



General Assembly
Economic and Social Council

Distr.
GENERAL

A/39/271
E/1984/98
14 June 1984

ORIGINAL: ENGLISH

GENERAL ASSEMBLY
Thirty-ninth session
Item 12 of the preliminary list*
REPORT OF THE ECONOMIC AND SOCIAL
COUNCIL

ECONOMIC AND SOCIAL COUNCIL
Second regular session of 1984
Item 4 of the provisional
agenda**
CRITICAL ECONOMIC SITUATION IN
AFRICA

Implementation of the programme for the Transport
and Communications Decade in Africa

Note by the Secretary-General

In paragraph 6 of resolution 1983/67 of 29 July 1983, the Economic and Social Council requested the Executive Secretary of the Economic Commission for Africa to submit regularly to the Council a progress report on the implementation of the programme for the Decade. In paragraph 12 of resolution 38/150 of 19 December 1983, the General Assembly requested the Executive Secretary to continue to present annual progress reports on the implementation of the programme for the Decade. The report annexed hereto is in response to both requests.

* A/39/50.

** E/1984/100.

ANNEX

Progress report on the implementation of the programme for
the Transport and Communications Decade in Africa

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
I. INTRODUCTION	1 - 2	4
II. PREPARATION OF THE SECOND-PHASE PROGRAMME FOR THE DECADE	3 - 12	4
A. Timetable	3	4
B. Guidelines and criteria	4 - 12	5
1. Cairo guidelines	5 - 7	5
2. Recommendations of the Paris Round Table	8	7
3. Additional criteria and the time factor	9 - 12	7
III. GENERAL PRESENTATION OF THE SECOND-PHASE PROGRAMME	13 - 55	8
A. Transport sector: analysis of the second-phase programme	16 - 40	10
1. Maintenance and rehabilitation	22 - 29	11
2. Training and technical assistance	30 - 32	12
3. Inter-State links	33 - 37	13
4. Regional and subregional projects	38	14
5. Priority national projects	39 - 40	14
B. Communications sector: analysis of the second-phase programme	41 - 55	19
1. Maintenance and rehabilitation	46 - 49	19
2. Technical assistance	50	20
3. Training	51 - 52	20
4. Regional and subregional projects	53	20
5. Priority national projects	54 - 55	21

CONTENTS (continued)

	<u>Page</u>
<u>List of tables</u>	
1. Summary of projects classified by function	9
2. Maintenance and rehabilitation	15
3. Training and technical assistance	15
4. Inter-State links (overall)	16
5. Transport corridors providing access to the sea	16
6. Trans-African highways (and feeder links)	17
7. Inter-African air links	17
8. Regional and subregional projects	18
9. Priority national projects	18
10. Maintenance and rehabilitation	22
11. Technical assistance	22
12. Training	23
13. Regional and subregional projects	23
14. Priority national projects	23

I. INTRODUCTION

1. At the beginning of the Transport and Communications Decade in Africa, it was decided to divide the Decade into two distinct phases:

- (a) The first phase covering the period 1980 to 1983;
- (b) The second phase covering the period 1984 to 1988.

2. The Conference of African Ministers of Transport, Communications and Planning, held at Addis Ababa in March 1981, requested the Economic Commission for Africa (ECA), in resolution ECA/UNTACDA/Res.81/14, to prepare the second-phase programme. That resolution was subsequently endorsed by the Conference of Ministers of ECA in resolutions 422 (XVI) of 10 April 1981 and 435 (XVII) of 30 April 1982 by the Economic and Social Council in resolutions 1981/67 of 24 July 1981 and 1982/54 of 29 July 1982 and by the General Assembly in resolutions 36/177 of 17 December 1981 and 37/140 of 17 December 1982.

