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REPORT OF THE ECONOMIC AND SOCIAL COUNCIL

Assistance to Lesotho

Report of the Secretary-General

1. In paragraph 10 (d) of its resolution 32/98 of 13 December 1977 on assistance to Lesotho, the General Assembly requested the Secretary-General to keep the situation in that country under constant review and to report on the question to the Assembly at its thirty-third session. Accordingly, and in response to a request made by the Government of Lesotho in February 1978 relating to new restrictions being imposed on travel by its citizens to South Africa, the Secretary-General dispatched a mission to Lesotho to assess the impact of the new restrictions and propose appropriate measures to cope with them. The attached report contains the findings and recommendations of the mission.
2. A full review of the situation in Lesotho and of the Secretary-General's efforts to mobilize an effective programme of assistance to that country will be carried out in June 1978. The results of that review will be submitted to the General Assembly as an addendum to the present report.

* A/33/50/Rev.1.

ANNEX
 REPORT OF THE MISSION TO LESOTHO
 (17 to 23 March 1978)

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I. INTRODUCTION

A. Background to the present situation

1. The background to the present situation and a description of the pressures on Lesotho are given in the report of the mission to Lesotho a/ (hereinafter referred to as the principal report). Additional information was provided in a second report (A/32/323-S/12438) which was transmitted to Member States under cover of the Secretary-General's letter of 23 February 1978.
2. Stated briefly, Lesotho is entirely surrounded by the territory of South Africa which has created, along Lesotho's south and south-east borders, the Transkei bantustan. Nearly 14 per cent of the population of Lesotho live in the districts of Qacha's Nek and Quthing, which make up the south and south-east areas of Lesotho. These districts have had very poor or no road connexions with the rest of Lesotho. In the past, these mountainous regions had been serviced from South Africa through four border gates - Ramatseliso's Gate, Qacha's Nek, Ongeluke's Nek and Tele Bridge. Roads and tracks which provided the only real access to the south and south-eastern parts of Lesotho connected with supply and service centres at Matatiele, Aliwal North and Zastron in South Africa.
3. The inhabitants of the districts of Qacha's Nek and Quthing have long been accustomed to using the neighbouring border towns in South Africa for medical services, automotive repairs and as centres for the sale and purchase of goods and supplies. In addition, because there were no road connexions within Lesotho, many government services depended on officials travelling through South Africa to get from one part of Lesotho to another.

B. Imposition of new travel restrictions

4. On 22 February 1978, the Permanent Representative of Lesotho to the United Nations transmitted to the Secretary-General a message from the Ministry of Foreign Affairs of Lesotho concerning new demands being made by the authorities of the so-called independent Transkei on citizens of Lesotho travelling to and from South Africa (see appendix I).
5. The message of the Government of Lesotho stated in part:

"Since Friday, 17 February 1978, the South African authorities, through their Transkeian minions, have demanded visas at a cost of R2.50 each from Lesotho citizens travelling through Transkei en route to destinations in other parts of South Africa. This week, the situation worsened when international passports, as distinct from agreed travel documents, were

a/ See Official Records of the Security Council, Thirty-second Year, Supplement for January, February and March 1977, document S/12315.

demanded by South African officials at Ramatseliso, Qacha's Nek and Tele border posts. The implication of this demand is obvious, namely, tacit recognition of the Transkei Bantustan".

The message went on to outline the specific steps being taken by the Government to meet the critical situation that had emerged from the stoppage of movement of goods and persons through the border posts. Funds had been diverted from other needs for the construction of a wholesale facility at Qacha's Nek and the expansion of the Lesotho National Bus Service which immediately launched a regular service between Qacha's Nek and Quthing. Additional health facilities in the form of staff and medicines had been diverted to Qacha's Nek and the other affected areas and self-help projects were to be increased and intensified to provide food and employment. Road construction was to be accelerated and emergency food supplies were to be sent to the affected areas.

6. The mission was informed that prior to restrictions on travel more than 2,000 people each week passed through Ramatseliso's Gate, Qacha's Nek, Ongeluke's Nek and Tele Bridge, the largest numbers using Tele Bridge and Qacha's Nek. The people using these crossings were Lesotho citizens visiting centres in South Africa for shopping and essential services, Lesotho traders going to South African centres to obtain supplies, Lesotho officials travelling from one part of Lesotho to another, and South African traders and transporters moving goods and produce into and out of Lesotho, and tourists.

C. Request for the mission

7. At the request of the Government of Lesotho, the Secretary-General arranged for a mission, led by Mr. Gordon K. Goundrey, Joint Co-ordinator for United Nations Special Economic Assistance Programmes, and including senior officials of the United Nations Conference on Trade and Development and the World Food Programme, to visit Lesotho to consult with the Government on the situation.

8. The task of the mission was to assess the impact of the new travel restrictions introduced by the Transkei, to discuss the Government's proposals for dealing with the new situation and to identify, in consultation with the Government, high priority projects directed towards meeting the most urgent needs in the affected areas.

D. Programme of the mission

9. The mission visited Lesotho from 17 to 23 March 1978. During this period, it met with the Ministers most immediately concerned with programmes and projects to deal with the new situation and had three meetings with the committee which the Government of Lesotho has established to co-ordinate the international programme of assistance. The mission received the fullest co-operation from the Government of Lesotho and everything possible was done to facilitate its work. At the beginning of its work, the mission was provided with a list of proposed projects for which assistance was needed.

10. The mission travelled to the most seriously affected areas. It also visited Qacha's Nek and Tele Bridge, two of the three border gates formerly used by citizens of Lesotho to enter South Africa. At Qacha's Nek and Quthing the mission met the District Administrator and officials responsible for such public services as education, health, police, public works, livestock marketing and animal health. In addition to flying over part of the affected areas, the mission travelled by land rover over many miles of roads and tracks being constructed or improved in the affected areas.

11. The mission was given a briefing on the situation by the Resident Representative of the United Nations Development Programme and other United Nations officials and experts in Lesotho. It was also able to meet with representatives of a number of Governments and international and intergovernmental organizations providing assistance to Lesotho.

12. The mission did not visit Ramatseliso's Gate, but flew along the road from Sehlabathebe to Ramatseliso's Gate. No vehicles were seen using the road, no vehicles were waiting on either side of the Gate and, as far as could be observed, no vehicles were travelling towards Matatiele on the road from Ramatseliso's Gate.

13. The mission visited the border post at Qacha's Nek on Saturday, 18 March. The mission was informed that Saturday had been a very popular day for citizens of Lesotho to travel to Matatiele. However, no vehicles passed while the mission was at the Gate, and the mission was informed that only six vehicles had passed through the post that day, four entering Lesotho and two proceeding to South Africa. The mission was further informed that all the vehicles which passed were registered in the Republic of South Africa and that no Lesotho registered vehicles had passed through the post that day.

14. The mission did not visit the border post at Ongeluke's Nek as this gate only allows access to a small enclave of South Africa which was not included in the Transkei bantustan. The road from Ongeluke's Nek to Matatiele passes through the Transkei and there are reportedly no border posts on that road.

15. The mission also visited the border post at Tele Bridge. It had been one of the major border posts used by people in the Quthing area for obtaining many of their goods and services from Zastron and Aliwal North. No vehicles passed through the gate while the mission was there. According to police and border officials at Tele Bridge, only 11 vehicles had passed on Saturday, 18 March, most of which were of South African registry.

16. The mission was informed by the Government of Lesotho that a formal protest had been lodged with the South African Government when the Transkei authorities had made known their demands that all Lesotho citizens entering the Transkei be in possession of valid international passports and visas issued by the authorities in Umtata. However, the South African Government had responded by stating that it had no jurisdiction in the matter.

