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REGIONAL CO-OPERATION

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.
2. Chapters II and III of the present report contains a preliminary evaluation of the implementation of the first phase and of the first year of the second phase of the Transport and Communications Decade programme. The analysis shows that the results of the first phase are encouraging, although the final evaluation is still to be carried out. The preliminary results of the second phase are also positive.
3. Chapter IV deals with the implementation of regional, subregional and inter-State link projects, which constitute the thrust of all efforts to physically integrate the African region. The inter-State link projects comprise three main categories: transport corridors serving land-locked countries, inter-African air transport links and the trans-African highways.
4. Although the present analysis is based on incomplete data and only on one year into the second phase of the Decade, it seems that the projects in this section have received only very limited financing in spite of their obvious importance.
5. It should be noted, however, that a number of training activities have been undertaken by the Economic Commission for Africa (ECA) and other United Nations or African intergovernmental organizations, in co-operation with multilateral and bilateral donors. Those activities included seminars and training courses in various transport modes and communications subsectors. Significant progress was also made in development of training centres.
6. Chapter V describes the contribution of the specialized agencies and other bodies of the United Nations system and African intergovernmental organizations to the implementation of the Decade by modes of transport and communications subsector, and indicates the efforts made by those organizations and the results achieved.
7. Chapter VI, on international co-operation and support for the implementation of the Decade, shows the results of the technical consultative meetings organized by ECA in 1984 and the financial support provided by various donors and financial institutions for the development of transport and communications in Africa.
8. In chapter VII, special developments issues and problems of significance during the year are mentioned, in particular the economic crisis and disasters (drought, earthquake, cyclones) that affected Africa in 1984 and their consequences for transport and communications in the continent.

II. EVALUATION OF THE FIRST PHASE OF THE DECADE

9. Owing to the fact that the first phase of the Decade officially ended on 31 December 1983, the present report should have included the final results on the

implementation of that phase. Unfortunately, this is not the case, because some projects have not yet been completed and serious problems of communication and collection of information were encountered.

10. When all methods of obtaining information from member States on the implementation of Decade projects tried by ECA failed to produce positive results, ECA, in order to meet its obligation of submitting a reliable report on the implementation of the first phase of the Decade, had to adopt an extreme solution, which was to send an ECA official to all member States to collect all the information available on the implementation of projects. Even that solution came up against some difficulties, so that between September and December 1984 only about 20 countries had been visited.

11. It can be said that at present about 60 per cent of the member States have provided reliable information on all or part of the activities they carried out during the first phase. As such, the results shown in the present report are partial and provisional and should be updated periodically.

12. For the analysis of the implementation of the first phase programme a reference programme had to be selected, as over the years several projects have been added, cancelled or transferred to the second phase. After consideration of various possibilities the revised programme for the preparation of the second phase programme, when considered together with the information obtained during recent missions, was selected as it is closest to the real programme of the first phase.

13. The number of projects on which the analysis is based is not truly representative of the reference programme of the first phase (in terms of statistics), even though they account for about 40 per cent of the total programme. It would therefore be inaccurate and quite dangerous to extend those quantitative results to the entire first phase.

14. However, for the purpose of quantitative analysis, it can be considered even now, with the limited information available, that the results of the first phase are very encouraging.

15. The analysis of all 216 projects on which reliable information concerning status is available shows that:

- (a) Some 42.1 per cent of the projects have been completed;
- (b) Some 36.6 per cent are in progress;
- (c) Only 21.3 per cent have not yet reached the stage of implementation.

16. The analysis of all the 176 projects on which reliable information concerning financing is available shows that:

- (a) Some 59.1 per cent of the projects have been fully financed;
- (b) Some 20.5 per cent have been partially financed;
- (c) Some 20.4 per cent have not yet received any financing.

17. The total financing obtained for those 176 projects is 69.9 per cent of their total cost; 42 per cent of the amount has been provided by African countries themselves and 58 per cent by external sources.

18. ECA had intended to undertake a more detailed analysis of the projects implemented during the first phase; for example, how many kilometres of roads or railways were constructed or rehabilitated, how many training centres were established, the number of aircraft purchased etc. However, in view of the partial information obtained to date, such analysis was not possible but can be undertaken in the immediate future if the flow of information to ECA continues at the current rate.

19. The above results show that the systematic efforts deployed by ECA, particularly since the middle of 1984, to obtain reliable information on the advancement of the Decade programme have finally paid off. Those efforts should be continued at all cost and in all possible forms so as to ascertain more and more accurately the progress being made in respect of the Decade.

20. ECA alone cannot successfully carry out this task of priority to the whole of Africa; the support of all is absolutely vital. Government officials, specialized agencies, intergovernmental organizations, financial institutions etc. are all being called upon to participate actively to improve communication and the exchange of information in respect of the Decade.

21. Finally, it should be reiterated that the analysis and conclusion of the present report, as well as the reference programme, are all provisional because any new information obtained will call for some modifications in their current state.

III. IMPLEMENTATION OF THE SECOND PHASE OF THE DECADE AT THE NATIONAL LEVEL

22. At their meeting at Cairo in March 1983, the African Ministers of Transport, Communications and Planning had given ECA guidelines, in the form of criteria for the selection of projects, to enable it to cut down to a more realistic size the proposed programme for the second phase of the Decade, the cost of which was then \$31 billion. ECA itself thought out some additional criteria (taking into consideration, particularly, the time factor) and on its own initiative submitted to the same Ministers, meeting at Conakry in February 1984, an alternative programme reduced to a cost of about \$18 billion. After a few amendments, that programme was adopted as the programme for the second phase.

23. The programme no longer presented projects by subsector but by their nature, that is, by the issues to which they addressed themselves. For the transport sector, projects were classified as follows: maintenance and rehabilitation projects; training and technical assistance projects; inter-State links; regional and subregional projects; and national priority projects.

24. That classification was based on the recommendations of the Paris Round Table, held in 1983, which had dealt only with inland transport. The classification of communications projects is therefore a little different, as follows: maintenance

and rehabilitation projects; training projects; technical assistance projects; regional, subregional and national projects with subregional impact; and other national projects.

25. Under both classifications, national projects figure not only under the category "national projects" but also under the categories "maintenance and rehabilitation" and "training and technical assistance".

26. The category comprising "purely national projects" (excluding purely national maintenance, rehabilitation, training and technical assistance projects) alone accounts for almost 50 per cent of the total cost of the second phase programme, once again showing the importance of those projects.

