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CRITICAL ECONOMIC SITUATION
IN AFRICA**Transport and Communications Decade in Africa****Report of the Secretary-General**

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I. INTRODUCTION

1. The General Assembly, in its resolution 32/160 of 19 December 1977, requested the Secretary-General to submit to it, through the Economic and Social Council, annual reports on the implementation of the objectives of the Transport and Communications Decade in Africa. The present report also supplements the report of the Secretary-General on the implementation of Assembly resolution 38/150 of 19 December 1983 (A/39/223). The report of the Secretary-General on the Decade (A/38/259), which was submitted to the Council at its second regular session of 1983 and to the Assembly at its thirty-eighth session, contained a full account of the activities and actions undertaken in 1981 and 1982 in promoting and implementing the programme of the first phase (1980-1983) and preparing the second phase (1984-1988) of the Decade.

2. The report also contained a full account of activities undertaken by the Economic Commission for Africa (ECA) since July 1982 relating to the programme for the Decade, namely, general and special activities and tasks, present status of the programme, preparation of the programme for the second phase Conference of Ministers of ECA, preparation of the fifth technical consultative meeting and the Regional African Satellite Communication System project study. The present report contains:

(a) An account of the main developments, activities carried out by ECA in collaboration with United Nations specialized agencies, the Organization of African Unity (OAU) and other African intergovernmental organizations, and the results achieved and relevant decisions made since July 1983;

(b) An account of the finalization of the programme for the second phase, covering revision of the programme by ECA in accordance with resolution ECA/UNTACDA/Res.83/23 adopted by the Conference of African Ministers of Transport, Communications and Planning, and the adoption of the programme by the Intergovernmental Meeting of Transport, Communications and Planning Experts, the Inter-Agency Co-ordinating Committee (IACC) and the Conference of African Ministers of Transport, Communications and Planning;

(c) An account of activities relating to the preparations for and holding of the fifth technical consultative meeting for the countries of North Africa, East Africa and Indian Ocean islands at Antananarivo, Madagascar, from 15 to 17 March 1984, and the preliminary results of the meeting;

(d) A brief note on the activities of the Inter-Agency Co-ordinating Committee on satellite communications, which was created by the ECA Conference of Ministers in its resolution 436 (XVII).

II. ACTIVITIES OF THE ECONOMIC COMMISSION FOR AFRICA SINCE JULY 1983

3. Within the mandate and framework for the Decade, ECA activities in promoting the objectives and programme of the Decade have been general as well as specific in nature. These activities have directly contributed to the progress achieved in

successfully implementing the phase I programme and in preparing and presenting the programme for the second phase, which was adopted by the Conference of African Ministers of Transport, Communications and Planning in February 1984 at Conakry, Guinea. As a direct result of these activities, ECA has gained valuable experience from the problems encountered and the strategies adopted to solve them. This experience also enabled ECA not only to present the programme for the second phase on the basis of problems and issues, but to prepare a programme based on the most critical transport and communications problems in Africa at a substantially reduced overall cost.

A. General activities and tasks

4. Since July 1983, the major activities carried out by ECA have related to the revision of the draft programme of the second phase according to criteria established by the Conference of African Ministers of Transport, Communications and Planning (see A/38/259, paras. 36-39); evaluation of the first phase programme; organization of the Paris Round Table; the Inter-Agency Co-ordinating Committee; the Intergovernmental Meeting of Transport, Communications and Planning Experts; and the Conference of African Ministers of Transport, Communications and Planning. Details of these and other activities are given below:

(a) As reported earlier (see A/38/259, para.40), the joint ECA/Government of France Round Table was held as scheduled, and its report (ECA/TCD/9) was issued and circulated to all African Governments and members of the Inter-Agency Co-ordinating Committee in July 1983. The objective of the Round Table was to bring together experts from Africa, developed countries and financial institutions to critically examine the draft programme of the second phase and to suggest ways and means of presenting the programme so that it would not only be rational but appeal to donors, bilateral/multilateral aid agencies and international financial institutions. The meeting did produce the expected results;

(b) On the basis of the criteria established by the Conference of Ministers of Transport, Communications and Planning at Cairo (resolution ECA/UNTACDA/Res.83/23) and the recommendations of the Paris Round Table, between August and October 1983, ECA completely revised the draft second phase programme, presenting it on the basis of major issues (e.g., maintenance and rehabilitation, training and technical assistance etc.), rather than on a modal basis only, as was the case with the first phase programme;

