#### 1. The PANAFTTEL network

34. The Pan-African Telecommunications Network (PANAFTTEL) consists of telecommunication circuits interlinking African countries. These circuits are provided by high quality microwave radio, submarine cable and satellite communications systems associated with international telephone switching centres. The importance of the PANAFTTEL network is well recognized by the Lagos Plan of Action, the United Nations Transport and Communications Decade in Africa and the Arusha Declaration on World-wide Telecommunications Development.

35. At the end of 1987, more than 40 PANAFTTEL microwave VHF and UHF radio relay systems as well as 38 international telephone switching centres had been or were in the process of being installed. These have been supplemented by 8,000 kilometres of submarine cables and satellite communication earth stations in 41 countries.

36. A total of 69 projects listed in the programme for the second phase of the Decade are part of the PANAFTTEL network. The status of these projects are as follows: 6 projects costing \$32.5 million were completed during 1987; 11 projects were completed by the end of 1986, at an estimated cost of \$87.3 million; 5 projects costing \$25.47 million are in the process of implementation and there are 23 projects costing about \$98 million for which the sources of finance have been identified for some, while the rest still remain with finance as yet to be secured. No action has been notified on 17 projects, which are estimated to cost approximately \$329 million.

37. These achievements have been made possible through the efforts of the countries concerned with the assistance and support of the various regional and subregional organizations, such as ECA, the Pan-African Telecommunications Union (PATU), the African Postal and Telecommunications Union (UAPT), ECOWAS, the Southern African Transport and Communications Commission (SATCC) and the Central African Customs and Economic Union (UDEAC), the Kajera Basin Organization (KBO) and the Communauté économique des pays des Grands Lacs (CEPGL) and international

organizations, such as the International Telecommunication Union (ITU) and UNDP and several multilateral and bilateral financing institutions.

38. In spite of these achievements, however, intra-African traffic is still being routed over transit centres outside of Africa. This has been attributed to the frequent outage and unreliability of PANAFTTEL circuits, owing to inadequate maintenance, shortage of spare parts and fuel supplies. Other factors contributing to the poor utilisation of the PANAFTTEL network are lack of operational agreements on tariffs and transit arrangements, more attractive transit tariffs offered by transit centres outside of Africa, inadequate dimensioning of exchange and multiplex equipment and problems in co-ordinating signalling systems.

39. This matter has been discussed in detail at the meeting of African Telecommunications Traffic Managers, held at Addis Ababa from 3 to 7 December 1987. Having identified the problems preventing the efficient use of the PANAFTTEL network, the meeting made several proposals and recommendations aimed at improving the efficiency of utilization of the network.

40. During the earlier phases of the PANAFTTEL project, assistance and advice was provided in the realisation of the network. This activity has resulted in considerable investments, totalling several hundreds of millions of United States dollars, made by the African countries themselves, as well as international assistance. However, as pointed out above, the operation and maintenance of the installed network is not yet satisfactory, with the result that the benefits derived so far have not been commensurate with the investments made. Consequently, the third phase of the PANAFTTEL project will lay stress on efficient operation and maximum utilization of the installed network during the 1987-1991 UNDP programming cycle, in addition to providing assistance for the completion of the links yet to be installed.

## 2. Regional African Satellite Communications System - RASCOM

41. Following the mandate given by the Conference of African Ministers of Transport, Communications and Planning at its 5th Meeting, held at Harare, Zimbabwe, in March 1986, the feasibility study for the Regional African Satellite Communications System (RASCOM) is now being undertaken under the guidance of a special Inter-Agency Co-ordinating Committee (IACC-RASCOM).

42. In accordance with resolution ECA/UNTACDA/Res.86/65 on RASCOM and the decision taken by IACC, a project office is operational since March 1987 in the Headquarters of ITU. Multidisciplinary national co-ordination committees have been established in 48 African countries with PTT as a focal point, led by a national co-ordinator to direct and co-ordinate the activities of the members of the committee.

43. In order to ensure some uniformity of country studies, the project office has prepared "Guidelines for conducting the national feasibility studies" for the use of the various national co-ordination committees. It has also organised five briefing meetings for all national co-ordinators in order to provide them with a detailed explanation of the above guidelines.

44. With regard to financing, some of the estimated \$6 million cost of the project have been made available. All efforts are being made to complete the necessary details for the remaining funds.