27. One of the problems that has persisted right from the beginning of the Decade has been that of collecting information on the state of implementation of the projects. Various solutions were tried, such as sending questionnaires to Governments involving the offices of the United Nations Development Programme (UNDP), and appointing liaison officers in the countries who would have direct contact with ECA. However, none of those methods proved satisfactory and the level of response was at best only 25 per cent.

28. During the information-gathering missions for the evaluation of the physical implementation of the first phase programme, information was also collected on the implementation of the second phase programme. It was an extreme solution for an urgent situation and will not be repeated.

29. For 1985 and subsequent years, it is contemplated to review all the methods used so far and to try a number of them, with a specific approach being adopted for each country depending on such factors as its organization, geographic location, degree of co-operation with ECA, the presence in it of any other organizations that might assist in the collecting of the information etc.

30. The analysis that follows was made only with respect to projects included in the second phase programme, for which reliable information was obtained.

31. The number of countries for which reliable data was obtained (for all or only part of their projects) was 28 for transport and 21 for communications. The data relate to 149 projects in transport (out of 581 transport projects) and to 104 projects in communications (out of 472 communications projects).

32. In transport, out of the 149 projects, 50 are currently being implemented and 4 have been completed.

33. The financial analysis shows that the estimated cost of the 149 transport projects, after revision, now stands at \$4.472 billion. At the end of 1984, those projects had received total financing of \$1.45 billion, or about 33 per cent of the total cost of the programme. The amount of local financing available and external financing received was about the same: 17.5 and 15.5 per cent respectively of the total cost of the 149 projects.

34. In the communications subsector, the estimated revised cost of the 104 projects is \$543.06 million. At the end of 1984, those projects had received financing of \$185.28 million, or 34 per cent of the cost of the programme. External financing received exceeded local financing by far, accounting for 29.6 per cent and 4.5 per cent, respectively.

35. Given that statistically speaking the 253 projects mentioned above do not really constitute a sample of the second phase programme, it would be dangerous and inaccurate to extrapolate those results to the entire programme. It can, however, even now, be said that barely one year after the official launching of the second phase of the programme the results are quite satisfactory, at least as far as national projects are concerned. Unfortunately, it would be premature to be overly optimistic because there are indications that it is the projects which the countries are most eager to implement that have attracted financing and that the remainder of the programme will be more difficult to finance.

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

A. Transport

1. Inter-State link projects

36. Chapter VI of the approved programme of the second phase of the Decade (E/ECA/TCD/16, pp. 63-78) deals with inter-State link projects, which constitute the thrust of all efforts to physically integrate the African region. Those projects are divided into three main categories: (a) transport corridors serving land-locked countries, (b) inter-African air transport links and (c) the Trans-African Highway system.

(a) Transit transport corridors

37. The following presentation does not include all the projects relating to the selected inter-State links. The majority of these are in fact included in the second phase programme under the section "Maintenance and rehabilitation" which, being a critical issue in Africa, was appropriately accorded the highest priority. The projects considered hereafter therefore relate basically to construction of new roads and modernization, expansion and purchase of equipment, and do not include training, technical assistance and rehabilitation projects.

38. Sixteen corridors serving land-locked countries have been identified, for which 115 projects are included in the second phase programme. Details on the status of the projects are based on information received from member States and analysed by ECA. In general, reliable information was received on 30 projects, out of which 10 projects have been completed, and most of the rest are at various stages of implementation.

39. Although the present analysis is based on incomplete data and only on a single year into the second phase of the Decade, it seems that projects in this section have received only very limited financing, in spite of their obvious importance. The following projects have been completed or are in progress:

(a) In the Mombasa-Nairobi-Uganda-Rwanda corridor, Kenya completed economic studies on the Kisumu-Yala road (81 km) and the United Republic of Tanzania started studies on Lakes Victoria and Tanganyika;

(b) The project on the expansion of the Dar-es-Salaam port, which is common to two corridors (Dar-es-Salaam-Rwanda-Burundi and Dar-es-Salaam-Zambia), is in progress;

(c) Studies on the construction of container terminals at Blantyre, Lilongwe and Balaka have been completed, for the Nacala-Malawi-Zambia corridor;

(d) A feasibility study on the Zxishavana-Chicualacuala road is in progress in the Beira-Zimbabwe-Zambia corridor;

(e) A feasibility study on the Kaoma-Zambezi-Chavuna road was carried out in 1984 by Zambia for the Lobito-Zaire-Zambia corridor;

(f) In the Pointe Noire-Central African Republic-Chad corridor the construction of the Owando-Bombassa road and secondary river ports in the Congo is under way. Studies on the port of Brazzaville have been completed and those on the Pointe Noire port have also been started;

(g) In the Cotonou-Niger corridor, feasibility studies on the extension of the Benin-Niger railway have been completed, as well as engineering studies on the Dassa-Zoume-Parakou road. Preparatory activities have been started with the African Development Bank (ADB) on the study on the Cotonou-Godomey road;

(h) In the Lomé-Niger corridor, construction of a warehouse for the Niger at Lomé was completed in 1984;

(i) In the Abidjan-Mali corridor, the Ivory Coast completed engineering studies on the Ferkessedougou-Ouangolodougou-Mali border and the Ouangolodougou-Burkina Faso border roads. Mali started studies on the Bamako-Bougouni, the Sikassa-Kolokou and the Bougouni-Manmanankoro-Ivory Coast border road;

(j) In the Dakar-Mali corridor, Mali constructed the Kolokani-Bamako road, undertook a feasibility study on the transfer of the cargo station from Bamako to Korofina and obtained financing for a feasibility study of the Senegal border-Kaneiba-Aqbanakin-Bamako road. Two other studies were also under way: one on the Nioro du Sahel-Diema-Kolokani road and the other on the construction of a container terminal at Dakar.

(b) Intra-African air transport links

40. There are three regional/subregional projects in the second phase programme in this mode of transport but there was no information available on them during 1984. Of the 10 national projects, only the study of a new international airport at Nouakchott, Mauritania, was completed in 1984, and no information was available on the others.

2. Projects of crucial importance for the development of transport in Africa

(a) Trans-African highways

41. The second phase programme contains 82 projects dealing with the improvement of trunk and feeder roads to various trans-African highways, estimated to cost a total of \$1,695.39 million. The only available information indicates that the following progress was made during 1984 (no information has been received on the remaining projects).