II. PREPARATION OF THE SECOND-PHASE PROGRAMME FOR THE DECADE

A. Timetable

3. The second-phase programme was prepared under more favourable conditions than that for the first phase. ECA had more time at its disposal and benefited from the experience acquired during the first phase. After many missions and meetings and numerous informal contacts at all levels, the programme was worked out and approved by the Conference of African Ministers of Transport, Communications and Planning in February 1984. The timetable for the preparation of the second-phase programme may be summarized as follows:

- (a) March 1981: adoption by the Conference of resolution ECA/UNTACDA/Res.81/14 requesting ECA to prepare the second-phase programme;
- (b) October 1981: receipt by ECA of provisional lists of projects which member States and intergovernmental organizations wished to include in the second-phase programme; elaboration by ECA of an initial draft programme;
- (c) February 1982: consideration of those initial lists of projects by working groups in which the Organization of African Unity (OAU), ECA and the specialized agencies of the United Nations and OAU were closely associated;
- (d) April-July 1982: field missions by consultants and officials of ECA throughout the continent with a view to collecting information on the progress of first-phase projects (and also to considering the possibility of postponing, cancelling or updating certain projects) and identifying with member States the new projects to be included in the second phase;
- (e) July-September 1982: preparation of project identity cards for the second-phase programme and of documentation in the form of summary tables and comments by sectors;

(f) September 1982: consideration of those documents during a second meeting of working groups composed of the same participants as in February;

(g) October 1982: meeting of the Inter-Agency Co-ordinating Committee at Dakar to study the above documents;

(h) January 1983: analysis of the initial draft programme at the third Intergovernmental Meeting of Transport, Communications and Planning Experts;

(i) March 1983: analysis of the same initial draft by the third Conference of African Ministers of Transport, Communications and Planning held at Cairo;

(j) June 1983: Paris Round Table on the preparation and implementation of the second-phase programme;

(k) July-November 1983: revision of the second-phase draft programme in light of the Cairo guidelines and those of the Paris Round Table;

(l) November 1983: dispatch of documents to member States;

(m) January 1984 (4-6): analysis of the final draft programme by the Inter-Agency Co-ordinating Committee;

(n) 30 January-11 February 1984 (Conakry): consideration of the final draft programme at the fourth Intergovernmental Meeting of Transport, Communications and Planning Experts and the fourth Conference of African Ministers of Transport, Communications and Planning.

B. Guidelines and criteria

4. The guidelines and criteria for the second phase are basically the following:

(a) The guidelines of the Conference of African Ministers of Transport, Communications and Planning, held at Cairo in March 1983;

(b) The recommendations of the Paris Round Table;

(c) The additional criteria defined by ECA and adopted by the Conference of African Ministers.

1. Cairo guidelines

5. The guidelines emerged essentially from resolutions ECA/UNTACDA/83/23 and 83/24. They may be summarized as follows:

(a) Maintenance of the global strategy and the seven objectives adopted in 1979 for the Decade;

(b) Maintenance of the priorities laid down in 1979 for the implementation of the programme for the Decade, namely:

- (i) Regional, subregional and national projects with regional or subregional implications;
- (ii) Projects for the least developed, land-locked, newly independent, island and front-line States;
- (iii) Projects of concern to other countries;

(c) Ongoing projects should be continued and included in the second phase;

(d) Projects with feasibility studies, those included in national plans, as well as those of relevance to the global objectives should be included in the programme;

(e) Projects without feasibility studies and those which are still at the conception stage should generally be excluded. Care, however, should be exercised that those related to the global objectives of the Decade are not excluded out of hand;

(f) A project not included in the national plan of the country submitting it shall not be included in the programme;

(g) There must be an effective co-ordination and integration of the various modes of transport and communication;

(h) Strong emphasis should be placed on the maintenance and preservation of existing assets;

(i) There should be a clear indication of the extent of local and foreign financing;

(j) The projects should be grouped together and classified in order to facilitate the integration of subsectoral activities and to make the transport and communications development programme in Africa more coherent.