II. FINDINGS AND RECOMMENDATIONS OF THE MISSION

A. Findings of the mission

1. Effects of the new travel restrictions

(a) General

17. It appears that the demands for Lesotho citizens to have valid international passports and to obtain visas from Umtata in the Transkei has seriously restricted the movement of Lesotho citizens through border posts, and that people living in those parts of Lesotho bordering on the Transkei have been effectively prevented from obtaining supplies and services in South Africa. It also appears that Lesotho traders are unable to obtain their supplies from wholesale centres at Matatiele or Aliwal North. The restrictions on Lesotho citizens travelling through the Transkei have also halted the provision of government services in many areas.

(b) Areas affected by the restrictions

18. The map reproduced in appendix II shows the areas of Lesotho which have been affected by the restrictions on travel to South Africa. The most easterly area, marked A, is the most seriously affected as there are practically no reasonable road communications with the rest of Lesotho. Even the airstrips at Sehonghong, Mashai and Sehlabathebe are of limited usefulness. The population of the area used the route through Ramatseliso's Gate to obtain supplies and services and market their produce. Lesotho officials travelling to the affected area normally used a route through South Africa re-entering Lesotho at Ramatseliso's Gate. The situation in the area marked A is critical and immediate action is necessary to provide the people in this area with assured access to the rest of Lesotho.

19. The area marked B on the map has also been seriously affected. In the past, produce was exported to, and goods and services obtained from, Matatiele using the border gate at Qacha's Nek. Although a beginning has been made in developing Qacha's Nek as a service and supply centre, and road improvements from Qacha's Nek to Quthing have been carried out during the past year, the alternative methods of obtaining goods and services are more expensive and time-consuming than using the previous sources at Matatiele.

20. The area marked C around Quthing has also been affected by the restrictions on travel, but to a lesser extent. Previously, supplies came through the border gate at Tele Bridge from Zastron and Aliwal North in South Africa. It is relatively easy to bypass the Transkei and obtain the goods and services from Zastron by using Makhaleng Bridge instead of Tele Bridge, although transport costs are higher on this route. However, a special problem has been created for the southernmost parts of this area. These border areas are presently inaccessible from the district capital at Quthing. Hitherto, Lesotho officials travelling to

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the affected area normally used a route through South Africa, entering the Republic at Tele Bridge. This kind of traffic has now ceased and the whole border area between Ongeluke's Nek and Tele Bridge is inaccessible. The population of the area no longer has an accessible and dependable source for goods and services. Education, health, police, livestock marketing and animal health services are all affected.

(c) Services affected

21. Although a number of small service centres are developing within Lesotho at such places as Quthing and Qacha's Nek, they do not fully compensate for the services previously provided in Matatiele. There are deficiencies in wholesale and retail facilities, storage, health services, automotive repair, transport and marketing of wool, mohair and livestock. A specific problem which is likely to emerge with the onset of winter in May is the provision of adequate supplies of coal and other fuels for the isolated mountain areas in the south and south-east of Lesotho.

22. The areas affected by the restrictions on travel are among the poorer areas of Lesotho. Since the population will be unable to use their normal routes to obtain goods and services or market their produce, they will have to depend on transport and communications systems wholly within Lesotho or on routes which by-pass the Transkei. The increased transport costs will result in a reduction in real incomes. Preliminary estimates by the Government suggest that in Qacha's Nek and Sehlabathebe costs of supplies will increase by at least 25 per cent. In addition, residents from the area are likely to suffer a reduction in the amounts they realize from the sale of wool, mohair and livestock as these products will now have to move either through Makhalleng Bridge to Zastron or through Maseru.

(d) Impact on migrant labour

23. In the past, too, migrant labour has moved to and from places of employment in South Africa through Matatiele. As this is no longer possible, agencies recruiting contract labour from the affected areas for service in South Africa will incur higher costs, making the southern and south-eastern sections of Lesotho less attractive areas for labour recruitment. For a short time the labour recruiting offices in Qacha's Nek were closed (they were closed when the mission visited), but arrangements have now been made for a bus service to transport contract labourers from Qacha's Nek to Quthing. Recruitment is reported to have resumed although numbers being recruited appear to have decreased compared with the corresponding period last year. The area depends heavily on remittances of migrant labour and, for many persons, this is the only readily available employment. Any reduction in the numbers drawn from the southern and south-eastern regions will result in reductions in incomes in the area. This effect, too, is likely to be greater in areas marked A and B on the map.

(e) Other effects

24. The restrictions on travel make it difficult for Lesotho citizens to reclaim livestock that stray into the Transkei. The situation also encourages the rustling of livestock from Lesotho. (The mission was shown a group of 11 people from the Transkei who had been captured with a supply of arms in the inaccessible border area near Ongeluke's Nek by the Police Mobile Unit. These people were being held as illegal immigrants. Investigations were also being carried out concerning the murder of a Lesotho citizen at a cattle post in the area where they were captured).

2. Other concerns

25. Two other major concerns were expressed by the Government in connexion with its refusal to recognize the so-called independent Transkei. First, the growing number of Lesotho citizens that are being expelled from the Transkei, contributing to tensions along the border and adding to unemployment problems in the most affected areas. Second, reports of disturbances involving Lesotho citizens and other labourers working in the mines in South Africa arising from the Transkei question had resulted in the return of some Lesotho citizens and had made others reluctant to accept contracts, thereby exacerbating the unemployment problem.

B. Recommendations: projects urgently required to deal with the new restrictions on travel

1. General

26. On the basis of its discussions with the Government and following on-the-spot evaluations of the socio-economic problems facing the country, the mission identified a number of developmental projects which should be implemented without delay. These projects would help the Government of Lesotho to provide needed services to the affected areas, to give the areas improved access to the rest of Lesotho and also assist in their development.

27. Fourteen of the projects are urgently required. These are listed in paragraph 30 below. Five of them, marked by an asterisk, have already been identified in the principal report (S/12315), but regrettably no donors have yet expressed interest in funding them. Moreover, a number of other projects identified in earlier United Nations reports, and which are the subject of advanced discussions with potential donors, have acquired increased urgency as a result of the new restrictions on travel. These are shown in section III.B below. Finally, a number of new projects directly related to providing services in the affected areas are also proposed.

2. Summary and costs of recommended projects

28. In providing the following summary of recommended projects, the mission considers it necessary to emphasize that the United Nations assistance programme

for Lesotho has been instituted to strengthen the country's fragile economy and to reduce its vulnerability to deliberate pressures by reducing its economic dependence on South Africa. Because of Lesotho's extremely limited resources, any assistance which the international community can provide should be in the form either of grants or of loans on highly concessionary terms.

29. The cost of the 14 projects recommended for urgent implementation amounts to R 6,233,000 (\$7.2 million). b/ This excludes the cost of food aid and technical assistance. The projects, which are listed below, are designed to improve roads, communications and services in the affected areas and provide urgently needed employment. They will help to reduce the difficulties imposed on the people in the area as a result of the new restrictions on travel.

30. The projects recommended are the following:

<u>Project</u>	<u>Cost</u>
	(In millions of rand)
(a) Projects to provide emergency access to seriously affected areas and to improve transportation facilities in these areas	
Spot improvements and study - Sehlabathebe Road	1,350
Emergency road maintenance programme	1,590
National trucking fleet <u>c/</u>	1,000
Improved landing strips <u>c/</u>	170
(b) Projects to enable Qacha's Nek to develop as a supply and service area for the region	
Water project in Qacha's Nek	100
Electricity in Qacha's Nek	250

b/ The national currency is the rand. The rate of exchange used for conversion in the report is R 1.00 = \$US 1.15.

c/ Identified in previous United Nations reports.