(c) The first phase programme of the Decade ended in December 1983, and ECA has carried out an evaluation of its achievements. The initial programme consisted of 771 projects, estimated at \$US9 billion, but during implementation the number increased to 1,091 and the cost to \$15.4 billion, a detailed account of which was given in paragraphs 17 to 20 of document A/38/259. The final evaluation indicates that of the \$7.1 billion secured for the phase I programme, some \$5.2 billion or 75 per cent was provided by the African countries themselves. The impressive aspects of the achievement of the programme are not in financial terms, but in the fact that some of the major objectives of the programme were fairly realized and a firm base established for the eventual solution of Africa's major

transport and communications problems. Partly as a result of the evaluation, the second phase programme incorporates features which would avoid the problems and difficulties encountered during implementation of the first phase programme (A/38/259, paras. 9 to 14).

5. The seventh meeting of the Inter-Agency Co-ordinating Committee was organized by ECA and held at Addis Ababa from 4 to 6 January 1984. It considered the reports on the evaluation of the first phase programme, the Paris Round Table and the draft programme of the second phase, all of which had been prepared by ECA, and approved them.

6. The fourth session of the Intergovernmental Meeting of Transport, Communications and Planning Experts was held at Conakry, Guinea, from 30 January to 4 February 1984. It too considered the reports mentioned in paragraph 5 above and recommended the approval of the second phase programme to the Conference of African Ministers of Transport, Communications and Planning, which met at the same venue from 7 to 11 February 1984.

7. A joint ECA/Union of African Railways (UAR)/World Bank seminar was held at Mombasa, Kenya, in October 1983 at which lectures on modern management and operations techniques were given to senior African railway officials.

B. Special activities

8. Since July 1983, ECA has carried out or has participated in the following activities which were of direct interest and contributed to certain specific aspects of the programme objectives for the Decade:

(a) ECA prepared and presented three reports and assisted in servicing the meetings of the Transport and Communications Sub-committee of the Preferential Trade Area (PTA) of Eastern and Southern Africa, held at Harare, Zimbabwe, in December 1983;

(b) ECA prepared and presented four reports and assisted in servicing the meetings of the PTA Transport and Communications Sub-committee held at Lusaka, Zambia, in May 1984, as well as in formulating a work programme for the PTA interim secretariat;

(c) ECA prepared basic documents and several reports and substantially serviced meetings of the policy organs of the MULPOCS based at Lusaka, Yaounde, Niamey, Tangiers and Gisenyi, which took place during January through March 1984;

(d) ECA completed preparations for a joint ECA/Government of France/Ecole nationale des ponts et chaussées (ENPC) seminar on transport statistics, scheduled for May 1984 and designed for African decision-makers responsible for collecting, compiling, analysing and disseminating transport statistics;

(e) ECA carried out a study on roads and road transport in the Eastern and Southern African subregion from December 1983 to March 1984, as part of a major study on harmonization and co-ordination of transport systems in the subregion;

(f) ECA prepared and circulated the report of the Paris Round Table (ECA/TCD/9) to all African countries and members of the Inter-Agency Co-ordinating Committee in July 1983;

(g) In December 1983, ECA prepared project profiles for Djibouti which were presented to a donors' meeting held that month to assist the country in financing transport and other projects;

(h) ECA, in collaboration with Brazil, acted in the following matter: in November 1983, a Brazilian delegation visited ECA as a result of a previous visit paid to Brazil by the Executive Secretary of ECA and the expression of interest by Brazil in some activities of the Decade programme. During the latter meeting, draft terms of reference were prepared and provisionally agreed to, by which Brazil would prepare a Transport Master Plan for the entire African region, carry out a study to evaluate the programme of the Pan-African Telecommunication Network (PANAFTEL), and, in collaboration with ECA, jointly organize a highway maintenance seminar in Brazil;

(i) ECA carried out feasibility studies, in July 1982, on the Lomé-Ouagadougou rail link, which were submitted to the Government of Togo and, in May 1983, on the Kinshasa-Ilabo railway link for the Government of Zaire;

(j) In November 1983, ECA organized the inaugural meeting of the Trans-East African Highway Authority (TEAHA) Inter-State Facilitation Commission, whose objectives are to reduce and/or eliminate legal and other non-physical barriers to the free movement of goods and persons on the TEAHA system;