6. Those guidelines were accompanied by comments on the draft programme that was submitted. The ECA secretariat has taken them into account as far as possible:

(a) The draft programme was too large and costly and needed to be reduced to a more realistic size;

(b) It was imperative that subregional and regional projects should be jointly determined and submitted by at least two of the countries concerned;

(c) Particular emphasis should be laid on training;

(d) Considering the sovereignty of member States, it was recognized that, whatever the terms of reference given to it, ECA could not replace the States in the responsibility for the choice of projects to be included in the programme.

7. Furthermore, the Ministers requested member States to submit their revised project proposals to ECA before 30 June 1983.

2. Recommendations of the Paris Round Table

8. The recommendations of direct use for the reformulation of the second-phase programme for the Decade may be summarized as follows:

(a) It is essential to classify separately and grant the highest priority to maintenance and rehabilitation programmes and to training programmes at all levels;

(b) It is of basic importance to include in the second phase subregional projects for industries upstream of the infrastructure of the transport system;

(c) In order to obtain a more coherent programme, projects should not be presented only by transport mode but should be co-ordinated with a view to the establishment of subregional transport and communications systems (for example, classification by outlet corridors);

(d) Since transport is a means of supporting the integrated development of Africa, corridors must be defined in terms of agricultural and industrial development;

(e) Priorities must be laid down in space and in time (except for maintenance and training projects);

(f) ECA should not isolate the Transport and Communications Decade from the Industrial Development Decade or from the African Food Plan;

(g) The second phase of the Decade should be considered only as a stage in the process of planning over a long period of restructuring the African transport system;

(h) Non-physical barriers between neighbouring countries, which impede the complete utilization of existing means of transport, should be gradually reduced;

(i) ECA is advised to submit the programme in two independent volumes; one for transport and the other for communications.

3. Additional criteria and the time factor

9. During the first phase of the Decade, the annual average disbursement was lower than \$3 billion, of which three quarters was allocated by the African countries themselves. During the second phase, it will be difficult for the

African countries to increase their participation to any significant extent. On the other hand, if an optimistic view is taken, it may be hoped that a more favourable economic situation would allow the funding agencies to increase their support for the Decade. Under those circumstances, an annual average disbursement for the second phase of \$3 billion represents an upper limit; hence, the amount of about \$15 billion chosen to define a realistic programme.

10. The strict application of the Cairo guidelines did not result in a sufficient reduction of the second-phase programme. The total cost amounted to \$24 billion, much higher than the \$15 billion laid down.

11. The ECA secretariat, therefore, had to seek more restrictive selection criteria and to take account of the time factor, as outlined below:

(a) The time factor is very important and so far has been almost completely neglected: some long-term and/or high cost projects can be divided into phases; similarly certain projects are not so urgent that they must be finished by December 1988, the end of the Decade. In those circumstances, the alternative programme has been considered as a short-term programme to be financed as a priority during the second phase proper of the Decade; the later phases of the high cost and/or long-term projects, as well as non-urgent projects, thus represent the start of a medium-term and long-term programme, whose implementation can be envisaged beyond 1988;

(b) Regarding the selection criteria, account was taken of the Cairo and Paris priorities: all the maintenance, rehabilitation, training and technical assistance projects were therefore related. For the transit corridors, projects were selected so as to reduce competition between different modes in the same corridor. The regional and subregional projects, if they are to be included in the final programme, must be supported by at least two member States involved. First-phase projects which so far have not attracted any financing, either internal or external, have not been transferred to the second phase, but have been included in the medium-term and long-term programme; the same applies to national projects (other than those relating to studies, training, technical assistance, rehabilitation and maintenance, and those of the least developed countries) for which no financing, even local, has been found.

12. The importance of the time factor and the selection criteria outlined above were endorsed by the African Ministers during the Conakry Conference.

III. GENERAL PRESENTATION OF THE SECOND-PHASE PROGRAMME

13. The second-phase programme, adopted by the fourth Conference of African Ministers of Transport, Communications and Planning, held at Conakry from 7 to 11 February 1984, was established on the basis of the following:

- (a) Objectives of the global strategy of the Decade;
- (b) Guidelines of the Cairo Conference of Ministers;

- (c) Recommendations of the Paris Round Table;
- (d) Additional selection criteria;
- (e) The time factor;
- (f) Amendments by government experts and ministers at Conakry.