(i) Lagos-Mombasa Trans-African Highway

42. Of five highway and nine feeder road projects, two feeder road studies were begun, one in Gabon and the other in the United Republic of Tanzania. Construction of the Gabonese border-Congo road was in progress. The secretariat of that Highway Authority carried out an on-the-spot physical inspection of the highway and its feeder roads to determine the precise current status of the system.

(ii) Cairo-Gaborone Trans-East African Highway

43. Out of 5 highway and 12 feeder road projects, one highway study for Ethiopia was completed and two other highway studies were started, one for Ethiopia and the other for the United Republic of Tanzania. With respect to the feeder roads, construction work was started on two road sections in Kenya.

(iii) Lagos-Tangiers Trans-African Highway

44. Out of the 18 highway and 11 feeder road projects, the Gambia completed engineering studies of the River Gambia bridge barrage; the Ivory Coast completed surfacing a road section; Guinea-Bissau and Senegal completed studies of road sections; Sierra Leone started feasibility studies on a road section, and two bridges were under construction. With respect to the feeder roads, Mauritania completed studies on a road section; Guinea-Bissau started construction of some road sections; Sierra Leone started studies on the Waterloo-Masaika road and Ghana began the rehabilitation of the Accra-Yamoransa road.

(iv) Dakar-Djibouti Trans-African Highway

45. There are four highways and six feeder road projects on this Highway. During 1984, Senegal completed studies on the Tambacounda-Mali border road and Mali undertook preparatory activities for the study on the Boungouni-Yanfolila-Guinea border feeder road.

(v) Tripoli-Windhoek Trans-Central African Highway

46. Out of the two highway projects and four feeder road projects, the Congo started engineering studies on a feeder road.

(vi) Trans-Saharan Highway

47. Of the three highway projects, Mali completed engineering studies on the Gao-Kidal-Bouressa road.

(b) Maritime transport projects

48. In the subsector of maritime transport, no single project can be described as being "of crucial importance for the development of transport in Africa". However, the following projects, collectively, are of such importance: studies on the rationalization of ocean-going shipping in West Africa, on establishment of bulk cargo shipping companies and a multinational shipping line for West and Central Africa, on establishment of container and roll on/roll off terminals in West/Central Africa, on the harmonization of signalling facilities in East/Southern Africa, and on the planning and development of North African Ports, as well as projects on subregional maritime transport development in Eastern Africa, on harmonization of maritime legislation, and on the regional maritime academies at Abidjan and Accra.

(c) Optimum development of air transport

49. The study on optimum development of air services in Africa was included in the first phase programme as a regional air transport project. It was partly financed by the Ministry of Co-operation and Development of France, which provided \$250,000 out of the total 1980 estimated cost of \$0.5 million. That amount was used to finance the first phase of the study, which was carried out by the Institut du transport aerien (ITA), on behalf of the African Civil Aviation Commission (AFCAC), the project management authority, and ECA.

50. The objective of the study was to promote optimum development of international air services in Africa in all its aspects, especially with regard to networks structure, flight frequency, co-ordination of timetables, co-operation agreements and establishment of intra-African air freight services (possibility of establishing distribution centres and free zones).

51. The first phase of the study involved an analysis of the air transport situation in Africa, both from the point of view of exchange of traffic rights and the quality of services, taking into account the current nature of the network and the prospects for its adaptation to the requirements for the development of intra-African links.

52. The analysis of the quality of air services in Africa revealed the following obstacles to the improvement of links: excessively high air fares compared to the standard of living of Africans; insufficient offer of third, fourth and fifth freedom rights; and difficulties in converting and transferring earnings.

53. To consolidate the access and liaison networks connecting the various African capitals and to improve the subnetworks and services which depend on a global network plan, the study proposed a model which defined links that can be established in the future and those that can be profitably exploited even now. The study also made a number of recommendations on a certain service to and from the continent, with a view to better co-ordination of intra-African services from gateways.

54. The study suggested the following possible solutions to air transport problems:

(a) Establishment of a partially joint airline, that is, with limited participation for partners and organized on convenient terms;

(b) Adoption of a multilateral agreement involving as many parties as possible and covering all aspects of international operation of which the two major factors are the granting of routes and the exercise of commercial rights;

(c) Harmonization of bilateral arrangements through a generalized application of standard agreements.

55. It was observed at the third Conference of African Ministers of Transport, Communications and Planning that member States had hardly made any progress at all with regard to the exchange of traffic rights, in spite of many resolutions adopted earlier. The Conference, therefore, requested the Executive Secretary of ECA and the Secretary-General of the Organization of African Unity (OAU) in co-operation with AFCAC and the African Airlines Association (AFRAA), to convene a conference of African Governments and airlines to define ways and means of implementing the resolutions on freedoms of the air (resolution ECA/UNTACDA/RES.83/84).

56. The said Conference was organized in Swaziland in November 1984 with funds allocated by the United Nations. At the end of its deliberations the Conference adopted the Mbabane Declaration, which requested that a technical committee should be established to follow up implementation of the adopted resolutions, including the definition of a common African stand on free exchange of the first and second freedoms of the air, to exhort African air transport authorities to exchange fourth and fifth freedoms and to encourage the exchange of the fifth freedom on an equal basis through the various co-operation and financial compensation arrangements, to study and to inventory all existing and/or potential main routes necessary for the economic development and physical integration of Africa, and to take action to promote multinational airlines or joint operations at a subregional level.

(d) Manpower development for transport and regional training centres in Africa

(i) Seminars and other training activities

57. The effective development of transport and communications in Africa cannot be achieved without the development of skills and knowledge of staff at all levels in the transport sector. In 1984, ECA, in collaboration with various Governments, specialized agencies and intergovernmental organizations undertook numerous activities in the development of transport manpower.

58. In the framework of the implementation of General Assembly resolution 38/150 of 19 December 1983, ECA undertook a study on manpower and training needs in transport in Africa, the objective of which was to assess the manpower situation and determine training requirements in all modes of transport and to prepare a technical publication for member States, in which strategies and recommendations for the development of manpower and training in transport was spelled out. The survey was also to identify the bottle-necks in existing transport training institutions and recommend appropriate actions to be taken in solving them. Implementation of the study started in 1984 and will be completed in 1985.