### 3. Manpower development on communications

45. Pursuant to General Assembly resolution 38/150 of 19 December 1983, ECA has carried out in 1987 a survey on manpower and training requirements in communications and transport. In the telecommunications subsector, ECA and ITU jointly executed the manpower and training needs survey for the ECOWAS countries. The global report was prepared in May 1987 and subsequently dispatched to member States. In the postal subsector, a similar study has also been carried out mainly for ECOWAS countries.

46. Under the bilateral technical co-operation arrangements with the Federal Republic of Germany, ECA organized the second seminar on planning of telecommunications for English-speaking African countries, in co-operation with ITU. The primary objective of the seminar was to provide a forum where planners from African national telecommunications organisations could share their experience in specific issues related to the planning, development and expansion of telecommunications to the rural communities with their colleagues and those of the industrialized countries. The seminar was also designed to assist planners in discovering the best way to use existing and anticipated telecommunications systems to support development efforts. The seminar was attended by 32 participants from 23 African countries, as well as representatives of international organizations and equipment manufacturers.

## IV. CONTRIBUTION OF THE UNITED NATIONS SPECIALIZED AGENCIES AND OTHER BODIES AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO THE IMPLEMENTATION OF THE PROGRAMME OF THE TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

### A. TRANSPORT

#### 1. Roads and road transport

47. This mode of transport has 236 projects at an estimated cost of \$5.2 billion. The projects have been grouped as follows: maintenance and rehabilitation projects (42); training and technical assistance projects (9); inter-State links projects (126); regional/subregional projects (7); and national priority projects (55).

48. The activities of the various United Nations specialized agencies and other bodies and African intergovernmental organizations in 1987 are reported hereunder:

#### (a) International Labour Organisation

49. During the reporting year, the International Labour Organisation (ILO) was engaged in vocational training dealing with the development of transport

infrastructure supervision and maintenance systems. Technical assistance on the strengthening of the institutional capacities for operating and maintaining road transport fleets was also provided. During the year under review, a compendium of case studies on the social and labour aspects of urban passenger transport problems in selected cities in Africa, notably Algiers, Addis Ababa, Casablanca, Abidjan, Dakar, Lusaka, Harare, Lagos and Nairobi was prepared.

50. Other activities carried out by ILO during the year were:

(a) United Republic of Tanzania: two projects providing advisory services, training and technical assistance in connection with the road maintenance programmes for the Tanga and Mbeya roads. ILO also participated in a World Bank/Danida agriculture feeder roads study;

(b) Zambia: labour-based improvement and maintenance of feeder roads;

(c) Uganda: feeder roads operational support and training;

(d) Cape Verde: assistance to a labour-intensive work programme.

(b) Banque ouest-africaine de développement

51. The Bank financed an amount of \$8.2 million for the road Boundiali-Tingrela in Côte d'Ivoire.

(c) Economic Commission for Africa

52. ECA made the following contributions towards the Decade programme in 1987:

(a) Provided advisory services to Sierra Leone on review and appraisal of the institutional and operational problems facing its road transport corporation;

(b) Provided technical drawings for inter-country links between Djibouti, Ethiopia, Somalia and the Sudan, in response to the requests made by the Preferential Trade Area (PTA) and the Inter-Governmental Authority on Drought and Development (IGADD);

(c) Provided Ethiopia with advisory services regarding the feasibility of upgrading the capacity of its Road Transport Authority to plan, programme and develop the country's road transport services;

(d) Participated at the seventh meeting of the Governing Council of TAHA, held at Kinshasa in March 1987, and provided technical advice on the establishment of the secretariat;

(e) Organized the 4th meeting of highway maintenance in Africa, which was held at Harare, Zimbabwe, from 7 to 11 December 1987.

(d) Southern African Development Co-ordination Conference

53. The following projects were ongoing in 1987 under the auspices of SADCC's subsidiary body responsible for transport and communications, the Southern African Transport and Communications Commission (SATCC): road traffic and transport development and training for Swaziland, United Republic of Tanzania and Zambia; road infrastructure developments of SADCC countries.

(e) Economic Community of West African States

54. The main preoccupation of ECOWAS during the year under review was the feasibility and technical studies for the remaining sections of the Trans-West-African Highway network (Lagos-Nouakchott). It also organised the following meetings: the trans-coastal route of Benin, Ghana and Togo, the objective of which was the realization of the said coastal road; consultative meeting for the realization of the trans-west African road; the first meeting of ministries responsible for customs, border securities, Chambers of Commerces and Union of Land Transport Organizers; and the consultative meeting of insurance and re-insurance companies.