14. This programme is presented in an entirely different manner from the previous programmes. Projects are presented in a more functional manner by classifying them according to affinity: rehabilitation and maintenance projects, training and technical assistance projects, linkage projects for inter-State integration (transit corridors, trans-African highways with their feeder links, inter-State air links), regional, subregional and purely national projects. Considerable importance was accorded to rehabilitation and maintenance as well as to training and technical assistance.

15. The program comprises 1,053 projects costing \$18.36 billion. The transport sector has 581 projects costing a total of \$14.429 billion. The communications sector comprises 472 projects estimated at \$3.931 billion. Table 1 gives an overall picture of the projects classified by function.

Table 1. Summary of projects classified by function

Type of project	Number of projects	Total cost (in millions of dollars)
Maintenance and rehabilitation	133	3 092.31
Training and technical assistance	75	286.83
Inter-State links	200	4 103.67
Regional and subregional projects	33	750.39
Top priority national projects	140	6 195.95
Subtotal transport	581	14 429.15
Maintenance and rehabilitation	26	129.22
Training and technical assistance	76	278.08
Other regional projects	95	675.89
Other top priority national projects	275	2 847.53
Subtotal communications	472	3 930.72
Total	1 053	18 359.87

A. Transport sector: analysis of the second-phase programme

16. As indicated above, consideration of the time factor made it possible to separate projects or phases of projects to be implemented as a matter of priority in the short term, that is, during the second phase of the Decade itself and which make up the programme adopted for the second phase, from projects or phases of projects of lower priority expected to be considered for implementation after 1988.

17. The final programme 1/ is presented under five main categories:

- (a) Maintenance and rehabilitation;
- (b) Training and technical assistance;
- (c) Inter-State links;
- (d) Regional and subregional projects;
- (e) Priority national projects.

The last three categories do not contain projects already included in one of the preceding categories.

18. This classification shows how the second-phase programme responds to the major transport problems in Africa, which are:

- (a) Maintenance and rehabilitation of existing transport infrastructure and equipment;
- (b) Training of African personnel at all levels in order to improve efficiency at managerial and technical levels;
- (c) Improvement of inter-State transportation links as a main prerequisite for greater political, social and economic integration of the region;
- (d) Co-ordination and integration of the whole transport system through regional, subregional and national priority projects.

19. African countries have already secured or are about to secure \$4.286 billion. It should, moreover, be pointed out that some countries are financing most or even all their projects themselves. External financing secured so far is far less significant; it amounts to only \$1.089 billion. A total of about \$5.380 billion or 37.2 per cent has thus already been or is about to be secured. Therefore, in the transport sector, financing to be sought is \$9.054 billion.

20. The shortfall in financing - a total of \$4.405 billion or 48.7 per cent of the funds that remain to be secured - is very unevenly distributed among the African

countries. More than \$400 million remain to be mobilized for each one of six countries. The possibility of attracting such large external financing needs serious consideration as does the question of implementing such a vast programme within the deadline stipulated even if the necessary financial resources were available. A careful review should also be made of debt servicing and loan amortization problems in the light of current and prospective national and world economic conditions.

21. The first four project groups (maintenance and rehabilitation, training and technical assistance, inter-State links and regional and subregional projects) constitute a programme component of the greatest importance to the Decade as they ensure that the transport system operates efficiently and effectively fulfils its role of assisting in the integration of the region. It can be seen that the main elements of this subprogramme, which is estimated to cost \$8.233 billion, are maintenance and rehabilitation projects (37.6 per cent) and inter-State links (49.8 per cent). Training and technical assistance, which account for only 3.5 per cent, can be considered as a modest beginning of a large effort needed in Africa. Each of the five project categories is reviewed below.