59. The following seminars/training courses have been carried out:

(a) ECA Port Management Association of Eastern and Southern Africa (PMAESA) survey of training needs of the ports of Eastern and Southern Africa (completed and presented to the annual meeting of PMAESA in November 1984);

(b) ECA/Government of France/Ecole nationale des ponts et chaussées (ENPC) seminar on transport statistics, held at Addis Ababa in June 1984;

(c) ECA seminar on port operations held at Leningrad in August 1984;

(d) Union of African Railways (UAR) Conference of Railway Training Officers, held at Nairobi in June 1984;

(e) United Nations Industrial Development Organization (UNIDO) British Rail/UAR Course on Maintenance of Railway Equipment, held in March-June 1984;

(f) Courses on UAR Executive Development Programme held at Baroda, India, in October-December 1984;

(g) UAR Third Symposium on Industrial Development and Manufacture of Railway Equipment in Africa, held at Libreville, in October 1984;

(h) Eastern and Southern African Management Institute (ESAMI)/ECA Seminar on Transportation Projects, Planning and Evaluation, held at Arusha, United Republic of Tanzania, in September/October 1984;

(i) International Maritime Organization (IMO)/Swedish International Development Agency (SIDA)/PMAESA Seminar on Ports and Marine Pollution, held at Port Louis, Mauritius, in November 1984;

(j) IMO/PMAESA/France Third African Ports Symposium, held at Abidjan in January 1985;

(k) IMO/PMAESA Seminar on the IMO Convention on Port Documentation and Facilitation (FAL), held at Dakar in December 1984;

(l) International Labour Organisation (ILO)/Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR)/ECA Seminar on Maritime Labour Standards for West and Central Africa (in preparation).

60. Other training activities included the following:

(a) ILO was involved in training activities covering vocational training and management in the various transport modes, with special emphasis on maintenance and rehabilitation of transport infrastructure and equipment, in collaboration with various transport training institutions in 14 African countries;

(b) The Southern African Transport and Communications Commission (SATCC) has prepared the terms of reference for a road traffic and transport training study which is awaiting financing, and also has an ongoing training project on railways and ports;

(c) The Agency for the Safety of Aerial Navigation in Africa and Madagascar (ASECNA) has conducted training for air transport technicians and engineers in its four schools. The schools trained not only students from ASECNA member States, but also from other countries such as Burundi, Cape Verde, the Comoros, Rwanda and Seychelles;

(d) UNCTAD prepared and produced training materials for a practical training course on the role and competence of forwarding agents in land-locked countries and on regulations on international transit transport.

61. All the seminars conducted in 1984 were evaluated by the participants and representatives of the Governments and international organizations involved in seminar preparation and/or delivery. Results of the evaluation showed that the seminars were successful and should be repeated periodically.

(ii) Development of training centres and training programmes

a. Air transport

62. In 1984, a meeting of the co-ordinating committee composed of OAU as Chairman, ECA, AFCAC, UNDP and the International Civil Aviation Organization (ICAO) was held to review the implementation of activities relating to the development of multinational air transport training centres in Africa. The activities of the committee concentrated on fund-raising for the Addis Ababa and Mvengue centres and on the ratification of conventions on a multinational status for those centres.

63. Construction of buildings at the Mvengue centre continued in 1984 and is to be completed in 1985. The contribution from UNDP towards the school has so far been \$6.8 million and that from the Gabonese Government has been \$27 million. Measures were taken for the selection of instructors in 1984 and the centre is expected to be opened by the end of 1985.

64. The multinational training centre at Addis Ababa for pilots and aircraft technicians and the regional civil aviation training centre at Nairobi, which provides training mainly for air traffic controllers and communications personnel, benefited from funds provided by UNDP.

65. AFCAC, in co-operation with AFRAA and ICAO, laid down a programme for the training of pilots, with a view to the standardization of the content of the training programme and its duration. A programme for the training of aircraft technicians was similarly developed.

b. Railways

i. Wardan Centre (Egypt)

66. The centre is already in existence, catering to the training requirements of the Egyptian Railways staff and of some neighbouring countries. To accommodate the training requirements of the subregion, an investment of \$1 million is needed.

ii. African Railway Training Institute (ARTI) (Brazzaville, Congo)

67. During 1984, a number of meetings were held between UAR, the railways concerned, the Congolese Government, the French Government and ADB. A financing plan was agreed to as follows: ADB: \$19.5 million; French Government: \$5.0 million; Congo and other States: \$1.75 million; total: \$26.25 million. In August 1984, the foundation stone of the Institute was laid by the President of the Congo and the opening of the school is scheduled for October 1985.

iii. Kabwe Centre (Zambia)

68. The phase one study to determine the training needs of the Eastern and Southern African subregion undertaken by UAR and ECA, has been completed. Terms of reference for a phase two study to determine the size and construction of the centre have been drawn up, and UAR is seeking financing for this study.

iv. Zaria Centre (Nigeria)

69. The centre was established under the name of "Nigerian Institute of Transport Technology". The first course was run for Nigerian Railway officers. The idea is to gain experience and lay down appropriate standards to make it possible to offer places in the programme to participants from other railway systems to West Africa as envisaged in the UAR plan.

c. Road transport

70. In 1984 the Economic Community of West African States (ECOWAS) was mandated to identify two subregional road maintenance training centres, one each for the English- and French-speaking groups of countries in the subregion. The training centre at Lomé, which had been established for the Conseil de l'entente, was, therefore, recognized to serve as a centre for French-speaking countries and thus be available for countries that are not members of the Conseil de l'entente. ECOWAS mandated Nigeria to designate one of its institutes as the ECOWAS highway maintenance institute for use by the five English-speaking countries in the subregion.

d. Maritime transport and ports

71. In 1984, activities for the development of training centres in Africa covered the following broad areas:

(a) The establishment of a subregional maritime training centre at Tunis by IMO, in collaboration with the Union of Arab Sea Ports, the Federation of Arab Shipping and the Port Management Association of North Africa;

(b) The provision of technical assistance to the Accra Regional Maritime Training Academy, with support from MIMCONMAR, IMO, UNDP and the Governments of Norway and Egypt;

(c) The provision of technical assistance to the Abidjan Regional Academy of Sciences and Techniques of the Sea, with support from IMO, UNDP, UNCTAD, MIMCONMAR/the European Development Fund (EDF) and Japan, including fellowships, lecturers and equipment;

(d) The establishment of a ports training centre at Maputo, Mozambique, as part of the UNCTAD special programme to assist land-locked and transit countries in the southern region. Several courses have already been prepared and regularly delivered since the beginning of 1984.