<u>Project</u>	<u>Cost</u>
	(In millions of rand)
(c) Projects to provide employment and improved access to isolated sections of southern and south-eastern Lesotho	
Access road, feeder roads, equipment and storage	
Equipment hire (annually)	375
Trucks	55
Hand tools	40
Land rovers	16
Warehousing	283
Total cost (excluding food and personnel)	<u>769</u>
Pontoon bridge at Sekakes	210
(d) Other urgent projects made necessary by the new situation	
Food aid	(not costed)
Medicine and drug requirements <u>c/</u>	400
Bulk drug storage facility	50
Rural clinics at Sixondo and Matebeng <u>c/</u>	100
Airstrip improvements - Semongkong <u>c/</u>	234
Income generating activities	<u>(not costed)</u>
Total costs (excluding food and technical assistance)	<u><u>6 223</u></u>

III. DETAILS OF RECOMMENDATIONS

A. Details of recommended projects

1. Projects to provide emergency access to seriously affected areas and to improve transportation facilities in these areas

(a) Emergency access: Tsoelike - Ramatseliso's Gate - Sehlabathebe

31. The people in Sehlabathebe and in the surrounding areas are now almost completely isolated. Sehlabathebe is connected to Qacha's Nek by a single-lane track. The track runs to Ramatseliso's Gate and then on to Tsoelike where it meets the Taung to Mpiti track. The section from Sehlabathebe to Ramatseliso's Gate - some 28 kilometres - can be used by four-wheel drive vehicles most of the year. The track from Ramatseliso's Gate to Tsoelike - some 43 kilometres - can only be used with difficulty during the dry season by light four-wheel drive vehicles. The whole stretch - 71.4 kilometres - has a poor surface and bad alignments. The road runs through mountainous terrain with many gradients of as much as 25 per cent. Drainage is non-existent and the road is made impassable during rain by stretches of black cotton soil. The usual connexion for Sehlabathebe and the surrounding area was through Ramatseliso's Gate to Matatiele in the Republic of South Africa. This route, however, passes through the Transkei.

32. It is essential that the Sehlabathebe area be connected to Qacha's Nek by an all-weather road within Lesotho. This will allow essential supplies to be transported and make it possible to provide the population with administrative, educational, health and commercial services, many of which are being developed at Qacha's Nek.

33. In the past, imports to and exports from the Sehlabathebe area passed through Ramatseliso's Gate. A transport survey, carried out in 1974 by Roughton and Partners, estimated imports through the Gate in 1970 at 4,500 tons and exports at 250 tons. This traffic will now have to move through Qacha's Nek. However, since the present road cannot carry medium-sized commercial vehicles, the required tonnages cannot be moved.

34. The population of the area is estimated at nearly 21,000, engaged mostly in dry land farming and animal husbandry. There is some prospect of increases in paid employment and local activity in connexion with tourism in the National Park where there is presently a small lodge. However, the expansion of tourism depends critically on the provision of better access.

35. It is the Government's intention to eventually have an all-weather (class 3) gravel road from Tsoelike to Sehlabathebe. Preliminary estimates by the Ministry of Public Works suggest a total cost of R 3.754 million, which is in line with the estimates prepared by the consultants in the national transport study in 1974 for roads of this type. However, a fully engineered road to this standard would probably require at least three years for studies and construction. An immediate

need exists for the present track to be improved sufficiently to allow access for goods and people. This would involve, as a short-term measure, undertaking spot improvements of the sort which were carried out on the Quthing to Qacha's Nek road. These should include drainage, culverts, spot gravelling and some minor realignments of the road.

36. Based on the cost of the spot improvements to the Quthing to Qacha's Nek road which amount to R 10,000 to R 11,000 per kilometre, the mission estimates that a programme of spot improvements to the Tsoelike/Sehlabathebe road will probably be in the neighbourhood of R 15,000 to 16,000 per kilometre. The higher costs result from working in a more difficult terrain in a less accessible area and from inflation over the past year. The total cost, therefore, of spot improvements for this road would be in the neighbourhood of R 1.1 million.

37. The spot improvements proposed for the tract should be such as to allow immediate access to Sehlabathebe by two-wheel drive medium commercial vehicles and small buses, say, for 20 to 25 passengers. Even with these improvements, however, the road could be classed only as an improved access track. As such, traffic may not be possible at all times as there may be short periods during the rains when only four-wheel drive vehicles could be used. Such an improved access track will also be very expensive to maintain.

38. A full study is required to determine the optimum type and location of a properly engineered road based on the social needs and the economic potential of the area to be served. The project for spot improvements should make provision for this study.

39. In summary, then, the mission proposes a two-phased approach to providing adequate all-weather access to the Sehlabathebe area. Phase one would be made up of immediate spot improvements and minor realignments to make the present track serviceable, at an estimated cost of R 1.1 million, and an economic and engineering study to determine the type and location of a fully engineered all-weather road, at an estimated cost of R 250,000. The total cost of phase one would, therefore, be R 1.350 million. Phase two of the project would involve the construction of a fully engineered all-weather road. The Ministry of Works has made a preliminary estimate - some R 3.750 million - for the construction of a class 3 gravel road. But better estimates should be available when the economic and engineering study proposed as part of phase one is completed. In broad figures, the total for phase one and phase two will be in the neighbourhood of R 5.1 million.

40. Phase one of the project, including both the economic and engineering study and the immediate spot improvements of the present track, will take 10 to 12 months to complete. Construction of a properly engineered all-weather road will likely take 18 to 30 months.

(b) Emergency road maintenance from Quthing to Sehlabathebe

41. Restriction of travel of Lesotho citizens through the short border crossing roads will divert traffic to the Quthing/Qacha's Nek road. Included in this

diverted traffic will be a substantial number of medium-size commercial vehicles presently being used to haul goods in to and out of the southern and southeastern parts of Lesotho. It is difficult to predict the level of traffic but in 1970, according to the estimates of the transport survey made by Roughton and Partners, 25,000 tons of commodities were imported into the southern and southeastern regions of Lesotho through the three border gates (Ramatseliso's Gate, Qacha's Nek and Ongeluke's Nek). Since that time, the population in the area has been increasing at about 2 per cent per year and traffic probably has increased. However, the reductions in real incomes as a result of the restrictions on travel are likely to lead to lower levels of consumption and reduced traffic.

42. If the level of imports continues at about 25,000 tons annually (the tonnages exported are lower and will not significantly affect the number of vehicles required to handle the traffic), an additional 26 medium commercial vehicles (seven to eight tons) will be required to handle the longer hauls involved in serving the region from Makhaleng Bridge or Maseru. In addition to the transport of goods, many vehicles which previously travelled to Matatiele will be using the road from Quthing to Qacha's Nek. There will also be a significant amount of traffic generated as a result of the emergency projects in the area, bringing in food and equipment and allowing for the necessary movement of personnel associated with the projects. Traffic on the road from Quthing to Qacha's Nek is likely to be in excess of that currently observed and much higher than the level upon which the spot improvement programme for the Quthing-Qacha's Nek road was based.

43. A feasibility study of improving the road to Qacha's Nek has recently been completed and it is likely that some type of fully engineered road will be constructed. Clearly, significant improvements in the road are now necessary, although the spot improvement programme was successful in providing emergency access to Qacha's Nek.

44. There will be a considerable lag before financing is arranged for the new road and construction is started. An emergency project to provide maintenance on the Quthing to Qacha's Nek road is therefore necessary.

45. Similar considerations apply to the route from Qacha's Nek to Sehlabathebe. A programme of emergency spot improvements for that track is included in project (a) which includes a full study of the eventual road requirements. It was noted, however, that at least two years are likely to elapse between the end of the spot improvements programme and the construction of a fully engineered all-weather road.