1. Maintenance and rehabilitation (see table 2)

22. The third and fourth Conferences of Ministers, as well as the Paris Round Table, stressed the crucial importance which should be accorded to maintaining existing facilities. The recommendation was acted upon and there are currently 133 projects relating to the maintenance and rehabilitation of transport infrastructure and equipment (22.9 per cent of the projects) at a total cost of \$3.092 billion (21.4 per cent).

23. Concerning this category of projects the following can be stated:

(a) All the transport subsectors are represented in it except multimodal transport, which was introduced too recently in Africa to be considered for rehabilitation or maintenance;

(b) Projects directly connected with maintenance have also been put under this heading: construction of equipment and spare parts plants, repair workshops, ship-repair yards etc.

(i) Roads and road transport

24. In financial terms, maintenance and rehabilitation projects account for 17.8 per cent of all road projects, that is, \$927 million for 42 projects. The financing to be sought is \$624 million. Many of those projects concern segments of trans-African highways and their feeder links as well as access roads to the sea. Implementation of those projects is of crucial importance: a safe and reliable international transport network could then come into service.

(ii) Railways

25. There are 36 maintenance and rehabilitation projects in the railway subsector, costing \$1.405 billion; \$1.036 billion still remains to be secured. The projects

include a project for the construction of a community railway wagons factory as well as projects on safety and telecommunications installations.

(iii) Maritime transport

26. There are five maintenance and rehabilitation projects in the maritime transport subsector, costing a total of \$21 million, of which \$11 million still need to be mobilized. The programme includes, among other things, the purchase of dredging equipment and the study or construction of ship-repair yards.

(iv) Maritime ports

27. Maintenance and rehabilitation projects for maritime ports mainly involve the following activities: construction or expansion of dry docks, construction of maintenance workshops, repair of lighthouses, rehabilitation of berthing facilities, modernization of port facilities and purchase of handling equipment. There are 17 projects estimated at a total of \$250 million; \$230 million still have to be secured.

(v) Air transport

28. The programme on the maintenance and rehabilitation of the air transport subsector is estimated to cost \$275 million for 20 projects. The financing which remains to be secured is \$260 million. The projects include the rehabilitation of airports, the purchase of spare parts, the modernization of navigational aids and the establishment of maintenance centres.

(vi) Inland water transport

29. In this subsector, which concerns, among other things, the construction of inland water shipyards, the rehabilitation and modernization of vessels, and the improvement of navigational aids, there are 13 projects, costing a total of \$214 million, of which \$167 million are yet to be secured.

2. Training and technical assistance (see table 3)

30. This group of projects comprises the construction of new training centres and the expansion of existing centres, the purchase of equipment, the awarding of fellowships, and the provision of direct technical assistance. Training and technical assistance projects are the most important in financial terms in the air transport sector (\$37 million) and the maritime transport sector (\$117 million); they are the least important in maritime ports (\$10 million) and inland water transport (\$1.5 million); the same components account for \$51 million and \$15 million, respectively, in the railways and roads subsectors. It should be noted that no projects have been identified in the multi-modal transport subsector.

31. It should also be noted that the training and technical assistance programme accounts for a very small percentage of total costs in the road, railways and ports programmes: 0.3 per cent for roads, 0.9 per cent for railways and 0.6 per cent for maritime ports.

32. In view of the low cost (\$287 million for 75 projects), the current shortage of qualified manpower and the inadequacy of existing training institutions, very high priority should be accorded to implementing the programme.

3. Inter-State links (see tables 4 and 7)

33. This third group of projects involves projects (other than maintenance, rehabilitation, training and technical assistance projects) which concern transport corridors and access roads to the sea, trans-African highways and intra-African air links. These are the projects that respond in the clearest fashion to the main objectives of the global strategy of the Decade, namely:

(a) Promotion of the integration of transport and communications infrastructures with a view to increasing intra-African trade;

(b) Ensuring the co-ordination of the various transport systems;

(c) Opening up the land-locked countries and isolated regions.

34. There are 10 such projects estimated to cost a total of \$4.104 billion. The additional financing required is \$2.382 billion.