72. It should also be noted that several regional Trainmar Centres, established under the auspices of UNCTAD, became fully operational in 1984: at Abidjan, for West Africa; at Mombasa, for East Africa; and at Tunis, for northern Africa.

e. General and multimodal transport

73. The Central African Customs and Economic Union (UDEAC) has emphasized that there is a need to establish a UDEAC Institution for Higher Learning in Transport for all transport modes to supplement the transport management training activities of the existing centres. That institution would cater to maritime transport as well.

B. Communications

1. Pan-African Telecommunications Network

74. Phase two of the programme of the Transport and Communications Decade in Africa contains 100 projects, estimated at about \$618 million, which can be considered as forming essential elements of the Pan-African Telecommunications Network (PANAFTEL). The projects consist of studies, surveys and implementation of international telephone exchanges, international telex exchanges, terrestrial transmission systems and satellite communications earth station. For a major part of the 100 PANAFTEL-related projects significant progress has been made, as follows:

(a) Some 10 per cent of the projects were completed in 1984, at an estimated cost of \$47 million;

(b) Some 40 per cent of the projects have been started or are in progress, at an estimated cost of \$415 million, and it is expected that many of them will be completed during 1985-1986;

(c) For 44 per cent of the projects, estimated at \$148 million, action has been initiated: for some projects sources of financing have been identified but final agreement not yet reached; for others the source of financing still remains to be identified;

(d) For the remaining 6 per cent of the projects, estimated at \$8 million, no action has been initiated; financing in the order of \$160 million, or 26 per cent of the cost, has still to be found.

75. The PANAPTEL maintenance activities during 1984 covered two projects of the second phase programme, under which assistance to seven countries for the preparation of national plans and improved maintenance was provided. Three seminars on maintenance were also conducted, attracting a total of 87 participants from 37 countries.

2. Regional African Satellite Communications System

76. The Inter-Agency Co-ordinating Committee on the Regional African Satellite Communication System, after a series of meetings, finalized and adopted the terms of reference for a feasibility study and established an organizational structure for conducting the study. The Committee also created two sub-committees: one on resource mobilization and the other, a technical sub-committee for the implementation of the study.

3. Data on conditions of frequency propagation in Africa

77. Africa had been concerned about the lack of propagation data. That concern was catered to by a project which, to date, has not attracted funding. Research centres in Europe have offered some equipment on loan but no operational funds are available to start a measurement campaign.

4. Communications manpower development and regional training centres in Africa

78. In 1984, ECA started preparatory activities for a manpower and training survey in communications, that is, telecommunications, broadcasting and postal services, with funds provided by the United Nations. The objective of the survey was to determine the medium- and long-term requirements of specific categories of manpower at all levels needed for the self-reliant development and efficient operations of communication services in Africa. ECA also undertook direct training activities in 1984. For example, it organized, in co-operation with the Ministry of Posts and Telecommunications of the Federal Republic of Germany, a seminar on the planning of rural telecommunications networks, which was held at Addis Ababa in September 1984.

79. Another survey to identify the training needs of African telecommunications was conducted by the Pan-African Telecommunications Union (PATU) among African telecommunications administrations. The survey related to management, maintenance and auxiliary services (transport, power etc.).

80. With respect to the postal services sector, implementation of the following regional training projects was started in 1984:

(a) Establishment of a multinational postal school at Brazzaville. This project aims to construct new buildings and provide equipment for the multinational school. It is a continuation of a preliminary phase of the project which was entirely financed by the Government of the Congo;

(b) Preparation of modular courses for national and multinational schools. A preliminary study was carried out by the Universal Postal Union (UPU), with funds provided by the United Nations Educational, Scientific and Cultural Organization (UNESCO), resulting in a draft document for the purpose of obtaining partial financing of the project in the amount of \$US 100,000 under the International Programme for Communications Development (IPCD) of UNESCO;

(c) Establishment of a multinational postal training school at Beira, Mozambique. This project relates to the construction of buildings and the purchase of equipment for use at the regional postal training centre for the five Portuguese-speaking African countries (Angola, Cape Verde, Guinea-Bissau, Mozambique and Sao Tome and Principe). A study on training needs for the establishment of the school has been carried out by UPU.

V. CONTRIBUTION OF THE SPECIALIZED AGENCIES AND OTHER BODIES
AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO THE
IMPLEMENTATION OF THE DECADE

A. Transport

1. Roads and road transport

81. The activities of the secretariat of the Trans-African Highway Authority consisted largely of an on-the-spot inspection of the highway and its feeder roads to determine the precise current status of the system, as well as of the preparation of draft treaties, for signature by member States, pertaining to the removal of non-physical barriers and the publication of a "road log" containing information on road-side development.

82. ECOWAS is fortunate to be part of a subregional system that includes a development fund (the ECOWAS Fund) that contributes to resources towards the implementation of its programmes. In 1984, the Fund made available the following financing: \$45,000 to Liberia for feasibility and engineering studies of the Tappita-Tobli-Ivory Coast border road; \$110,000 to Mali for a feasibility study of the road from the border with Senegal to Bamako through Kenieba and Kita; \$235,000 to Toqo for an engineering study of the road from the Ghana border to the Benin border through Nope and Agbanakin; \$2.5 million to Liberia for the Freetown-Monrovia highway; \$2.5 million to Sierra Leone for the Freetown-Monrovia highway; 1.5 billion CFA francs to Benin for construction of the bridges on the Sazue and Mano Rivers.

83. The ECOWAS secretariat also completed a study on uniform highway design in the Community and collected the engineering studies that have been done on some of the sections of the Trans-West African Highway.

84. The Mano River Union (MRU) secretariat, in collaboration with the Ministries of Public Works in Sierra Leone and Liberia, signed work contracts and consultant services for the construction of certain sections of the 221 km Freetown-Monrovia highway. The MRU secretariat, furthermore, conducted pre-feasibility studies on four roads which constitute the principal road network of the Union.

85. ILO was involved in activities that, although not expressed as Decade projects, were, nevertheless, closely related to the Decade programme, with emphasis on human resources development and training in the field of, inter alia, roads and road transport, particularly as concerns labour-intensive rural access road construction and maintenance, the development of local contracting industry, and the use of appropriate technology.

86. The activities of ECA during 1984 dealt with road maintenance, highway safety, institution-building for the trans-African highways and non-physical barriers as described below. During 1984, arrangements were finalized with the World Bank and ADB to organize the second subregional road maintenance seminar, at Abidjan in June 1985. Preparations were also made to convene the Fourth African Highway Maintenance Conference, to be held at Tunis in 1985. The ECA handbook for road maintenance was also produced with the assistance of the Governments of France, the Federal Republic of Germany and the United Kingdom of Great Britain and Northern Ireland and distributed throughout the African region.