46. There is, therefore, a requirement for an emergency road maintenance programme until the reconstruction of the road from Quthing to Sehlabathebe can be carried out. The importance of maintenance to ensure reasonable road communications for Quthing, Qacha's Nek and Sehlabathebe cannot be over-emphasized.

47. The major requirement is for a heavy equipment unit to be used to carry out the maintenance. The Ministry of Works has drawn up a list of the equipment required for emergency maintenance on the 210 kilometre stretch of road between

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Qacha's Nek and Quthing. Requirements are: 3 motor graders, 2 bulldozers, 2 front-end loaders, 6 tippers, 2 rollers, 1 water bowser and 3 land rovers. These items should be sufficient to provide maintenance also for the road from Qacha's Nek to Sehlabathebe. The mission agrees that such a heavy equipment unit is needed as a matter of urgency.

48. If a heavy equipment unit is not provided, the maintenance programme could be carried out with rented equipment. Using Ministry of Works estimates of costs based on rented equipment, and assuming that the construction of the Quthing-Qacha's Nek road begins in 18 months, and that the construction of the fully engineered road from Qacha's Nek to Sehlabathebe begins in two years' time and takes approximately two years to complete the phasing of such an emergency maintenance programme would appear to be as follows:

	<u>First Year</u>	<u>Second Year</u>	<u>Third Year</u>
Quthing-Qacha's Nek	R 960,000	R 480,000	Maintenance included in road project
Qacha's Nek-Sehlabathebe		R 100,000	R 50,000
Total (R 1,590,000)	R 960,000	R 580,000	R 50,000

(c) National trucking fleet

49. A proposal to establish a national freight fleet has been under consideration for a number of years and was strongly recommended in the 1974 transport study by Roughton and Partners. The restrictions on travel have considerably increased the supply distances to Qacha's Nek and Sehlabathebe. When Matatiele was used as a supply centre, the distance to Qacha's Nek was 35 kilometres and to Sehlabathebe 45 kilometres. Using the roads within Lesotho, supply distances from Zastron will be 275 kilometres from Qacha's Nek and 352 kilometres from Sehlabathebe. If supplies are transported from Maseru, the distances will be increased by 120 kilometres.

50. Bulk traffic into the Qacha's Nek and Sehlabathebe regions has until now been carried in a fleet of about 20 vehicles. Such a fleet will be totally inadequate to handle the tonnages over the longer distances.

51. The report by Roughton and Partners argued that in the remote areas traders often have monopoly positions and suggested that the establishment of a national fleet by introducing competition might bring rates down by as much as one third on some of the long hauls. In addition, a national fleet which provides a better coverage by mechanics, repair facilities and recovery vehicles would reduce the risk attached to operating in difficult and remote areas and reduce transport costs.

52. It has already been noted that imports into the Qacha's Nek area were estimated at some 25,000 tons in 1970. To transport this traffic annually in seven-to-eight-ton trucks would require 3,850 vehicle trips (3,075 to Qacha's Nek and 775 to Sehlabathebe). Using vehicle speeds suggested by transporters familiar with the area, journey times from Zastron to Qacha's Nek and Sehlabathebe - assuming spot improvements of the existing track - would be, respectively, 9 hours and 13 hours. Allowing time for loading and unloading, customs clearance, meals and rests, a trip to Qacha's Nek would take 1 1/2 days and to Sehlabathebe 2 days. It is therefore unlikely that more than two round trips a week could be expected or about 95 trips a year per vehicle. These rough calculations suggest a requirement for 40 to 45 vehicles with an even distribution of traffic throughout the year. There are, however, peak traffic movements - food before the harvest season and fuel before the winter - which suggest that some 45 to 55 vehicles are probably necessary. Assuming that the private traders continue to operate their present fleets, 26 additional trucks would seem to be the minimum necessary to handle the traffic into the southern and southeastern regions of Lesotho.

53. With the spot improvement programme and adequate maintenance expenditures, two-wheel drive medium-sized trucks should be able to cope with the road conditions to Qacha's Nek and to Sehlabathebe. As far as possible, the trucking fleet should utilize two-wheel drive vehicles. They are less expensive than four-wheel drive vehicles and easier and cheaper to maintain and operate. As the National Bus Company is using Mercedes buses exclusively, it would probably be most economical to utilize Mercedes trucks for the freight fleet. This would allow the sharing of trained mechanics and economies of scale in purchasing repair equipment. It would also reduce the cost of stocks and spare parts holdings since many parts of Mercedes buses and trucks are interchangeable. In the short run, however, some of the vehicles will need to be four-wheel drive until the roads are improved. Once the road programmes have been carried out, the four-wheel drive vehicles could be transferred to meet needs in other parts of the country.

54. The Government's proposed trucking fleet would consist of 26 medium trucks (7 to 8 tons), a small number of which should be four-wheel drive, and associated vans, land rovers and specialized vehicles. The total cost of the proposed fleet would be in the neighbourhood of R 1 million.

55. In the mission's view, consideration needs to be given to the arrangements for repair and maintenance of the national fleet. A major maintenance and repair facility at Quthing is clearly necessary and the situation at Qacha's Nek causes some concern. Both the Lesotho Bus Company and the proposed trucking fleet will require better maintenance and repair facilities at Qacha's Nek. A project has been approved to establish a Public Works workshop but this, by itself, will not meet either the needs of the trucking fleet or of the private vehicle owners in Qacha's Nek and Sehlabathebe. At the present time, there is no adequate repair and maintenance facility for private vehicles in the whole Qacha's Nek district. This has created a serious situation as the repair facilities in Matatiele are no longer available to Lesotho citizens.

56. There are three possible ways of providing these services. The bus company and the proposed trucking fleet could be provided with repair and maintenance services by a new depot specifically designed for their needs. Alternatively, arrangements could be made to use the Ministry of Works depot either on a regular or emergency basis. Neither of these alternatives, however, will satisfy the needs of private vehicle owners in the Qacha's Nek district. According to 1975 statistics, there were about 40 privately owned vehicles in the area and it is doubtful if either a Public Works depot or a depot set up specifically for the bus and trucking fleets would meet their needs. The Government may wish to explore the setting up of a commercial maintenance facility, either private sector or a joint enterprise. Clearly, the small number of private vehicles in the area will not justify an adequate repair and maintenance facility. If there is to be an adequate commercial facility, it would probably require a government contract for a certain minimal level of maintenance and repair of buses and trucks.

57. It will be vital to the success of the national trucking fleet to have excellent repair and maintenance facilities. The Government intends to establish a main repair depot in Quthing, and to make arrangements for maintenance in Qacha's Nek. These facilities are obviously essential.

58. Furthermore, to ensure an efficient transport system, special attention should be given to the question of management. In view of the urgency of establishing the fleet, serious consideration should be given either to a management contract for an initial two-year period or to the establishment of some type of joint venture with an experienced trucking company.

(d) Improvement to landing strips in the most seriously affected areas

59. Projects (a), (b), and (c) will provide a minimal level of road transport services for the Qacha's Nek District. To complement these projects, four landing strips in the most seriously affected area need to be improved. The strips, at Qacha's Nek, Sehlabathebe, Sehonghong and Mashai, were among the eight airstrips requiring improvement which were identified in earlier reports. The total cost of making the necessary improvements to the four airstrips is approximately R 170,000. made up of: Qacha's Nek - R 102,000; Sehlabathebe - R 26,000; Sehonghong - R 23,000; and Mashai - R 18,000. The related increase in annual recurrent expenditure is estimated at R 10,000.

60. Detailed project documents, including the specifications and work to be done at each airstrip, are available from the United Nations or from the Government of Lesotho. These landing strips are extensively used for both passengers and freight, and will become even more important with the restriction on travel through the Transkei and with the expansion of the Lesotho Airways Corporation fleet. Two twin otters are to be added to the fleet shortly and these will require improved landing strips.