(k) In October 1983, ECA prepared documents and serviced an Extraordinary Meeting of the Governing Council of the TEAHA, which was held at Cairo;

(l) During the last quarter of 1983, ECA prepared terms of reference for the study of the final alignment of the Tripoli-Windhoek highway and documents for the first intergovernmental meeting of the Trans-Central African Highway Co-ordinating Committee, both of which are scheduled for the second half of 1984;

(m) In September 1983, ECA completed preparations for the fifth Technical Consultative Meeting and, in March 1984, organized the meeting at Antananarivo, Madagascar. Full details are given in paragraphs 37 to 42 below;

(n) ECA prepared a report on training needs and existing training facilities in ports and presented it at the Meeting of the Port Management Association of Eastern and Southern Africa, which was held at Blantyre, Malawi, from 29 November to 3 December 1983;

(o) In collaboration with the Pan-African Postal Union, ECA organized and participated in the second Conference on Mail Circulation in Africa which was held at Monrovia, Liberia, from 28 November to 3 December 1983;

(p) As its contribution to the World Communication Year (WCY) activities, ECA prepared and delivered papers to a seminar on satellite communications and efficient use of geostationary orbit held in the Union of Soviet Socialist Republics from 25 July to 4 August 1983;

(q) ECA also collaborated in organizing and servicing a WCY seminar at Lomé Togo, from 22 to 31 August 1983, and presented a paper on "The contribution of the communications sector to African development";

(r) From 21 to 25 November 1983, ECA organized jointly with the International Telecommunications Union (ITU), a seminar on telecommunications maintenance for the Eastern and Southern African subregion in Addis Abbaba, Ethiopia.

C. Evaluation of the programme of the first phase

1. Financial evaluation

9. As indicated in paragraph 4(c) above, the first phase programme, which ended in December 1983, underwent several changes in both the number of projects and cost over the implementation period 1980-1983.

10. The initial programme consisted of 771 projects estimated at about \$9 billion, but during the four-year implementation period, the number increased to 1,091 and the cost to \$15.4 billion. This was due to the fact that the initial programme was prepared in haste, and some African countries were either not visited or failed to submit several important projects, which were subsequently included in the programme. Of the 1,091 projects, 779 were for the transport sector and 312 were for the communications sector, with respective estimated cost of \$14.3 and \$1.1 billion.

11. An evaluation of the programme prepared by ECA shows that \$7.1 billion (45.5 per cent) have been secured, out of which \$5.2 billion or 75 per cent have come from the African countries themselves. Perhaps what is most encouraging about the first phase programme implementation results is not its financial achievements, but the fact that some of the major objectives of the programme were fairly realized and a firm basis established for the eventual achievement of these objectives.

12. In terms of the transport modes and communications subsectors, the following financial percentages were achieved, roads and road transport 67, ports 52, railways 45, inland water transport 41, maritime transport 33, air transport 31, multimodal transport 10, telecommunications 31, broadcasting 24, postal services 16 and manpower training 5.

13. The current evaluation also reveals that all African countries, international financial and lending institutions, bilateral/multilateral aid donors and the entire international community have been lobbied and sensitized by ECA about the aims, objectives and importance of the Decade. As a result, the international community is not only aware of, but is showing some concern about, Africa's transport and communications problems, and African countries are devoting more substantial resources to these problems on a collective basis than at any time in history.

14. As a direct result of the evaluation of the first phase programme and inputs from the Paris Round Table, the programme for the second phase has developed around problems and issues rather than on the basis of modes only, as was the case with the first phase programme.

2. Physical evaluation

15. While it is apparent that investment in new infrastructure constituted the largest component in the achievement of the first phase programme, it was not possible to make a physical evaluation of the programme in terms of capacity growth, improvement in maintenance or qualitative and quantitative improvement in services, owing to the lack of information and data on these aspects. Efforts are being made at ECA to enable African countries to provide this information in 1984, so that such a physical evaluation could be presented in future reports.

16. A detailed physical evaluation of the implementation of the first phase programme cannot be made at the moment owing to the fact that most of the projects for which financing has been secured are still being executed. All the concerned bodies, namely, the Intergovernmental Transport, Communications and Planning Experts, the Inter-Agency Co-ordinating Committee and the Conference of African Ministers of Transport, Communications and Planning, have recognized and agreed on the importance of carrying out a detailed physical evaluation of the first phase programme. As a result, ECA was requested to prepare detailed questionnaires, which will be sent to all African Governments, in order to provide detailed information on the physical status of the first phase projects. The questionnaires have already been prepared, and a report on this subject will be submitted to the Economic and Social Council during its second regular session of 1985.