87. In an effort to improve road safety in Africa, ECA organized the First African Road Safety Congress in August 1984, with the assistance of the Nordic countries, the World Bank, the World Health Organization (WHO) and the United Kingdom Transport and Road Research Laboratory. The preparation of the African Highway Code was started in 1984 and a first draft is scheduled to be completed by December 1985. During 1984, the Co-ordinating Committee of Ministers of the Tripoli-Windhoek Trans-Central African Highway (TCAH) was established as a forerunner to the establishment of a highway authority.

88. To facilitate travel and trade throughout the region, two Inter-State Facilitation Commissions were established in 1984 under the auspices of the Cairo-Gaborone Trans-East African Highway Authority and the Lagos-Mombasa Trans-African Highway Authority. ECOWAS also made progress in 1984 in the field of non-physical barriers. First, the reciprocal compulsory third-party insurance scheme came into effect and its administrative secretariat was established. Secondly, all ECOWAS member States had ratified the Convention on Inter-State Transport and, finally, ECA assisted ECOWAS in preparing the draft constitution of the West African Highway Association.

2. Railways and rail transport

89. The activities undertaken by the various agencies in the field of railways and rail transport during 1984 fell into four broad categories: training, establishment of training centres, studies on the manufacture of railway equipment, and studies on the construction of container depots.

90. UAR organized five seminars during 1984 and achieved some progress towards the establishment of regional railways schools. SATCC carried out a study on a railway training programme.

91. The programme of SATCC contains a project of the Government of Botswana, that is, the trans-Kalahari railways; in 1984 the feasibility study, financed by the Government, was about to be completed.

92. UNIDO provided assistance to the West African Economic Community (CEAO) for the establishment of a railway wagon factory in West Africa for the design, development and manufacture of rolling stock, and accepted to support a project on feasibility studies on manufacturing of railway equipment in the other four subregions of UAR.

93. UNCTAD conducted three studies, in Botswana, Burkina Faso and the United Republic of Tanzania, on the feasibility of constructing container depots in those countries.

94. Assistance for negotiation of a co-operation agreement between the railway networks of Kenya and Uganda and for the definition of trade policy to increase the rail transport to the land-locked countries was provided by UNCTAD in 1984. UNCTAD also undertook a study on the existing agreements between the railway networks in Eastern and Southern Africa and proposals for a standard agreement.

95. UDEAC formed an ad hoc committee on transport, which brought about a number of recommendations in the field of development of railway transport.

3. Maritime transport

96. In the area of shipping, the major activities were concerned with studies on the establishment of multinational shipping lines, the strengthening of one of the subregional maritime transport organizations, the establishment of shippers' councils and some assistance for two shipyards.

97. A market study for the creation of a multinational bulk-cargo shipping company for West and Central Africa is now under way, being carried out by a consortium composed of Denmark, the Federal Republic of Germany and Norway, under the auspices of MINCONMAR. The project started in 1984 at an estimated cost of \$200,000.

98. ECOWAS fully financed, and completed, in co-operation with MINCONMAR, a feasibility study on the creation of a multinational coastal shipping line at a cost of \$300,000.

99. In 1984, a project entitled the "Mano River Union Sea Link" was initiated. It is expected to play a vital role in local shipping development and to provide regular passenger and cargo services.

100. In 1984, UNCTAD completed a project for the establishment of the National Shippers Councils in Burkina Faso, the Central African Republic and Mali and provided technical assistance to shipyards in Kenya and Seychelles. UNDP provided \$150,000 as technical assistance to MINCONMAR in the field of maritime transport.

101. In the field of ports, several agencies were involved in the execution of projects the main thrust of which was to tackle the problem of dredging in African ports and the harmonization of navigational aids.

102. A study on a dredging pool for ports of Eastern and Southern Africa, estimated at \$140,000, will be executed by PMAESA. In 1984, \$US 100,000 was contributed by the Government of the Netherlands. A special dredging committee was established in 1984 by the Port Management Association of West and Central Africa (PMAWCA) to initiate and review the implementation of the recommendations of a study on the establishment of a dredging pool for Western and Central African ports.

103. A project on harmonization of navigational aids executed by the International Association of Lighthouse Authorities (IALA), IMO and PMAWCA was completed in 1984.

104. A study on the establishment of container and roll on/roll off terminals was commenced. The first part, concerning training requirements, was carried out by UNCTAD at a cost of \$60,000.

4. Air transport

105. In the field of civil aviation, the two most important regional activities, namely, the project on optimal development of air services in Africa and the activities related to the freedoms of the air, were described in chapter IV above. Other activities are discussed below.

106. A feasibility study on the establishment of a co-ordinated network of aircraft overhaul and maintenance centres was financed by the Government of Norway under the ADB Fund. It was undertaken by a Scandinavian consortium, under the direction of AFCAC and ADB and in co-operation with several African airlines.

107. AFCAC prepared model bilateral air transport agreements, which could be used by its member States, and had them adopted.

108. As part of its regular programme, ICAO has established at Nairobi a third regional office for Africa to serve the countries of Eastern and Southern Africa.

109. ASECNA provided assistance in the execution of studies and the supervision of airport development works or the installation of technical equipment, technical assistance in the field of maintenance, and flight calibration. In that connection, it undertook studies on the airports of Burkina Faso, Cameroon, the Central African Republic, the Congo, Gabon and the Niger, and carried out development works at the Bangui-M'Poko and Brazzaville airports. The total cost of the activities carried out by ASECNA amounted to \$128 million.

110. In 1984 ECOWAS completed a study funded by the Canadian International Development Agency (CIDA) on the improvement of operations and financial efficiency of the existing airlines in the subregion and on the feasibility of creating a new ECOWAS airline.

111. UDEAC instituted co-operation among the airlines of its member States, with a view, particularly, to achieving a rational and coherent scheduling of flights so as to ensure better connection among the various flights in the subregion.

112. The third experimental meeting of the African Air Tariffs Conference (AFRATC) was organized by AFRAA in September 1984. The meeting considered problems of fixing of air tariffs in Africa and defined the stand to be adopted by Africa at the tariff conferences of the International Air Transport Association (IATA). ICAO published a survey of international air fares indicating how international air fares in Africa compare with those in other regions, and another on economics of passenger fares.