61. For the three airstrips - Qacha's Nek, Sehonghong and Mashai - safety of operations and the prospective volume of traffic justify improvements. Traffic statistics for 1976 are as follows:

	<u>Number of aircraft</u>	<u>Number of passengers</u>	<u>Cargo</u> (Kilograms)
Qacha's Nek	2,822	5,139	125,000
Sehlonghong	1,534	2,340	46,176
Mashai	1,150	963	119,000

62. The case of Sehlabathebe is slightly different. There was very little traffic at Sehlabathebe in 1976. But the strip at Sehlabathebe can hardly be described as an airfield. The runway surface is very rough and badly eroded. There are no markings and the strip itself is ill-defined and difficult to use. There is no proper drainage and there are serious problems with water on the runway whenever it rains.

63. There is an urgent need for an improved airstrip at Sehlabathebe at this time because the area is practically isolated. Even with the completion of the spot improvements on the road it will not be easy to get to Sehlabathebe in an emergency. If the airfield is to be used at all, improvement is essential to ensure safe operation of aircraft. In addition to emergency needs, there is likely to be an increase in traffic, as a result of the movement of personnel associated with emergency and development projects in the area, the movement of contract labour and the transport of urgently needed supplies. There is also a potential for further development of passenger and freight services based on the growth of tourism in the National Park.

64. It would be highly desirable to begin improvements of all four airstrips immediately. If, however, there is to be a phasing of the work, the mission recommends that improvements at Qacha's Nek and Sehlabathebe be given priority to be followed, as soon as possible, with improvements at Mashai and Sehlonghong.

2. Projects to enable Qacha's Nek to develop as a supply and service area for the region

65. Qacha's Nek is the administrative centre and needs to be developed further to replace the previous supply and service centre at Matatiele. Among the major projects being carried out are two wholesale facilities, a new hospital and a Public Works depot. There will also be a need to establish additional warehousing and repair and maintenance facilities for the bus and truck fleets operating between Qacha's Nek and Quthing and serving Sehlabathebe. At the present time, in addition to primary and secondary schools, there is a farmer training centre and a teacher-training college in the area. A project is also being implemented to improve telephone services within the area and to replace the HF link with the rest of Lesotho with VHF equipment.

66. In addition to other projects recommended for Qacha's Nek, the mission believes that immediate steps should be taken to provide Qacha's Nek with adequate, reliable supplies of water and electricity.

(a) Water supplies

67. During the mission's visit to Qacha's Nek, the use of water was restricted. The existing water supply is drawn from springs and fed into a reservoir from which water is provided to consumers by gravity. Demands for water exceed the capacity of the springs. A project to supply water to eight centres in Lesotho has already been prepared. The scheme for Qacha's Nek involves drilling a number of bore holes and pumping the water into the existing reservoir. In view of the urgency of providing adequate water for existing establishments and new ones, the mission believes that the project for Qacha's Nek should be given the highest priority.

68. However, since it will be some time before the project can be completed, the existing water supply should be expanded on an emergency basis. Fortunately, as part of the exploratory work for the eventual water system, one bore hole has already been drilled which could be utilized as a first step towards the completed water project. This would involve a pump and pipes to connect the new bore hole to the existing reservoir. The total cost of such an emergency project would be in the neighbourhood of R 100,000. With careful planning, this effort could be fitted into the eventual project for providing Qacha's Nek with adequate water supplies.

(b) Electricity

69. At the present time, almost all of the electricity consumed in Lesotho comes via transmission lines from the Electricity Supply Commission of South Africa. Any transmission line to supply power to Qacha's Nek from South Africa would have to pass through the Transkei and would be very expensive. Connecting to the existing transmission grid inside Lesotho would also be extremely expensive.

70. There are only two small generator sets in Qacha's Nek, one supplying the post office and hospital and the other supplying the hotel. The requirements of the Teacher's Training College, the Farmers' Training Center, the hotel, the police lines and new projects such as the hospital, the Public Works workshop, the two wholesale establishments and the maintenance and repair facility for buses and trucks will justify a centralized electricity generating plant.

71. It is not possible to foresee the precise power demand which will develop in the Qacha's Nek area. In view of the length of time before studies relating to the development of hydroelectric power and a national grid can be completed, the Government proposes to construct a generating plant in Qacha's Nek. A building is proposed which would allow four 250 KVA generating sets to be installed. At this stage, however, the Government would only plan to commission two such sets: one to meet the power demand and one as a standby.

72. A recent study was carried out on the cost of generating electricity in Lesotho. The study showed that whereas the capital costs would be higher for diesel engines, the cost per kilowatt hours produced would be significantly lower than if gas turbine engines were installed. Government costing for the project has been done on the basis of 250 KVA Rolls Royce/Petbow alternators complete with

residential silencers. The total cost of the project, including the building, generators, control boards, transformers, distribution substations and supply lines is in the neighbourhood of R 250,000.

73. The engineers advise that the construction of the station and substations would take an estimated four months, and that the equipment could be delivered within three months if ordered immediately.

74. A centralized electricity generating facility in Qacha's Nek would have implications for the design and costs of the new hospital to be constructed at Qacha's Nek and for the kinds of pumps and motors to be used for the water project.

3. Projects to provide employment and improved access to isolated sections of southern and south-eastern Lesotho

75. The Government of Lesotho is particularly concerned with the reductions in real incomes and employment opportunities in the southern and south-eastern sections as a result of the restrictions on travel to South Africa. The mission was requested to assist in formulating projects to meet the difficulties faced by the people in the region. The Government also hoped that projects could be put forward to stimulate the production and marketing of cash crops.

76. At present, the difficulty of access and the burden of transport costs overshadow other obstacles to development in the region. The mission therefore considers that the construction of roads should be given the highest priority and is the best way of creating immediate employment opportunities in the southern and south-eastern sections. Significant programmes are presently being implemented to improve transport and access, financed from bilateral and multilateral assistance, including a major food for work programme of road building. The mission believes, however, that additional efforts should be made.

(a) Access and feeder roads, equipment and storage

77. In addition to projects (see paras. 31 to 48) which are concerned with providing and maintaining a reasonable road connexion from Quthing to Sehlabathebe, through Qacha's Nek, the mission recommends that two additional types of roads be given priority. First, there is a need to provide access roads to the southern parts of Quthing district which are presently cut off from the rest of Lesotho. Second, additional feeder roads are required to give access to the rural hinterland. Construction will provide employment opportunities and help to compensate for the decline in real incomes in the most seriously affected regions.

78. Two access roads are recommended and are roughly sketched on the map reproduced in appendix II. The first runs from Myanyane to Sixondo via Dilly Dilly and the other from Tosing to Madile (Daliwe). The serious situation in this section of Lesotho was noted in paragraph 25. Work on the Dilly Dilly road had already commenced and the mission travelled over parts of the track which is being constructed under a food for work programme. No work has yet begun on the access road from Tosing to Madile (Daliwe).

79. The mission also recommends that two feeder roads should be constructed. One would run from Seaka to Nohana and the other from Sekakes to Mohlanapeng via Tebellong.

80. The mission believes that the access roads should be given priority and that the present mechanical food aid unit working in the area be employed on these. In addition, if these roads are to be constructed in reasonable time and at reasonable cost, an additional heavy road construction unit should be provided. The unit should consist of two D6 bulldozers, one T600 grader, two compressors, one tractor, and trailer, and one land rover. Such equipment could either be provided on a lease hire basis or purchased. According to the information provided to the mission, the rates for extended hire costs from the government plant pool for such a unit would amount to R 31,500 for each three-month period.