(i) Transport corridors providing access to the sea (see table 5)

35. This subgroup of projects involves projects for improving and developing means of transport concerning 17 current or potential inter-State transit corridors; implementation of the projects will facilitate access to the sea for 14 land-locked African countries. The projects include the improvement and construction of roads and railways, construction of transit warehouses in harbours for land-locked countries, construction of container terminals etc. This subgroup of 105 projects is estimated to cost a total of \$2.354 billion of which \$1.251 billion remain to be mobilized.

(ii) Trans-African highways (see table 6)

36. The bulk of the projects are meant to upgrade and/or construct sections of inter-State highways or feeder links and to carry out studies. There are 82 projects, costing a total of \$1.695 billion. The additional financing required is \$1.096 billion.

(iii) Intra-African air links (see table 7)

37. This subgroup consists of projects devoted to the improvement of co-operation and co-ordination in international air transport in Africa and to the modernization and expansion of some international airports. It also comprises projects on the replacement of equipment in some of the airports. There are a total of 13 such projects, costing \$54 million; \$35 million still have to be secured.

4. Regional and subregional projects (see table 8)

38. Many regional and subregional projects have already been identified under maintenance, rehabilitation, training, technical assistance and inter-State links projects. The set considered under this heading comprises all the regional and subregional projects that do not fit under any of the previous categories; hence their relatively small number. They involve harmonization of regulations, national legislation, tariffs, traffic signs, establishment of data banks and computer-processing systems, establishment of a regional transport institute, control and prevention of pollution in ports, and standardization of transport equipment. There are 33 projects, costing \$750 million; additional financing of \$408 million is required. Despite their low cost, implementation of those projects will have a potential impact on the improvement of operations and the integration of Africa's transport system which will exceed by far its small share in the overall cost of the programme.

5. Priority national projects (see table 9)

39. This category contains a great variety of projects. However, most of them concern upgrading, modernizing and developing current transport infrastructure rather than expanding them. They were considered priorities for the following reasons:

(a) They have been presented by the least developed countries or other disadvantaged countries;

(b) They are included in national development plans and many of them are already financed in part or wholly;

(c) They are at the implementation stage.

40. The total cost of those projects is very high: \$6.196 billion for 140 projects or 42.9 per cent of the second-phase programme. Additional financing of \$3.757 billion is required.

Table 2. Maintenance and rehabilitation

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Roads and road transport	42	927.43	56.26	247.06	624.11
Railways	36	1 404.65	63.98	304.68	1 035.99
Maritime transport	5	20.91	-	10.00	10.91
Maritime ports	17	249.60	4.00	15.69	229.91
Air transport	20	275.26	-	14.90	260.36
Inland water transport	13	214.46	-	47.74	166.72
Multi-modal transport	-	-	-	-	-
Total (rounded)	133	3 092.31	124.24	640.07	2 328.00

Table 3. Training and technical assistance

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Fellowships	5	10.96	-	0.01	10.95
Technical assistance	25	23.70	0.50	-	23.20
Establishment of new institutions	18	188.77	22.86	64.99	100.92
Expansion of existing institutions	19	51.95	3.50	13.28	35.17
Structural and administrative improvements	8	11.45	-	2.40	9.05
Total (rounded)	75	286.83	26.86	80.68	179.29

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Table 4. Inter-State links (overall)

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Roads and road transport	126	2 909.36	187.95	1 161.24	1 560.17
Railways	21	328.48	92.00	70.15	166.33
Maritime transport	3	11.70	-	3.50	8.20
Maritime ports	13	691.64	56.00	126.90	508.74
Air transport	13	54.16	5.50	13.66	35.00
Inland water transport	17	93.61	1.28	2.58	89.75
Multi-modal transport	7	14.72	-	0.99	13.73
Total (rounded)	210	4 103.67	342.73	1 379.02	2 381.92

Table 5. Transport corridors providing access to the sea

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Roads and road transport	44	1 213.97	25.60	723.85	464.52
Railways	21	328.48	92.00	70.15	166.33
Maritime transport	3	11.70	-	3.50	8.20
Maritime ports	13	691.64	56.00	126.90	508.74
Inland water transport	17	93.61	1.28	2.58	88.75
Multi-modal transport	7	14.72	-	0.99	13.73
Total (rounded)	105	2 354.12	174.88	927.97	1 251.27