5. Inland water transport

113. A study was launched by ECA to evaluate, taking into account the current volume and availability of resources and subsequent demand, manpower training needs in the field of transport, including inland water transport.

114. Various technical assistance activities relating to the special aspects of inland water transport were carried out in 1984, including the following:

(a) Technical assistance by UNCTAD, in co-operation with the Economic Community of the Great Lakes Countries (CEPGL) and ECA, to the Great Lakes countries for the development of transport on Lake Kivu, and for the integrated development of Lake Malawi;

(b) Technical assistance by UDEAC to inland water transport operators of member States for instituting such co-operation among them as consultations and exchange of experience;

(c) Technical assistance by ECA, at the request of the riparian States of the River Congo/Zaire, to study and define the modalities for establishing an international organization for joint use of the river, particularly for navigation, and to the riparian States of the Kobo and Baro Rivers and to Ethiopia in respect of Lakes Tana, Abaya and Chamo to undertake studies for the development of inland navigation;

(d) With regard to the international drainage basins, several intergovernmental organizations undertook specific activities in respective areas to promote transport on the waterways basins, including the rehabilitation and maintenance work on various reaches of the River Congo/Zaire and various civil works, including the improvement of the navigability of the reaches of drainage basins such as that of the Senegal River (Organization for the Development of the Senegal River), the Gambia River (Gambia River Development Organization), the Mano River (Mano River Union), the Volta river-lake complex (Volta River Authority), the Niger River (the Niger Basin Organization) and the river-lake complex of the Kagera Basin (Kagera Basin Organization).

6. Multimodal transport

115. International multimodal transport is a novel concept which has yet to make its impact in Africa. Before that can happen, however, a considerable amount of preparatory groundwork has to be done and technical assistance rendered to African Governments.

116. ECA and UNCTAD carried out a joint preparatory assistance project in 1984 to explore the possibilities for the introduction of the concept of international multimodal transport in Africa, covering eight African countries. A project document entitled "Development of multimodal transport in Africa" was jointly prepared and has been submitted to UNDP for consideration.

117. UNCTAD prepared a preliminary study to establish an information system for follow-up and control of shipments of goods to and from land-locked countries and provided assistance to four countries for the preparation of a transit agreement.

B. Communications

1. Telecommunications

118. In the field of telecommunications, assistance was provided by the International Telecommunications Union (ITU), ECA and UNDP in the implementation of PANAFTEL projects and in the maintenance of the PANAFTEL network. Assistance for subregional projects was also provided by other organizations such as ECOWAS, SATCC and UDEAC. In addition, assistance was provided to individual countries for national projects by PATU, the African Postal and Telecommunications Union (UAPT), ITU, ECA and UNDP.

119. The Inter-Agency Co-ordinating Committee on the Regional Satellite Communication System, composed of OAU, ECA, PATU, the African National Television and Broadcasting Union (URTNA), ADB, UAPT, ITU, UNESCO and AFCAC, held three meetings during which the Committee continued its preparatory activities.

120. The PANAFTEL Co-ordination Committee, which reviews the development of the PANAFTEL network, composed of OAU, ECA, ITU, ADB and PATU, held its fifth session in July 1984. Several subregional PANAFTEL co-ordinating meetings were held during 1984.

121. A programme for the improvement of satellite communications is being implemented by PATU, with the assistance of the European Space Agency. Eight African engineers were awarded fellowships under the programme during the year.

2. Broadcasting

122. The preparatory assistance project on the development of broadcasting in Africa, launched by ITU in collaboration with ECA and financed by UNDP, was completed and its report was presented to the fourth Inter-Agency Co-ordinating Committee on the Decade, held at Addis Ababa in January 1984. It was subsequently discussed at the Technical Meeting of Broadcasting Experts, jointly organized by ITU and ECA at Harare, Zimbabwe, in June 1984, and finally presented to the technical consultative meeting on broadcasting, which was also held at Harare in June 1984.

123. URTNA concentrated its efforts on finding resources for implementing five projects, which will meet the common priorities of African broadcasters as follows:

(a) Assistance to the URTNA Rural Radio Services Training Centre at Ouagadougou (CIERRO) was provided by the Federal Republic of Germany for its basic activities (DM 685,000);

(b) URTNA concluded a co-operation agreement with Gesellschaft fuer Technische Zusammenarbeit (GTZ) of the Federal Republic of Germany for the equipment of its radio and television programme exchange centre at Nairobi. Under a co-operation agreement with the Federal Republic of Germany, additional equipment worth DM 0.47 million was provided to the URTNA Monitoring Centre at Markala, Mali, in 1984. URTNA recently decided to transfer the monitoring centre from Markala to Bamako, and Algeria has made a voluntary gift of air-conditioned pre-fabricated buildings to make the transfer possible;

(c) During 1984, URTNA organized, in co-operation with foreign partners and members of the Union, several seminars related either to training or to the role of radio and television in national development, including a joint Food and Agriculture Organization of the United Nations (FAO)/International Council of French-Speaking Radio and Television (CIRTEF)/University Association for Educational and Cultural Development in Africa and Madagascar (AUDECAM)/Permanent Inter-State Committee on Drought Control in the Sahel (CILSS)/URTNA training course, held in March 1984, and a training course at the Egyptian Radio and Television Union (ERTU), conducted in co-operation with URTNA, held at Cairo on 10 November 1984.

3. Postal services

124. The following specific activities relating to five postal service improvement projects were carried out by specialized postal service institutions:

(a) A feasibility study and the design of a regional postal transit centre at Cotonou, Benin was completed during 1984. Financing was provided by the Banque ouest africaine de développement (BOAD) and the Government of Benin, in the amounts of \$1.61 million and \$410,000, respectively;

(b) A project on the mobilization of savings through the post for the least developed countries in Africa was partially implemented in 1984 at a cost of \$90,000;

(c) A project on the establishment of pilot offices for postal services in the rural areas of the least developed countries was begun in 1984 and a model design for the pilot offices was prepared;

(d) The first phase of a project consisting of regional and subregional postal statistical models has started and a feasibility study has been completed for the establishment of a postal legislation and regulations committee.

VI. INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE
IMPLEMENTATION OF THE DECADE

125. Efforts to raise funds and implement projects in the context of the Decade programme have been a difficult task for ECA. At the inception, resource mobilization was tried through a pledging conference but that was found to be unsuccessful. However, after the New York pledging conference, donors indicated their preference for smaller meetings on promoting the Decade, and for more restricted topics, where there would be an opportunity for round-table discussions with geographical groupings of African countries on projects selected on a sectoral basis.