81. In view of the urgency of the situation, the mission has drawn up a project for the access roads and the feeder roads on the assumption that they would be constructed on a food for work basis. If the food, equipment, tools and labour are provided, construction of the access roads should be completed within one year. If an early beginning is made, the feeder road improvement and construction programme would continue through the second and into the third year. It would also be necessary to maintain all the newly constructed tracks and roads. The mission, however, believes that with increased supervision, and using a greater number of workers, if they are available, over a shorter period, it should be possible to accelerate the programme.

82. The mission estimates the number of workers as follows:

<u>Access road</u>	<u>Length</u>	<u>Number of workers</u>
Mjanyane-Dilly Dilly-Sixondo	35 km	200
Tosing-Madile (Daliwe)	46 km	400
<u>Feeder road</u>		
Sekakes-Tebellong-Mohlanapeng	80 km	200
Seaka-Nohana	59 km	400

83. For the first year, 1,200 food aid workers per day would be required. Thereafter, some 600 workers per day employed on maintenance, improvement and continued construction would be needed for two years. The mission believes that since a food aid programme has already started emergency construction on the Dilly Dilly road, this programme for access and feeder roads could best be handled by an expansion of WFP project 352/4. The amount of food required, using current WFP project 352/4 ration scales, would be as follows:

(metric tons)

	<u>1st year</u>	<u>2nd year</u>	<u>3rd year</u>
Maizemeal	870	435	435
Edible oil	28	14	14
Pulses	42	21	21
Canned fish	48	24	24

84. The mission understands that work could begin on all these tracks using food aid already available in the present food aid programme if labour and supervision are available. It would, however, be necessary to provide additional warehousing and tools and for the stocks to be replenished as they are drawn down.

85. A number of items are required in order to carry out this emergency employment and access and feeder road programme. Reference has already been made (para. 82) to a heavy road construction unit. In addition to the light vehicle included in that unit, there will be transport requirements for food, materials and equipment to support road projects. Two four-wheel drive six-ton trucks will be needed; one for the Quthing district and one for the Qacha's Nek district. The estimated cost of providing these two trucks is some R 55,000. In addition, larger numbers of workers will require hand tools such as picks, wheelbarrows, shovels, crowbars and spades. The mission estimates that R 40,000 will be required to provide these.

86. Increased resources will be required to ensure adequate supervision of the mechanical units and the workers. The mission believes that two volunteer road technicians with responsibility for training and supervision will be vital for the success of the scheme. These technicians will require two land rovers costing approximately R 16,000. The mission also believes that a heavy equipment volunteer mechanic is necessary to ensure maximum utilization of heavy equipment and to reduce down time by carrying out minor maintenance and repairs.

87. Without adequate, secure warehousing and storage facilities, it will not be possible to carry out effectively emergency projects in the affected areas. Also, the extended transport system and the difficulty of moving goods in and out of the affected region requires more warehousing and storage than was the case when supplies were drawn from Matatiele. In addition, the mission believes that the new situation requires some modification in already agreed warehousing and storage programmes.

88. In examining warehousing and storage requirements, the mission considered the additional food aid required by the road projects in the context of storage requirements related to supply routes to and within affected districts and in relation to storage proposed for the Mountain Food Reserve.

(i) Norwegian aid stores

89. Funding is now available from a Food and Agriculture Organization/Norwegian Agency for International Development (FAO/NORAD) project for the construction of three stores in the lowlands of Lesotho. The mission recommends that these stores should now be located as follows: (i) 12,000 square feet at Quthing for Mountain Food Reserves and emergency food aid; this should be both a direct distribution and transit store; (ii) 7,500 square feet at Qacha's Nek for emergency food aid, and (iii) 7,500 square feet at Mhale's Hoek for Mountain Food Reserve and emergency food aid transit stocks.

(ii) Emergency food aid main stores

90. In addition to the relocation of the NORAD stores, a further warehouse is required at Thaba-Tseka to serve the northern parts of the Qacha's Nek district. The mission recommends that 4,050 square feet be provided at an estimated cost of R 33,000.

(iii) Extended storage for Mountain Food Reserve

91. In order to give a more comprehensive distribution of the Mountain Food Reserve and to make these reserves more accessible to remote populations, five smaller stores - each approximately 2,250 square feet - should be constructed. The mission estimates that these stores will cost R 130,000.

(iv) Substores for food for work programmes

92. To directly support the roads programmes which are recommended, the mission estimates that nine substores are required. These stores would be used to house food aid payments delivered from the main stores and would also provide storage for road building tools and equipment. These nine stores, each about 1,650 square feet, would cost R 120,000.

93. The programme would cost some R 770,000, excluding the costs of food and technical assistance personnel.

(b) Pontoon bridge at Sekakes

94. Since there is no bridge over the Senqu river between Qacha's Nek and Quthing, the whole area north of the river is without access to the road system in Lesotho. Indeed, during high water the area is effectively cut off from contact with the rest of Lesotho. An important item in the feeder road programme (see paras. 77 to 93) was the road from Sekakes to Mhlanapeng via Tebellong. That project, and any other project for development or employment generation in the area, necessitates a river crossing. There is also a need for improved access to schools and clinics.

95. Although a feasibility study is being carried out on the extension of the Maseru-Ramabanta road to link up with the Quthing-Qacha's Nek road at Sekakes, it

is unlikely that any such connexion will be available for many years. In the interim, a pontoon bridge should meet the requirements and would be relatively inexpensive to put in place. Furthermore, it would make feasible the establishment of a farmers' training centre in the area. This project, associated with trial cultivation of fruits and vegetables and the raising of pigs and poultry, has been proposed and should be encouraged. The mission recommends that a pontoon bridge should be constructed at Sekakes. The estimated cost of a pontoon bridge is R 210,000.

4. Other urgent projects made necessary by the new situation

96. A number of other projects are urgently required to assist the Government in providing the people in the most seriously affected areas with services which were previously provided in the Republic of South Africa. Several other steps could also be taken to offset the reductions in real income.

(a) Emergency distribution of food from Mountain Food Reserve

97. In the most seriously affected areas there are 228 primary schools, 7 secondary schools, 2 hospitals and the farmer training centre all of which will be seriously affected by the increase in the cost of supplies. As a measure of emergency relief from these increased costs, the mission recommends allocations of maize from the Mountain Food Reserve. The proposed allocations for the seven secondary schools, two hospitals and the farmer training centre would total 70 tons, to be allocated on the basis of the number of students and patients. For the 228 primary schools, the allocation would be 280 tons, allocated on the basis of enrolment. These allocations would reduce the amounts available to the Mountain Food Reserve and it is hoped that interested donors or the World Food Programme will replenish the stocks.

(b) Medicine and drug requirements

98. Previous reports on Lesotho have recommended the establishment of adequate stocks of medicine and drugs. The Government's programme envisages holding some medicines and drugs along with the Mountain Food Reserve to meet emergencies in remote areas. It envisages holding stocks of medicine and drugs at hospitals to avoid shortages caused by difficulties and holding bulk stocks at the Central Medical Store in Maseru for distribution as necessary. In response to previous appeals, the international community has provided some of the necessary supplies. However, there is still a need for medicines and drugs which are difficult to obtain at short notice from supply centres in South Africa or for which it would be unwise to depend on those sources. A list of the major drugs and medicines needed is provided in appendix III. The Government is anxious to have adequate stocks of these major drugs and medicines (R 400,000). It should be noted that the requirements for some of these drugs for the balance of 1978 have now been met.

(c) Bulk drug storage facility

99. The mission visited the Central Medical Stores in Maseru. The store is primarily a dispensing store and is not designed for bulk storage. There is,

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therefore, an urgent need to build a small bulk storage facility in connexion with the present Central Medical Stores. (estimated cost is R 50,000)

100. The mission also noted an urgent need for trained pharmacists in the Central Medical Stores. This requirements was identified in earlier reports but the situation has become critical as the one trained pharmacist has gone into the private sector.