Table 6. Trans-African highways (and feeder links)

Trans-African highways	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Lagos/Mombasa	14	569.90	46.00	268.79	255.11
Cairo-Gaborone	17	361.14	1.50	32.10	327.54
Lagos/Tangiers	31	533.55	114.85	121.90	296.80
Dakar/Djibouti	10	91.80	-	12.00	79.80
Tripoli/Windhoek	6	12.15	-	2.60	9.55
Trans-Saharan Highway	3	120.85	-	-	120.85
Rabat/Cairo	1	6.00	-	-	6.00
Beira/Lobito	-	-	-	-	-
Total (rounded)	82	1 695.39	162.35	437.39	1 095.65

Table 7. Inter-African air links

Project category	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Regional and sub-regional projects	3	2.70	0.20	-	2.50
National projects	10	51.76	5.30	13.66	32.50
Total (rounded)	13	54.46	5.50	13.66	35.00

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Table 8. Regional and subregional projects

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Roads and road transport	7	124.55	29.00	10.00	85.55
Railways	4	452.50	-	300.05	152.45
Maritime transport	7	158.03	-	-	158.03
Maritime ports	6	6.68	3.70	-	2.98
Air transport	2	0.20	-	-	0.20
Inland water transport	5	1.75	-	0.04	1.71
Multi-modal transport	2	6.68	-	-	6.68
Total (rounded)	33	750.39	32.70	310.09	407.60

Table 9. Priority national projects

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Roads and road transport	55	1 227.79	202.99	100.68	924.12
Railways	14	3 380.40	299.00	1 309.80	1 771.60
Maritime transport	4	175.30	7.00	12.50	155.80
Maritime ports	27	891.78	17.50	417.05	457.23
Air transport	33	506.21	36.05	35.79	434.37
Inland water transport	6	14.35	-	0.60	13.75
Multi-modal	1	0.12	-	-	0.13
Total (rounded)	140	6 195.95	562.54	1 876.42	3 757.00

B. Communications sector: analysis of the second-phase programme

41. Many of the comments made in the analysis of the second-phase programme for transport are also valid for the communications sector. The differences between the two sectors will, therefore, be highlighted in order to avoid repetition.

42. The programme is presented under the following five major categories:

- (a) Maintenance and rehabilitation;
- (b) Technical assistance;
- (c) Training;
- (d) Other regional and subregional projects;
- (e) National priority projects.

43. This classification shows how the second-phase programme deals with the main communications problems in Africa, which are:

- (a) Maintenance and rehabilitation of communications infrastructures and equipment;
- (b) Training of African personnel at all levels in order to increase efficiency in the management and technical fields;
- (c) Integration of communications infrastructures with a view to increasing intra-African trade.

44. The funds already or about to be mobilized amount to \$1.82 million or 46 per cent. Additional financing of \$2.11 million is to be obtained in the communications sector.

45. The first four categories of projects (maintenance and rehabilitation, technical assistance, training and regional and subregional projects) form a subprogramme of the greatest importance for the Decade, in the same way as the first four categories of projects in the transport sector. If these projects alone are considered, whose total is \$1.083 billion, it will be seen that the main elements of this subprogramme are regional and subregional projects (62.4 per cent), training (22.6 per cent) and maintenance and rehabilitation (11.9 per cent). Technical assistance is a very small proportion (3.1 per cent).

1. Maintenance and rehabilitation (see table 10)

46. There are 26 projects relating to the maintenance and rehabilitation of communications infrastructures (5.5 per cent of the total projects) for a total cost of \$129.22 million (3.3 per cent of the cost of the programme). In view of the great importance that should be accorded to the maintenance of assets, in accordance with the Cairo guidelines, those figures appear to be low.