2. Railways and rail transport

55. In the rail transport mode there are 84 projects at an estimated cost of \$5.6 billion. The subsector's programme includes 36 rehabilitation and maintenance projects, nine training and technical assistance projects, 21 inter-State link projects, four regional/subregional projects and 14 national priority projects.

56. Agencies that participated in implementing rail transport projects in 1987 were: ILO, SADCC, the West African Economic Community (CEAO) and ECA. Their major activities are summarized in the following sections.

(a) International Labour Organisation

57. In 1987, ILO undertook a vocational training programme on the development of transport infrastructure supervision and maintenance systems and on the strengthening of the institutions responsible for operating and maintaining railway rolling stock.

(b) Southern African Development Co-ordination Conference

58. The railway projects of SADCC that were either completed or were ongoing in 1987 were: the study on railway telecommunications and signalling (ongoing); the study on railway wagon manufacture (ongoing); the study on railway training programme (ongoing to be completed in 1987), and the rehabilitation of the main railway line in Botswana, namely, the Francistown-northern border section and the Gaborone-Francistown sections, both of which were ongoing.

59. Other activities which were ongoing in 1987 were:

(a) The rehabilitation of railway telecommunications facilities at Botswana; the renewal of train-working system, also at Botswana; the maintenance depot for Botswana Railways; the rehabilitation of the Mosambique-Swasiland railway (study); and the rehabilitation of the Maputo-Chicualacuala Railway phase I emergency programme;

(b) The Motive Power, Rolling Stock and Operation Plan for CFM South Chicualacuala (Limpopo) Line in Mosambique; track upgrading and rehabilitation of the Beira-Machipanda section; track rehabilitation on the Blantyre-Mosambique border; rehabilitation of 536 kilometres of the Nacala-Cuamba Railway at Mosambique; permanent rectification of landslide (study completed); mechanized track maintenance; rail welding and burn repairs; solar power parcels; locomotives and goods wagons purchase; and manpower development plan and training facilities (report completed).

(c) West African Economic Community

60. The West African Economic Community finalized the feasibility study of the project on the plan for the extension of interconnections in the railway network. The study was presented to the Conference of Ministers of Transport and Communications of the Community, held at Cotonou, Benin, from 1 to 2 December 1987.

(d) Economic Commission for Africa

61. During the year, ECA contributed in various ways to the achievement of the Decade's fundamental objectives, primarily with the following three activities:

(a) A symposium organised in June at Addis Ababa, in collaboration with the Union of African Railways, to consider various management problems related to maintenance, overhaul and renewal of railway lines. The symposium was attended by 51 participants;

(b) Studies undertaken as part of ECA's regular work programme and which were aimed at improving railway management systems, training personnel in the application of these methods. Examples of application in some railways;

(c) The signing of a co-operation agreement between ECA and the Union of African Railways (UAR), which took place in July 1987.

3. Maritime transport (shipping and ports)

62. In shipping there are 38 projects identified in the programme for the second phase of the Decade at an estimated cost of \$483.0 million. There are five maintenance and rehabilitation projects, 19 training and technical assistance projects, three inter-State links projects, seven regional/subregional projects and four national priority projects. During the year 1987, various agencies implemented shipping projects as follows:

(a) International Labour Organisation

63. ILO continued to provide regional consultancy services on maritime transport. An ILO expert is stationed in the regional ILO office at Dar-es-Salaam, United Republic of Tanzania, to assist Africa in the field of maritime transport.

64. There are also 70 port projects at an estimated cost of \$1,849.89 million; of these 17 are maintenance and rehabilitation projects, seven are training and technical assistance projects, 13 come under the category of inter-State links, and six are regional/subregional projects while 27 are national projects.

65. During the year under review, ILO signed an agreement with the Government of Mozambique for executing a project to establish the Mozambique Maritime Training Institute at Maputo.

66. ILO also continued in 1987 with the following activities started earlier: regional advisory services for port questions based at Dar-es-Salaam, United Republic of Tanzania, reporting to the Norwegian Agency for Development (NORAD) on the preparation of a project document for establishing a port training school at Maputo and on improvement and developing of a port training centre at the United Republic of Tanzania; assessment of port personnel training needs of Sierra Leone and a feasibility study for extending the existing port training facility in Senegal.