(d) Rural clinics at Sixondo and Matebeng

101. Because of the restrictions on travel at Ramatseliso's Gate and Tele Bridge, the communities around Matebeng and Sixondo are no longer able to obtain medical attention in the Republic of South Africa. Rural clinics are therefore urgently needed in each of these areas. The clinic at Sixondo has been sited with the proposed access road in mind and the clinic at Matebeng will be better served and more accessible to the people in the Qacha's Nek district as a result of the improvements to airstrips and roads in the area. The clinics will cost R 50,000 each. Two expatriate nurses will be needed for each clinic for two to three years until local nurses are available. In addition, each clinic should be provided with a transceiver in order to have good communications with the rest of Lesotho.

102. In addition to the nurses who will be required for each of the clinics, there is an urgent need for a doctor at Qacha's Nek. The Qacha's Nek hospital will eventually be replaced by a new hospital the plans for which will include adequate staffing. However, because the people in the neighbourhood of Qacha's Nek and Sehlabathebe are no longer able to obtain medical services from the Republic of South Africa, much heavier demands are being made on the existing facility at Qacha's Nek, and a doctor is needed urgently.

(e) Improvement to the airstrip at Semongkong

103. Semongkong airstrip is one of the most important airfields in the interior of Lesotho and has been classified as a category 1 airfield by the authorities. During 1976, there were 3,788 aircraft movements handling 17,216 passengers and 326,916 kilograms of cargo. It is expected that the traffic at this airfield will increase considerably. The existing runway is low-lying and becomes waterlogged during rains. In each of the past two years, the airfield has been declared unserviceable during rainy seasons and temporary measures had to be taken to make the runway usable. A detailed project document for the improvement of the airstrip is available from the Government or the United Nations giving the specifications and the work required. Broadly speaking, the project involves raising the runway, providing proper surfacing and adequate drainage. It is also proposed to fence the landing area and to extend the runway in preparation for its use by Twin Otters. The total cost of the project is approximately R 234,000.

(f) Programme to increase incomes in the area

104. If the recommended projects for improving road and air communications are carried out, it will be possible to consider the production of high value cash crops to help offset the declines in real incomes in the more seriously affected areas of Lesotho. Little work on these matters has been carried out to date as inaccessibility and high transport costs made it seem unlikely that such schemes would be viable. But with improved transport, the situation will be changed. A number of projects related to the production of cash crops have been carried out in other parts of Lesotho. The Government believes that the experience gained on these projects will be of great value in determining possible new activities for the Qacha's Nek district.

105. Among the possible projects which the Government would like to see introduced are the following:

- (i) Seed potatoes in Qacha's Nek (one seed project at Quthing is being carried out with European Development Fund (EDF) assistance and another at Thaba-Tseke with the assistance of the Canadian International Development Agency (CIDA));
- (ii) Promotion of vegetable production under irrigation (UNDP has supported a pilot irrigation project in Quthing);
- (iii) Pilot project for the production of barley;
- (iv) Pilot project for the growing of fruit;
- (v) Fisheries project, particularly trout farming in the mountain streams (the first phase of a fisheries development project is presently being supported by the United Kingdom Government);
- (vi) Projects to improve livestock breeding and pasture management (a livestock project is being carried out near Quthing with funding by the European Development Fund (EDF), and the United Kingdom has been providing support services in the mountainous areas);
- (vii) Raising of poultry and pigs (such schemes are already being supported by the Netherlands and other donors, and the Government feels the prospect for similar projects in the most affected regions are good).

106. The existence of the farmers' training centre at Qacha's Nek should make it possible for interested donors to begin supporting a number of pilot projects directed towards the introduction of high value, low bulk products into the Qacha's Nek district. However, if the farmers' training centres at Qacha's Nek and Mohale's Hoek are to play an innovative role in the introduction of new crops and new activities, they will require assistance to expand their operational and extension capabilities.

B. Projects being considered by donors and whose priority has increased

107. A number of projects identified in previous United Nations reports on Lesotho are the subject of advanced discussion with potential donors. The early implementation of some of these projects would help the Government to meet the more serious effects of the new restrictions on travel.

108. The upgrading and improvement of the road from Mchale's Hoek to Quthing is extremely important in terms of improving access and reducing transport costs to the Qacha's Nek district. The mission hopes that a final decision on the project can be reached soon and that the financing of the road improvements can be expedited.

109. The new hospital at Qacha's Nek should be constructed as soon as possible to provide substitute facilities and services for those previously available in the Republic of South Africa.

110. The construction of the Public Works depot at Qacha's Nek should be expedited, if possible.

111. Requests have been made to various governmental and intergovernmental agencies, for strengthening the technical capabilities of the Ministry of Public Works. Additional technical assistance to this Ministry should be provided as quickly as possible.

112. Agreement has been reached on strengthening the Civil Aviation fleet by the provision of two Twin Otter aircraft. However, discussions are still going on regarding the provision of technical assistance which is essential if the new aircraft are to make their maximum contribution. Arrangements for technical assistance should be concluded as quickly as possible.

113. A project for poultry production and processing is under discussion. Early implementation would be valuable.

C. Urgent technical assistance needs

114. A number of the projects recommended by the mission necessitate technical assistance personnel whose costs were not included in the estimate for the individual project. For the project relating to access roads (see paras. 77 to 93) two volunteer road technicians and a volunteer heavy equipment mechanic will be needed. For the project relating to bulk drug storage facility (see paras. 99 and 100), two trained pharmacists are required. For the project relating to rural clinics (paras. 101 and 102), two nurses are required.

115. In addition to these technical assistance requirements related to specific projects, a doctor is urgently needed to meet the increased demands at Qacha's Nek pending the construction of the new hospital.

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APPENDIX I

Note verbale dated 22 February 1973 from the Permanent
Representative of Lesotho to the United Nations
addressed to the Secretary-General a/

The Permanent Representative of the Kingdom of Lesotho to the United Nations presents his compliments to the Secretary-General of the United Nations and has the honour to transmit the following text as received from the Ministry of Foreign Affairs, Lesotho:

"In contravention of existing trade, customs, labour and travel arrangements between Lesotho and South Africa, in particular the labour agreement of 1973, which names fifteen points of entry between the two states, South Africa has unilaterally blockaded the south-eastern border of Lesotho which abuts that part of South Africa called the Transkei.

"Since Friday, 17 February 1978, the South African authorities, through their Transkeian minions, have demanded visas at a cost of R2.50 each from Lesotho citizens travelling through Transkei en route to destinations in other parts of South Africa. This week the situation worsened when international passports, as distinct from agreed travel documents, were demanded by South African officials at Ramatseliso, Qacha's Nek and Tele border posts. The implication of this demand is obvious, namely, tacit recognition of the Transkei Bantustan.

"The net effect of South Africa's insidious move is the complete stoppage of all movement of goods and persons, in both directions through the border posts already mentioned. For all intents and purposes, the south-eastern border of Lesotho is sealed. During the past week, thousands of Basotho who normally travel through the Transkei to other parts of South Africa have been stranded on both sides of the border. The refusal of the South African authorities to permit Lesotho citizens to return to their own country is a gross violation of internationally accepted norms.

"Faced with the situation which threatens her integrity and stability, and in line with her known stand against apartheid, in compliance with General Assembly resolution 31/6, Lesotho is mobilizing her people with meagre resources to withstand this latest move against her by the racist South African regime. Specifically, the following actions have been taken to alleviate the suffering of our people:

- "1. R1,000,000 has been diverted for the immediate construction of a wholesale facility at Qacha's Nek and capitalization of the Lesotho National Bus Service.

a/ Previously issued under the symbol S/12532.