(i) Telecommunications

47. The share of maintenance and rehabilitation projects in all telecommunications projects amounts to 2.7 per cent or \$100.15 million for 15 projects; \$87.47 million have still to be raised. Practically, all those projects are national.

(ii) Broadcasting

48. All of the eight projects presented are national ones. The total cost is \$24.73 million; \$21.96 million have still to be raised.

(iii) Postal services

49. This subsector comprises only three projects - solely national - for a total cost of \$4.34 million; \$2.89 million have still to be raised.

2. Technical assistance (see table 11)

50. The total cost of the 24 projects amounts to \$33.71 million of which \$1.05 million have already been acquired or are about to be. Additional financing of \$32.66 million is to be sought. This subgroup of projects appears to be underrepresented but it should be remembered that a number of training projects have a preponderant "technical assistance" component.

3. Training (see table 12)

51. The Cairo Conference of Ministers had requested that great importance should be assigned to training as part of the effort to maintain and preserve assets. If the training and technical assistance projects, which are very often closely interrelated were regrouped, it would be seen that they represent about 7.1 per cent of the total programme for communications (from the financial viewpoint) for the second phase of the Decade. In the preparation of this programme the ministerial guidelines have been broadly taken into account.

52. The subgroup on training is made up of 52 projects, for a total cost of \$244.8 million; \$186.59 million have still to be raised.

4. Regional and subregional projects (see table 13)

53. The present paragraph deals with regional and subregional projects that have not been analysed under the headings "Maintenance and rehabilitation", "Technical assistance" and "Training". Their number, however, is fairly high (95) and their total cost is \$675.89 million, which is higher than the total of the above three headings. The financing still to be obtained is \$565.59 million. The bulk of the projects are study projects for new installations or the extension of existing ones. They include a project relating to the African regional satellite communications system.

5. Priority national projects (see table 14)

54. Alone, those projects represent the major part of the programme (72.4 per cent) or \$2.847 billion. They number 275 projects out of a total of 472. It should be stressed, however, that a single country, Nigeria, has presented 13 policy national telecommunications projects, for a total of \$1.350 billion (47.5 per cent of this subgroup of projects), entirely with local financing.

55. Taking into account the substantial cost of the Nigerian projects, this subgroup of national projects represents a record amount (acquired or about to be) of \$1.635 billion or 57.4 per cent; of this sum \$1.213 billion remain to be found.

Table 10. Maintenance and rehabilitation

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Telecommunications	15	100.15	0.58	12.10	87.47
Broadcasting	8	24.73	0.66	2.11	21.96
Postal services	3	4.34	-	1.45	2.89
Total (rounded)	26	129.22	1.24	15.66	112.32

Table 11. Technical assistance

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Telecommunications	5	9.64	-	-	9.64
Broadcasting	9	18.96	-	0.56	18.40
Postal services	10	5.11	0.49	-	4.62
Total (rounded)	24	33.71	0.49	0.56	32.66

Table 12. Training

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Telecommunications	22	164.79	-	30.34	134.45
Broadcasting	14	33.93	-	3.77	30.16
Postal services	16	46.08	0.30	23.80	21.98
Total (rounded)	52	244.80	0.30	57.91	186.59

Table 13. Regional and subregional projects

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Telecommunications	75	505.30	54.96	55.34	395.00
Broadcasting	3	2.54	-	-	2.54
Postal services	17	168.05	-	-	168.05
Total (rounded)	95	675.89	54.96	55.34	565.59

Table 14. Priority national projects

Subsectors	Number of projects	Total cost (in millions of dollars)	Funds received (in millions of dollars)		Funds to be raised (in millions of dollars)
			External	Local	
Telecommunications	99	1 912.32	43.23	1 383.08	486.01
Broadcasting	87	635.82	73.50	65.85	496.47
Postal services	89	299.43	0.10	68.85	230.48
Total (rounded)	275	2 847.57	116.83	1 517.78	1 212.96

Notes

1/ At the fourth Conference of Ministers, it was agreed that the programme would be updated regularly during the second phase.