D. Conclusion

17. As reported in paragraph 21, of the Secretary-General's report (A/38/259), the evaluation of the implementation of the first phase programme has conclusively confirmed that the African countries are providing a substantial share - 75 per cent - of the resources for the Decade programme, while the international community and external sources have not done as well as might have been expected. Most of the resources are for national projects, while regional and subregional projects receive little or no funds outside the United Nations system. Only one technical consultative meeting was organized during the period under review (see paras. 37 to 42 below). Although generally accepted by all African countries, few of them have requested ECA, OAU, the United Nations or its specialized agencies to assist them in preparing regional and subregional projects or in negotiations with potential donors.

18. Financing of regional and subregional projects in the first phase programme was a major problem which is likely to persist during the second phase. The idea of close co-operation by African countries in these projects not only remains valid but was carried one step forward by requiring all participating countries to co-sponsor such projects and to indicate the extent and sources of both local and external financing.

19. With respect to ECA efforts to obtain experts on free bilateral technical assistance basis from donors, the Government of France has provided a replacement for one of the two railway experts who left in September 1982. The new expert began work on 1 February 1984. The telecommunications expert provided by the Federal Republic of Germany remains on board, but so far the two experts promised by Italy and Belgium have not yet arrived.

20. The financial situation and problems of the Decade Co-ordination Unit reported in paragraph 24 of document A/38/259 remain largely unchanged, with the exception that the \$3.5 million provided by the United Nations Development Programme (UNDP) has been reduced by \$200,000 to \$3.3 million owing to financial problems encountered by UNDP in its third programme cycle. This would make it even more difficult for the Co-ordination Unit to perform its duties through 1986.

21. The second phase programme adopted by the Conference of African Ministers of Transport, Communications and Planning at Conakry, in February 1984, reflects ECA efforts to prepare a rational reduced programme and to persuade African countries to adopt it.

III. PROGRAMME OF THE SECOND PHASE

22. In accordance with ECA Conference of Ministers resolutions 464 (XVIII) and 465 (XVIII) of 2 May 1983, Economic and Social Council resolution 1983/67 of 29 July 1983 and Conference of African Ministers of Transport, Communications and Planning resolution ECA/UNTACDA/Res.83/23 of 11 March 1983, the programme of the second phase was prepared by ECA. With specific reference to the mandate of resolution ECA/UNTACDA/Res.83/23, requesting ECA to revise the draft programme on the basis of specific criteria so as to reduce the cost, the revision was carried out in September and October 1983.

23. It should be pointed out that the draft programme submitted to the third Conference of African Ministers of Transport, Communications and Planning at Cairo (March 1983) was estimated at about \$31 billion and contained 1,322 projects, and that following the revision on the basis of the Cairo guidelines, the programme was reduced to \$24 billion. However, ECA felt that at \$24 billion the programme was still too large and unrealistic for implementation in five years, and, using its discretion as lead agency for the Decade, prepared a programme for the second phase estimated at \$18.4 billion and was able to persuade the Conference of African Ministers of Transport, Communications and Planning to adopt it at Conakry in February 1984.

24. The approved second phase programme consists of 1,054 projects, estimated at about \$18.4 billion. The transport sector contains 582 projects estimated at \$14.245 billion and the communications sector has 472 estimated at \$3.931 billion.

25. An amount of \$7.196 billion or 39 per cent of the total estimated cost (\$18.4 billion) of the second phase programme was secured prior to the launching of the programme. In the transport sector, \$5.375 billion (\$4.286 billion from internal and \$1.089 billion from external sources) has been secured, while in the

communications sector \$1.820 billion (\$1.639 billion from internal and \$181.1 million from external sources) has been secured. Thus, of all funds so far secured, African countries have provided about 82.4 per cent, against only 17.6 per cent from external sources.

26. The programme was officially launched by the Head of State of Guinea during the Conference of African Ministers of Transport, Communications and Planning on 11 February 1984 at Conakry.