(b) International Maritime Organization

67. The assistance of the International Maritime Organization (IMO) to Africa during 1987 included: assistance in the marine training field was provided to Malawi; in Nigeria, IMO undertook the review and updating of maritime legislation; and two regional seminars on maritime search and rescue and MARPOL were organized under the auspices of IMO.

68. A programme of regional seminars/workshops on the facilitation of international maritime traffic was developed and approved and a series of seminars/workshops are to be held in the following ports in 1988: Assab (Ethiopia); Beira and Maputo (Mozambique); Cotonou (Benin); Douala (Cameroon); Banjul (Gambia); Lagos (Nigeria); Lomé (Togo); and Matadi (Zaire).

69. IMO also provided advisory services to the Mozambique Maritime Training Institute in 1987, in consultation with NORAD, which is financing the project; provided assistance to the Sierra Leone Ports Authority in the form of three fellowships to the United Kingdom of Great Britain and Northern Ireland at master marine level; and organized seminars on facilitation for West/Central African ports in 1987.

(c) United Nations Conference on Trade and Development

70. The Shipping Division of the United Nations Conference on Trade and Development (UNCTAD) provided technical assistance and advisory services to the following regional projects in Africa: Academie regionale des science et

techniques de la mer, Abidjan; "Assistance in transit transport for the land-locked Southern African subregion"; "Assistance to the Ministerial Conference on Maritime Transport for West and Central Africa"; Assistance to COBENAM, the national shipping line of Benin; Strengthening and modernisation of the maritime transport sector in Eastern/Southern Africa; and Assistance to land-locked countries for transit transport.

(d) West African Economic Community

71. The West African Economic Community was engaged in 1987 in the preparation of the Maritime Code (policy document) of the Community for the establishment of a shipping company for the Community, as well as in conducting a study in 1987 related to port facilities in transit countries and availability of adequate rail services to and from ports.

(e) Southern African Development Co-ordination Conference

72. The following shipping projects were implemented in 1987: shipping development of member countries of UNCTAD; regional co-operation in shipping; and marine safety development programme for SADCC coastal States.

73. In order to improve transport services to and from ports of SADCC member countries, two studies on shipping, clearing and forwarding agencies and on the establishment of transport information bureaux were carried out by SADCC in 1987. In addition, the following port projects were executed: port administration projects; feasibility study on improvement of the entrance channel of Maputo port; improvement of coal terminal at Matola; container terminal equipment and management assistance; Beira port transport development plan; channel dredging of Beira Port; improvement of navigational aids; multi-purpose and container handling terminal; study on construction of oil terminal; improvement of cold storage facilities; study on construction of other terminals such as tobacco, cotton, etc.; provision of marine crafts; design of container terminal for Nacala Port; and development of ports of Dar-es-Salaam, Lobito and Luanda.

(f) Economic Commission for Africa

74. In 1987, the following activities were undertaken by the ECA secretariat in its efforts to develop further this subsector: an intergovernmental meeting of experts on the establishment of a Ministerial Conference on Maritime Transport for Eastern and Southern Africa was organized in September 1987 at Addis Ababa; ECA also made an effort to secure funding from UNDP for originating, in early 1988, a preparatory conference of African countries on the Convention of the Code of Conduct for Liner Conferences; other activities of ECA in the field of ports in 1987 included advisory services, technical assistance, study on the improvement of port productivity rates, the publication of guidelines on training of dockers/supervisors and a study on cargo handling equipment; and organisation of the Inter-governmental Meeting of African Chief Executives of Ports and Senior Officials on improvement of productivity rates in African ports. ECA also provided advisory services.



(g) North African Port Management Association (NAPMA)

75. It was reported that NAPMA executed the following four port projects in 1987: HAP-60-001 - study on the planning and development of North African ports; HAP-60-002 - establishment of a Subregional Training Centre (ongoing); HAP-60-003 - study on tariff harmonisation; and HAP-60-004 - study on the development of port infrastructure.

(h) Port Management Association of West and Central Africa (PMAWCA)

76. In 1987, PMAWCA conducted a seminar for its member ports on simplification of documentation in ports (FAL) at Dakar, Senegal. It also conducted two other seminars on maritime security and pollution and training of trainers in the ports industry in Gambia and Benin, respectively.

(i) Port Management Association of Eastern and Southern Africa (PMAESA)

77. During 1987, PMAESA finalised the study on the establishment of a dredging pool for Eastern/Southern African ports (HAP-60-006).