126. ECA has consequently organized technical consultative meetings over the past four years on the various types of projects included in the Decade programme based on modes of transport and communications and on groups of African countries. In 1984 two technical consultative meetings were held.

127. 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. At that meeting, donors expressed interest in projects totalling \$178 million, or 10.44 per cent of the funds sought. Interest was expressed in road projects costing \$117.3 million and port projects estimated to cost \$60.7 million.

128. The sixth technical consultative meeting on broadcasting projects was held from 4 to 6 June 1984 at Harare, Zimbabwe. Donors expressed interest in projects estimated at \$59.7 million, or 16.2 per cent of the total resources required.

129. During the period under review various donors and financial institutions provided financial support for the development of transport and communications in Africa. In particular, the following financing should be mentioned.

130. The World Bank provided \$463.7 million for transport, out of which \$390.2 million was for road construction, maintenance and rehabilitation, \$66.0 million for railway rehabilitation and \$7.5 million for port improvement. The World Bank also provided \$128.0 million for telecommunications in Africa. For those projects additional co-financing was provided by the African Development Bank amounting to \$85.1 million, the Arab Bank for Economic Development for Africa (\$90 million), the Kuwait Fund for Arab Economic Development (\$5.1 million), Caisse centrale de co-opération économique (\$6.25 million), Belgium (\$5.85 million) and the United States Agency for International Development (\$3.1 million).

131. Assistance provided by the World Bank and other donors contributed substantially to the development of transport and communications in Africa, but most of the resources provided were not directly for the Decade programme.

132. In addition to the co-financing with the World Bank, the Arab Bank for Economic Development in Africa also provided \$43.25 million for transport in Africa, from which \$24.0 million was for road construction and rehabilitation, \$15.15 million for railways and \$4.0 million was for air transport.

133. In addition to financing the Decade Co-ordination Unit in ECA, UNDP also provided \$57.0 million (for the period 1982-1986) for development of transport and communications in Africa. From this assistance \$23.1 million was for national projects for the transport sector, \$11.5 million was for communications and \$22.4 million was for regional projects.
134. Other donors and financial institutions also provided financial support for the development of transport and communications in Africa during 1984, but it was not possible to obtain information on the exact amount.
135. In addition to the financing of transport and communications projects, some donors provided assistance directly to ECA. The Government of Italy has agreed in principle to finance the African Highway Master Plan Study, and the Government of Canada is committed to finance the pre-feasibility study of the Cairo-Gaborone Trans-East African Highway (TEAH). ECA and the Government of Brazil carried out a joint study to evaluate the performance of the PANAFTEL network. The Government of India and PATU, in collaboration with UNIDO, are in the process of defining a programme of assistance from India in the fields of training, telecommunications and the manufacture of telecommunications equipment.
136. During the year under review, the following actions of co-operation and assistance in respect of postal projects were provided to UPU and the Pan-African Postal Union: a contribution of \$US 50,000 by the Federal Republic of Germany for a project on "mobilization of savings"; a contribution by UNESCO, to undertake preliminary studies of projects on the preparation of modular courses and on the establishment of pilot offices; a contribution by Brazil of the award of 16 two-and-a-half-year fellowships for the training of African postal officials.
137. The Governments of France, the Federal Republic of Germany and the USSR, in collaboration with UNDP provided financing for training seminars in rural telecommunications network planning, transport statistics and ports operations, respectively.
138. During the period under review, the ECOWAS Fund provided \$5.0 million for the Freetown-Monrovia highway, 0.4 million European currency units for the feasibility and detailed engineering studies of the Tappita-Tobli-Blay highway, \$0.11 million to Mali for a feasibility study of the Senegal-Kenicba-Kita-Bamako highway, \$0.235 million to Togo for an engineering study of the Ghana-Nope-Agbanakin highway and 1.5 million CFA francs for the construction of the Mano-Suzwe bridge.
139. Under bilateral co-operation arrangements between ECA and the Governments of France and the Federal Republic of Germany, two railway experts and one telecommunications expert have been provided for the Co-ordination Unit of the Transport and Communications Decade in Africa.

VII. SPECIAL DEVELOPMENTS, ISSUES AND PROBLEMS OF SIGNIFICANCE
DURING THE YEAR

140. During 1984 Africa faced the most critical economic conditions; some 36 countries were affected by drought and depended on food aid (see report of the Secretary-General (A/39/594)). Among the problems identified, transport, storage and distribution were considered of paramount importance. In addition to the general economic crisis, several disasters struck the continent. The year was ushered in by an earthquake which devastated a great part of Guinea and laid waste to a considerable part of the transport and communications infrastructure.

141. Before the first month was over, another disaster struck at the opposite end of the continent, this time in Mozambique and Swaziland. To compound the problems of drought-stricken Mozambique, a cyclone struck the two countries at the end of January. The brunt of the cyclone damage was borne by transport and communications installations. For example, in Swaziland a number of bridges were completely swept away and others were seriously damaged. Rocks, mudslides and erosion also destroyed many roads. Of the total estimated cost of the damage, roads and bridges reconstruction, together with railway construction and loss of revenue, accounted for 66 per cent of the damage to the entire economy.

142. The Indian Ocean islands of the Comoros, Madagascar and Mauritius are particularly cyclone-prone, but the cyclone that struck Madagascar in April was singularly severe. It left the port city of Mahajanga completely isolated as roads and telecommunications links were cut off, the airport was under water and the port was practically destroyed. It was estimated that it would require \$28 million to restore the port to working order.

143. The three disasters referred to above were momentary although their effects were long-lasting. The crisis that precipitated the General Assembly debate and all the other debates that preceded it was the severe drought that started in large parts of the continent in 1983.

144. Owing to the gravity of the situation, much attention was diverted from assistance to other sectors in favour of agriculture and food production. The regular development of transport and communications projects in the Decade programme was thus affected in three ways by the disasters of 1984. First, resources that would otherwise have been used for normal expansion of the services had to be redeployed to rehabilitate damaged infrastructure. Secondly, emergency transport projects in aid of the distribution of emergency relief assistance had to be funded and, thirdly, overall official development assistance flows were affected because of the diversion of attention to emergency relief aid in the short term and to agriculture and food production in the long term.