A. Paris Round Table

27. On the basis of resolution ECA/UNTACDA/Res.83/30 of the Conference of African Ministers of Transport, Communications and Planning, ECA in collaboration with the Government of France organized a Round Table in Paris from 21 to 24 June 1983. Some 76 experts and officials from 28 countries participated in the Round Table, the primary objective of which was to critically examine the draft second phase programme and make constructive suggestions as to how best to present the programme so that it would highly appeal to donors, financial and lending institutions.

28. The results of the Round Table were useful and some of the recommendations made were utilized in the finalization and presentation of the second phase programme.

B. Inter-Agency Co-ordinating Committee

29. The seventh meeting of the Inter-Agency Co-ordinating Committee was held at Addis Ababa from 4 to 6 January 1984. It will be recalled that under the provisions for implementation of the Decade (E/CN.14/726; E/CN.14/TRANS/147), this is the highest technical organ responsible for critically examining all programmes prior to their submission to the Conference of African Ministers of Transport, Communications and Planning.

30. The Committee considered and reviewed all the documents and programme of the second phase which ECA had prepared for the Conference of African Ministers of Transport, Communications and Planning which was scheduled for February 1984 and approved them with minor or no corrections.

C. Intergovernmental Meeting of Transport, Communications and Planning Experts

31. The fourth session of the Intergovernmental Meeting of Transport, Communications and Planning Experts was held at Conakry from 30 January to 4 February 1984. The main business of the meeting was to consider the report on the evaluation of the implementation of the first phase programme and the second phase programme and to approve the accuracy of, or update, information contained in the documents on individual countries, prior to their submission to the Conference of African Ministers of Transport, Communications and Planning.

32. The experts considered and updated some information in the report and programme and approved them.

D. Conference of African Ministers of Transport,
Communications and Planning

33. The fourth Conference of African Ministers of Transport, Communications and Planning was held at Conakry from 7 to 11 February 1984. The main objective of the Conference was to consider and adopt the programme of the second phase of the Decade as well as a final report on the evaluation of implementation of the first phase programme.

34. After hearing the report of the Chairman of the meeting of experts and examining the programme of the second phase, the Conference expressed its great appreciation for the efforts made by ECA in presentation of the programme and scaling it down to a reasonable level.

35. In adopting the \$18.4 billion programme for the second phase of the Decade, the Conference, through several resolutions, reaffirmed Africa's collective commitment to the objectives of the Decade and to the establishment of a second transport and communications decade, in view of the realization that all the continent's transport and communications problems could not be solved in the next five years.

IV. CONFERENCE OF MINISTERS OF THE ECONOMIC COMMISSION FOR AFRICA

36. At the time of preparing the present report, the ECA Conference of Ministers had not yet met; thus the recommendations, conclusions and resolutions of the Conference on the Transport and Communications Decade in Africa will be contained in the report of the Conference.

V. ORGANIZATION OF THE FIFTH TECHNICAL CONSULTATIVE MEETING

37. The fifth Technical Consultative Meeting on roads, shipping and ports for the countries of North Africa, East Africa and the Indian Ocean islands was held at Antananarivo, Madagascar, from 15 to 17 March 1984. It will be recalled that the General Assembly had provided \$84,400 for the preparation and organization of this meeting (A/38/259, para. 47).

A. General activities

38. By September 1983, ECA had completed preparation of documents for the meeting. The documents, together with invitations, were circulated to the 16 African countries of the subregion, and were sent also to all potential donors, international financial institutions, some United Nations specialized agencies and some African intergovernmental organizations. The meeting was organized and serviced by ECA.

39. Of the 16 African countries of the subregion whose projects were presented at the meeting, only 8 participated. The meeting was also attended by representatives from 7 donor countries, 3 financial institutions and 3 observers.

B. Results of the meeting

40. The Technical Consultative Meeting was organized to seek external funds of about \$1.7 billion (roads \$624.3 million, shipping \$353.0 million and ports \$727.28 million), but the pledges made amounted to \$178.0 million or 10.44 per cent of the total funds sought. Pledges of \$117.3 million (19 per cent) were made for roads and \$60.7 million (8 per cent) for ports, but nothing for shipping.