#### 4. Air transport

78. In the programme for the second phase of the Decade, there are 94 air transport projects at an estimated cost of \$1.85 billion, classified as follows: 20 maintenance and rehabilitation projects; 26 training and technical assistance projects; 13 inter-State links projects; two regional/subregional projects; and 33 national priority projects. The following organizations implemented air transport projects in 1987: AFCAC, ECA, SADCC and the International Civil Aviation Organization (ICAO).

(a) African Civil Aviation Commission

79. The major activities of the African Civil Aviation Commission (AFCAC) during the year of reporting were its continued efforts to secure signatures to and ratifications of the Convention on African Air Tariffs Conference (AFRATC) and the organizing of subregional meetings on a co-ordinated network of aircraft maintenance and overhaul centres in Africa.

(b) Southern African Development Co-ordination Conference

80. SADCC implemented the following air transport projects in 1987: a feasibility study on regional co-operation in civil aviation; a study on co-ordinated utilization of aircraft maintenance facilities; a study on community and legislation in civil aviation; and a civil aviation manpower and training requirements survey.

(c) Economic Commission for Africa

81. ECA extended technical support to AFCAC and the African Airlines Association (AFRAA) in formulating policies for improving African air transport and the organisation's work programme. Within the framework of the Mbabane Declaration, ECA organised a meeting of the Air Transport Committee in 1987 which focused on three areas, namely, promotion of a multinational airlines and joint operations, exchange of traffic rights and the establishment of a regional data bank.

(d) International Civil Aviation Organisation

82. Two major problems identified in 1987 were lack of trained and experienced manpower and a serious lack of communications facilities and services, which in turn affected the provision of air traffic, meteorological, search and rescue and aeronautical information services. In order to further assist States, ICAO devoted a lot of effort to developing technical assistance projects for the States to which it is accredited with the main focus on the UNDP new Programming Cycle (1987 to 1991), with some notable results. This has helped in overcoming shortages of manpower and provided the much needed specialized training, including management training.

5. Inland water transport

83. In the field of inland water transport, there are 45 projects at an estimated cost of \$326 million, out of which 13 projects are concerned with maintenance and rehabilitation, four are training and technical assistance projects, 17 are inter-State links, five are regional/subregional projects and six are national projects.

84. Only ECA has reported activities in this subsector. It provided advisory services to Zambia on the reorganisation of the administration of the lake port of Mpulungu on Lake Tanganyika and to advise on the optimum utilization of port facilities and manpower. It also organized an intergovernmental meeting of experts on development of the Congo/Zaire river basin, at Kinshasa, Zaire, from 11 to 17 November 1987.

B. COMMUNICATIONS

1. Telecommunications

85. In the field of telecommunications, there are 216 projects at an estimated cost of \$2,692.20 million. The projects can be broken down as follows: 15 projects of rehabilitation and maintenance; five technical assistance projects; 22 training projects; 75 projects of a regional/subregional nature; and 99 projects of a national character. The following agencies implemented telecommunications projects in 1987.

(a) African Postal and Telecommunication Union

86. The projects executed by UAPT were: laboratory for the repair and calibration of measuring instruments at Lomé (Togo); the centre for monitoring and control of radio broadcasts (Niger); and the feasibility study for a Regional African Satellite Communications System (RASCOM).

(b) Southern African Development Co-ordination Conference

87. SADCC's main activities were in the following fields: study on the harmonization of the satellite communications; training courses in national telecommunications network planning; satellite communications technology course; Earth station standard A in the region of Lobito/Benguela; expansion of international telecommunications services at Angola; an international transit switching centre at Gaborone; digitilization of the trunk network, at Malawi, and microwave link Mbeya-Karonga-Mzuzu, at Malawi/United Republic of Tanzania.

(c) Economic Commission for Africa

88. ECA provided technical advisory services in 1987 to Zaire, Gambia and Uganda. Furthermore, ECA produced three technical publications. These were: the joint ECA/ITU manpower and training needs survey for the ECOWAS countries - E/ECA/CMU/8, May 1987; improving meteorological telecommunications in Africa for the purpose of improving the African section of the global telecommunications system in collaboration with the World Meteorological Organization (WMO) and the Federal Republic of Germany (FRG) - E/ECA/CMU/12, December 1987, and the economic impact of technology changes on African telecommunications systems and services - E/ECA/CMU/14, December 1987.