- "2. The bus service between Qacha's Nek and Quthing is to be launched immediately. With (1.) above, this action is intended to reduce the effect of the blockade.
- "3. Additional health facilities, in the form of staff and medicines, are being diverted to Qacha's Nek and other affected areas.
- "4. Self-help projects are being increased and intensified to provide food and employment.
- "5. Construction of roads is being accelerated. This applies to access roads and river crossings as well.
- "6. Emergency food supplies are being sent to affected areas.

"Lesotho is in a state of seige and therefore needs international moral support and material assistance. Her own efforts and resources are not sufficient to cope with the emergency imposed upon her by Pretoria. As the Security Council is already seized with the problem of our south-eastern border with South Africa, in accordance with its resolution 402, you are requested to marshal another support on our behalf and to immediately dispatch a fact-finding mission to Lesotho. If possible, such a mission should include an international lawyer with special knowledge of boundary disputes and/or transit rights and obligations.

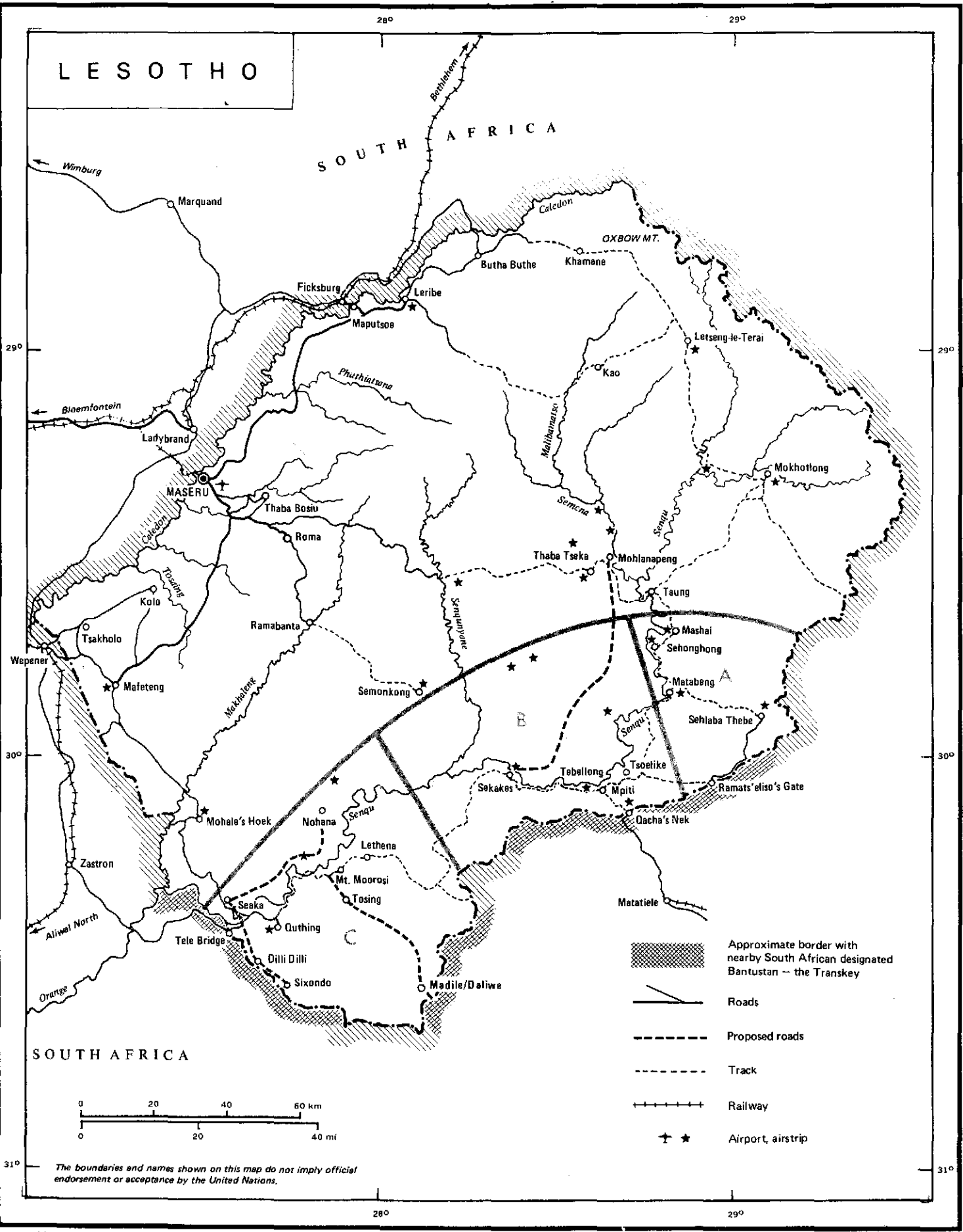
"We appeal to Your Excellency to come to our rescue at this hour of crisis. Because of her problems and her tarnished international image, South Africa is deliberately if not maliciously venting her spleen on us. We need international support to survive."

APPENDIX II

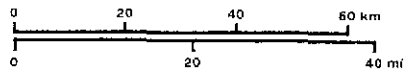
Map of area and projects

LESOTHO

SOUTH AFRICA



SOUTH AFRICA



The boundaries and names shown on this map do not imply official endorsement or acceptance by the United Nations.

APPENDIX III

List of required medicines and drugs

<u>Type</u>	<u>Number</u>
Simethacone tabs	600 X 1000
Methyldopa tabs (500 mg)	400 X 1000
Hychochlorothiazide tabs (50 mg)	200 X 1000
Slow K tabs (600 mg)	200 X 500
*Diazepam tabs (2 mg)	200 X 500
*Diazepam tabs (5 mg)	200 X 500
*Diazepam tabs (10 mg)	100 X 500
*Thioridazine tabs (10 mg)	200 X 1000
*Thioridazine tabs (25 mg)	200 X 1000
Spironolactone tabs (25 mg)	100 X 1000
*Levodopa tabs (250 mg)	10 X 1000
Phenformin T.D. (50 mg)	200 X 500
Lamprene (Clofazimme)	400 X 100
*Ethambutol	200 X 100
Rifampicin (150 mg)	100 X 100
Propantheline (10 mg)	200 X 1000
Carbamazepine (200 mg)	200 X 100
Vineristine SO ₄ inj. (10 ml)	200 vials
Nitrogen Mustarct inj.	200 vials
Crolamiton cream	20,000 tubes
Na-d-thyroxine tabs (2 mg)	60 X 1000
Dipyrimadole tabs (25 mg)	200 X 100
Doxapram hd inj.	1000 vials
Ethacrynic acid inj. (50 mg)	1000 vials

* Drugs and medicines being supplied through the Japanese Red Cross. The requirements of these items for the balance of 1978 have therefore been met. However, additional supplies of these items will be needed towards the end of 1978.

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<u>Type</u>	<u>Number</u>
Ethacrynic acid tabs (50 mg)	100 X 100
*Ethosuximide tabs (250 mg)	50 X 1000
Ethosuximide inj. (250 mg 15 ml)	1000
Psyllium hydrophillic mucilloid	5000
Priscoline	100 X 100
Declinax (Debrisoquine SO ₄) (20 mg)	200 X 100
Fluphenazine Deconoate inj. long acting	1000 vials
Limbriton-forte tabs	100 X 500
Rivotril tabs (0.5 mg)	100 X 100
Rivotril inj. (1 mg 2 ml)	1000 vials
Doxorubicin inj. (50 mg)	400 X 100
5 fluorouracil tabs (500 mg)	400 X 100
5 fluorouracil ointment	400 X 100