41. In terms of pledges actually made at the meeting the results of the fifth Technical Consultative Meeting seem unimpressive; however, as a result of the meeting and careful examination of the projects by donors and financial institutions:

(a) The European Development Fund (EDF) indicated that it would consider financing the port training projects under the second Lomé Convention, provided that they were included in the indicative national programmes;

(b) The World Bank indicated that it would consider some road projects within the framework of its highway sector loans to the respective countries;

(c) EDF indicated that some Kenyan and Ugandan road projects could qualify for assistance earmarked under regional funds for the northern corridor in which the two countries were involved; and

(d) The Government of France was likely to finance port projects in Madagascar after the results of a port development study it had financed were known.

42. In previous reports, ECA had pointed out that the results of a technical consultative meeting cannot be properly assessed only on the basis of pledges made, but on the follow-up action taken and contacts made by the various African countries with donors and financial institutions that have indicated some interest in their projects.

VI. IMPLEMENTATION OF GENERAL ASSEMBLY RESOLUTION 38/150

43. On 19 December 1983, the General Assembly adopted resolution 38/150 on the Transport and Communications Decade in Africa, in which the Assembly, inter alia, requested the Secretary-General to submit to it at its thirty-ninth session a report on the implementation of the resolution. A preliminary report (A/39/223) was submitted to the Committee for Programme and Co-ordination in May 1984, and an updated account of the implementation of the resolution is presented below.

44. In paragraph 7 of the resolution, the General Assembly requested the Executive Secretary of ECA to organize four consultative technical meetings (on broadcasting,

postal services, air transport and railways and rail transport) soon after the launching of the second phase programme, but not later than the middle of 1985.

45. During the current reporting period, only the Technical Consultative Meeting on broadcasting was organized. A consultant has been retained and work is fairly advanced on preparing documents for the meeting. Invitations have been sent to all African Governments, potential donors and international financial institutions.

46. The meeting was held at Harare, Zimbabwe, from 1 to 6 June 1984 and detailed information on its outcome will be contained in the 1985 report. The Technical Consultative Meeting on air transport is scheduled from 20 to 23 November 1984 at Libreville, Gabon, and a full report on it will be submitted in 1985.

47. In paragraph 9 of the resolution, the Executive Secretary was requested

"(a) To undertake studies on the harmonization and co-ordination of various modes of transport and communications;

"(b) To prepare, in collaboration with the relevant organizations of the United Nations system, a study of the training and manpower needs of all African countries for all modes of transport and communications;

"(c) To draw up urgently programmes on transport and communications of special importance to the land-locked developing countries in Africa;

"(d) To organize the fourth session of the Conference of African Ministers of Transport, Communications and Planning to be held from 7 to 11 February 1984;

"(e) To organize in 1984 a conference of the Government of African countries and representatives of African airlines with a view to examining ways and means to promote inter-African airlinks."

48. Below is a status report on the above items:

(a) Terms of reference have been prepared for the study on harmonization and co-ordination of transport and communications and the selection of consultants is currently under way. The first part of the study covering the West African subregion is scheduled to start before the end of the first half of 1984 and the entire study will be completed by the end of 1985;

(b) Terms of reference for the study on (African) training and manpower needs in transport and communications have been prepared and consultants are being selected. The United Nations Conference on Trade and Development, the International Civil Aviation Organization, the International Labour Organisation and the International Telecommunication Union have been contacted to indicate their contribution and assist in co-ordinating aspects of the study, which will commence in the first half of 1984. Part of the study dealing exclusively with general and multimodal transport will be completed during the second quarter of 1985, while that dealing with the rest of the modes will be completed in the last quarter of

1985. In view of the fact that the part of the study dealing with communications will cover the English- and French-speaking African countries separately and in addition to a survey of postal services, it is expected to be completed by the end of 1985;

(c) Terms of reference have been prepared for a special transport and communications programme for the land-locked developing African countries. ECA will first co-ordinate this programme with UNCTAD activities for land-locked African countries prior to selecting consultants for the programme, which will commence in the fourth quarter of 1984 and end in the first quarter of 1985;

(d) The fourth session of the Conference of African Ministers of Transport, Communications and Planning, held at Conakry, from 7 to 11 February 1984 (see paras. 33-35 above);

(e) ECA had earlier prepared provisional topics and an agenda for the Conference on freedoms of the air and distributed them to OAU, the African Civil Aviation Commission (AFCAC) and the African Airlines Association (AFRAA) for review and comments. ECA met with AFRAA in December 1983 and with AFRAA and AFCAC in February 1984 to revise and agree on the topics and agenda. ECA has now finalized the topics for the Conference, and Swaziland has been approached to host the Conference at Mbabane in October 1984. Consultants' terms of reference have been prepared, and selection will be completed before June 1984 to enable preparation of the Conference documents in good time.