89. Under its bilateral technical co-operation with FRG, ECA also organized, in collaboration with ITU, a seminar on planning rural telecommunications. ECA also continued in 1987 to provide technical support in the field of the PANAFTEL network. The same type of technical assistance was also provided to RASCOM to encourage the participation of nationals of every African country in the RASCOM study.

## 2. Postal services

90. In the programme for the second phase of the Decade, there are 135 postal services projects at an estimated cost of \$522.95 million. They are classified as follows: three rehabilitation and maintenance projects; 10 technical assistance projects; 15 training projects; 17 regional/subregional projects; and 89 national projects. In 1987, the following agencies implemented postal services projects:

(a) African Postal and Telecommunication Union

91. The organization's activities were as follows: organization of postal distribution; establishment of a permanent committee between the African Postal and

Telecommunication Union and the airlines; study on the establishment of a stamp printing press at Ouagadougou, Burkina Faso.

(b) Pan-African Postal Union

92. For the year 1987 and within the context of the execution of its quadrennial programme of activities, PAPU undertook a number of operational and training activities. In addition to these activities, the general secretariat of PAPU approached funding institutions with a view to sensitising them on the requirements for postal development in Africa. The operational activities included the second meeting of the PAPU/AFRAA Contract Committee, monitoring transport time for air mail, and organizing postal statistics. The training activities included a course on methods of determining cost/price and tariff policy.

93. Specific activities in respect of specific projects; contacts with UNDP have been pursued with a view to obtaining funding for the execution of the project POP-32-003 entitled "Establishment of a multinational postal training school at Beira". The feasibility study has already been carried out and the report is being finalised for publication.

(c) Pan-African Telecommunications Union

94. The activities of PATU during 1987 were concerned primarily with the PANAFTEL network, the Regional African Satellite Communications System (RASCOM) and a number of other operational activities. With regard to the operations and extension of PANAFTEL, the activities of the general secretariat were concentrated mainly on monitoring the implementation of missing links, routing, tariff structures and maintenance.

95. With regard to the implementation of PANAFTEL, negotiations are in progress for the execution of projects for the following links: Sudan-Egypt; Nigeria-Cameroon (Lake Chad Basin); Rwanda-United Republic of Tanzania Kagera Basin Organisation (KBO); Rwanda-Uganda (KBO); Burundi-United Republic of Tanzania (KBO).

96. A questionnaire was sent to all administrations of member States in order to update information on the use of the network. In this context, PATU collaborated with ITU in the preparatory activities leading to the organization of the meeting of traffic managers, held in 1987. Studies are still in progress with a view to harmonizing tariffs in Africa.

97. PATU participated in the meeting of supervisory agencies, in order to review the guidelines for conducting feasibility studies on the RASCOM project at the national level. PATU was given the responsibility of supervising studies undertaken in Angola, Malawi, United Republic of Tanzania and Zambia.

98. Through PATU, the radio beacon signals for locating disasters (RLS) operated by IMMARSAT, were installed on one of the vessels of the Zairean shipping company (CMZ) for experimental purposes.

99. PATU also participated and presented papers in several seminars: planning of rural telecommunications in Africa, held at Harare, at which a paper was presented entitled "African prospects for promoting rural telecommunications"; TELECOM Forum 87: a presentation was made entitled "The RASCOM project, the new dimension to PANAFTEL: towards an African community by the year 2000"; regional seminar/workshop on the planning of (VHF/UHF) radio and television, held at Dakar to prepare African telecommunications staff to participate effectively in the work of the second session of the regional conference, for the planning of Radio Television in VHF/UHF scheduled for 1989; and the twenty-first Annual Regional Conference on Telecommunications in East and Southern Africa (ARTC).

(d) International Telecommunication Union

100. The International Telecommunication Union carried out several activities in 1987 in support of the Transport and Communications Decade in Africa and of particular significance were:

(a) The Conference of African Telecommunications Administrations: among the major outcomes of the meeting was the adoption of the strategy for the development of telecommunications, including broadcasting, up to the year 2000;

(b) The implementation of the resolution of the African Telecommunications Development Conference of Tunis: ITU has intensified its activities in sensitizing and assisting member countries in implementing the Tunis resolutions and recommendations;

(c) PANAFTEL network: as the Executing Agency of the PANAFTEL Project under the PANAFTEL Co-ordinating Committee ITU, in collaboration with the Ethiopian Government Administration, organized a meeting of African Telecommunications Traffic Managers Meeting at Addis Ababa;

(d) Regional African Satellite Communications System (RASCOM): since the last IACC meeting with the secretariat of the programme of the Decade, the execution of the RASCOM project has progressed well. A meeting of the IACC - RASCOM was held at Geneva in December 1987. ITU has continued to supervise the activities of the project office which is based at its Geneva Headquarters.

V. INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE IMPLEMENTATION OF THE PROGRAMME OF THE TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

101. African countries, in accordance with their reaffirmation at the Assembly of Heads of State and Government of OAU and the thirteenth special session of the United Nations General Assembly in 1986 on the critical economic situation in Africa, have drawn up reform and recovery programmes aimed at stimulating growth, diversifying their economies and stimulating the development process. This major structural reform undertaken by many African countries to address their development problems has not received adequate donor support.

102. Africa is emerging from one of the worst famines in recent history. Good rains have fallen in a great many parts of the region. Per capita incomes should rise this year for the first time since 1980. Even so, there is little reason to celebrate. Low-income Africa is poorer in 1987 than it was a generation ago in 1960. Notwithstanding some measure of economic recovery, the debt problem continues to intensify in Africa. In the majority of the countries, total debt now exceeds half of the gross domestic product. Africa's attempts to help itself will continue to fail without additional resources from the international community and financial institutions.

103. The investment rate in Africa has been falling since 1980 and is now the lowest among developing regions. Therefore, the transport and communications sector has also been a victim of the prevailing economic situation in Africa. The programme of the Transport and Communication Decade in Africa, which was declared by the international community, has not been given even half of the resources required from donor countries to date.

104. With the Decade having only one more year to go, indications are that the level of project implementation will be far less than expected and without immediate support from the international community, the transport and communication sector will continue to experience major constraints.

105. UNDP has continued to bear responsibility for financing the Co-ordination Unit of the programme of the Transport and Communications Decade in Africa, in addition to country and regional projects in the fields of transport and communications. It has also been one of the main contributors to the RASCOM project. In 1987 it allocated to ECA an amount of \$5 million for the implementation of regional projects under the Decade programme.

106. The programme for the second phase of the Transport and Communications Decade in Africa consists of 1,048 projects for all sectors of transport and communication at a total estimated cost of \$18,322 million. Financing so far has been \$5,903 million or 32 per cent of the programme total cost. The analysis shows that, out of the total financing secured, \$US 3,664 million or 62 per cent was from external sources, while \$2,239 million or 38 per cent was from African countries. This shows that the international community has only contributed 20 per cent of the total resources required by the programme, while African countries have financed 12 per cent of the programme in spite of severe economic problems and the low level of external resources provided to the continent.

107. The following Table 2 has been prepared, on the basis of information received from African countries and various publications, to show a summary of projects of the programme for the second phase of the Decade that have attracted financing by sector and per cent of contribution of donor countries, financial institutions vis-à-vis African countries to the implementation of the projects for the second phase of the Decade.

108. Continuing its effort to mobilize resources for UNTACDA projects, ECA had planned to organize two co-financing meetings during the period under review. The planned meetings were for projects in East African and West African transport corridors. However, the meetings had to be postponed to 1988.

Table 2. Summary of the projects of the programme for the second phase of the Transport and Communications Decade in Africa that have attracted financing by sector as at December 1987

Sector	Total number of projects in plan		Financing secured 1984-1987				Total \$ million	Percentage of plan cost
	Number	Original \$ million	Revised	No. of projects	External \$ million	Local \$ million		
Post	236	5 090	5 193	130	1 097	499	1 596	31
Mail	84	5 616	6 312	54	1 366	741	2 107	38
Maritime	38	486	487	4	11	4	15	3
Ports	70	1 871	1 824	36	591	508	1 099	59
Air	94	923	1 000	42	80	179	259	28
Inland water	45	332	332	7	7	21	28	9
Multimodal	11	27	29	7	15	1	16	59
<b>Total transport</b>	<b>576</b>	<b>14 354</b>	<b>15 177</b>	<b>280</b>	<b>3 167</b>	<b>1 953</b>	<b>5 120</b>	<b>36</b>
Telecommunications	215	2 685	2 774	87	414	175	589	22
Broadcasting	120	760	636	50	57	84	141	20
Postal	135	523	493	36	26	27	53	10
<b>Total communications</b>	<b>470</b>	<b>3 968</b>	<b>3 903</b>	<b>173</b>	<b>497</b>	<b>286</b>	<b>783</b>	<b>20</b>
<b>Total programme</b>	<b>1 046</b>	<b>18 322</b>	<b>19 080</b>	<b>453</b>	<b>3 664</b>	<b>2 239</b>	<b>5 903</b>	<b>32</b>

109. During the period under review, various donors and financial institutions provided financial support for the development of transport and communications in Africa. Since it was not possible to obtain the information on all contributors, only partial information is given below.