49. In paragraph 10 of resolution 38/150, the Secretary-General was requested to provide ECA with \$1 million from the regular budget and additional funds from extrabudgetary sources to enable implementation of paragraphs 7 and 9 during 1984 and 1985.

50. In compliance with this request, the General Assembly has allocated \$1 million to ECA, and the Secretary-General is currently exploring other ways of raising an additional \$1.3 million from extrabudgetary sources to enable full implementation of the estimated \$2.3 million activities entailed in paragraphs 7 and 9 of the resolution during 1984 and 1985. A note verbale soliciting voluntary contributions was circulated to all missions in New York by the Secretary-General, but so far no positive response has been received.

51. It should be pointed out that the cost of the activities planned for 1984 alone amount to about \$1.2 million (that is, \$634,000 over the General Assembly allocation), and those planned for 1985 amount to about \$1.1 million. It is therefore evident that unless the Secretary-General's effort to secure additional funds from extrabudgetary sources succeeds, the 1984 activities will not be completely implemented, let alone the activities planned for 1985 as mandated by the resolution.

VII. REGIONAL AFRICAN SATELLITE COMMUNICATION SYSTEM

A. Current situation

52. At their third Conference, held at Cairo in March 1983, the African Ministers of Transport, Communications and Planning adopted resolution ECA/UNTACDA/Res.83/26 in which, inter alia, the Conference called for the harmonization and integration into a single project of all pre-feasibility studies previously undertaken on the establishment of a regional satellite communication system for Africa. The project was to be entitled Regional African Satellite Communication System. The resolution also requested the Inter-Agency Co-ordinating Committee composed of OAU, ECA, the African Development Bank (ADB), the Pan-African Telecommunications Union (PATU), the Union of National Radio and Television Broadcasting Organizations of Africa (URTNA), the African Posts and Telecommunication Union (UAPT), ITU, the United Nations Educational, Scientific and Cultural Organization and AFCAC to finalize the feasibility study document for the project as well as supervise and monitor the implementation of the study.

53. At its fourth meeting, held at Geneva on 2 November 1983, the Committee reviewed efforts so far made to advance the project and took some vital decisions to facilitate progress, notably the following:

(a) The draft terms of reference were reviewed and adopted, taking into consideration views and comments received from the majority of the Commission's member States (31 countries) indicating their positive interest in the project as well as from donor organizations and countries;

(b) The Committee agreed to undertake preparatory field missions to African countries to initiate national-level activities for the study, and also considered ways of mobilizing funds for implementing the feasibility study;

(c) ITU was requested by the Committee to devise a joint strategy for the project in close collaboration with PATU, UAPT and ECA.

54. In December 1983, the Committee undertook preparatory field missions composed of African experts and six international consultants to all ECA member States and African intergovernmental and international organizations to inform the appropriate authorities about the objectives of the Regional African Satellite Communication System project and its integration into domestic networks, the approach proposed by the Committee in achieving those objectives (in the light of the possibility of taking the project through its feasibility phase without any prior commitment on the part of countries intending to participate in the project), the prerequisites for implementing the feasibility study through financial assistance of the European Economic Community and the setting up of a national multidisciplinary co-ordination committee to closely monitor the study at the national level. The missions were financed by the Federal Republic of Germany.

55. At its fifth meeting, held at Conakry on 11 and 12 February 1984, the Committee selected OAU as Chairman, ECA as Vice-Chairman, PATU as technical secretariat and ADB as financial adviser, and also reviewed the report on its activities to the fourth Conference of African Ministers of Transport, Communications and Planning.

B. Follow-up action and activities

56. The sixth meeting of the Committee, scheduled to be held at Addis Ababa in May 1984, among other matters, will discuss the rules of procedure of the Committee and assignment of tasks to agencies for project execution and mobilization of funds.

57. The above meeting will be followed by an extraordinary meeting of the Communications Committee of African Ministers of Transport, Communications and Planning which will review the report of Committee activities. Experts attending the meeting will be mandated to take final decisions on behalf of their Ministers on the implementation of the feasibility study.

58. Since the two bodies had not met at the time of preparing this report a detailed account of the meetings, and the decisions taken, will be contained in the reports of the two respective meetings.