110. The World Bank (International Bank for Reconstruction and Development and International Development Association) provided \$US 499.5 million for transport and communication projects in Africa during fiscal year 1987, out of which \$US 346.7 million was for transport and \$US 152.8 million was for communication. The amount was \$US 237.7 million, or 90 per cent more than fiscal 1986, but 3.8 less than fiscal 1985.

111. For the projects financed by the World Bank, additional co-financing was provided by the African Development Bank (ADB) amounting to \$35.0 million; CCCE \$22.9 million, the European Development Fund (EDF) \$23.0 million; the African Development Fund (ADF) \$15.8 million; KfW \$15.3 million; official development assistance (ODA) \$13.4 million; the Swedish International Development Agency (SIDA) \$11.0 million; Italy \$10.0 million; the Netherlands \$3.9 million; the Dutch Commercial Bank \$3.9 million; the United States Agency for International Development (USAID) \$1.5 million; the Live Aid/Band Aid Foundation \$1.3 million and GTZ \$1.0 million.

112. The African Development Bank (ADB and ADF) provided \$US 180.44 million for transport and communications projects in Africa. The transport sector received \$131 million, out of which \$101.8 million was for roads; \$17 million for air transport; \$11.37 million multisectoral and \$0.86 million for ports. The Bank also provided \$49.4 million for telecommunications. Compared to the previous allocation (fiscal year 1984/85) to this sector, there has been a 47.7 per cent decrease during the 1985-1986 fiscal years.

113. For the projects financed by ADB, co-financing has been provided by the Nigerian Trust Fund (NTF) \$9.9 million; SAFC \$11.9 million; IDA \$5.28 million; ODA \$4.71; the United Nations Sudano-Sahelian Office (UNSO) \$5.71; and Norway \$2.82 million.

114. In addition to financing the Co-ordination Unit of the programme of the Transport and Communications Decade in Africa, UNDP has continued to provide financial support to the development of transport and communications in Africa within the framework of the Fourth Cycle Programme (1987-1991).

## VI. SPECIAL DEVELOPMENT ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR

115. The year 1987 witnessed several significant developments that affected or were related to the implementation of the programme for the second phase of the Decade. The drought and the economic crisis that occupied the attention of African countries and the international community in previous years continued to be the major preoccupation during this year as well.



116. The feasibility study for the Regional African Satellite Communications System (RASCOM) started in 1987 under the guidance of a special Inter-Agency Co-ordinating Committee (IACC-RASCOM), which has served to unify all studies and provide information on the appropriate telecommunications development suitable to Africa's needs for the next two decades. In accordance with resolution ECA/UNTACDA/Res.86/65 on RASCOM and the decision taken by IACC, a project office has been established at the Headquarters of ITU and became operational in March 1987. In addition, multi-disciplinary national co-ordination committees have been established in 48 African countries with the national PTT as a focal point, led by a national co-ordinator to direct and co-ordinate the activities of the members of the Committee. In order to ensure uniformity among country studies, the project office has prepared guidelines for conducting the national feasibility studies for the use of the various national co-ordination committees. The guidelines were approved by the 14th meeting of IACC-RASCOM, held in July 1987 at Addis Ababa. The study is expected to be completed in 1988.

117. In accordance with resolution ECA/UNTACDA/Res.86/64 adopted by the Conference of African Ministers of Transport, Communications and Planning at its fifth meeting at Harare, Zimbabwe, in March 1986, which recognised the important role of telecommunications in the socio-economic and cultural development of all countries, the African Telecommunications Development Conference was held at Tunis, Tunisia, in January 1987. The primary objective of the Conference was to continue with the work of the World Telecommunications Development Conference and adopt its recommendations with a view to meeting the requirements of the African region. In this respect, the Conference drew up a series of recommendations for the development of telecommunications in Africa over the next five years and beyond. In particular, the recommendations called for concerted action on all fronts: action by the banks to provide loans on favourable terms; action by the international development organisations, such as ECA and ITU, to provide the necessary technical assistance; action by the African intergovernmental organizations to provide the political push for this development; and action by each African telecommunications administration to carry out the recommendations.

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