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PROGRAMME IMPLEMENTATION

COUNTRY AND INTERCOUNTRY PROGRAMMING AND PROJECTS

UNITED NATIONS DECADE FOR TRANSPORT AND COMMUNICATIONS IN AFRICA, 1978-1988

Report of the Administrator

Summary

The Governing Council, in its decision 79/27, authorized the Administrator to allocate \$3.5 million from the Programme Reserve for future participants and other claims to the Regional Bureau for Africa for the financing of regional and subregional projects contained in the first phase programme of the United Nations Transport and Communications Decade in Africa. The Administrator was requested to report to the Council at its twenty-seventh session on the utilization of these additional resources as well as on progress made in the implementation of the programme for the Decade.

This report summarizes the progress of Decade activities and outlines UNDP's contribution to the development of transport and communications in Africa, in general, and particularly to the activities contained in the first phase programme of this Decade.

It is planned that UNDP will continue to support the objectives and activities of the Decade, both by co-operating with the United Nations Economic Commission for Africa, lead Agency for Decade activities within the United Nations system, and by financing specific pre-investment and technical assistance projects.

I. INTRODUCTION

1. The Administrator submitted to the Council at its twenty-sixth session, document DP/69, summarizing the origin and objectives of the United Nations Transport and Communications Decade in Africa as well as preparatory activities undertaken and planned under the leadership of the United Nations Economic Commission for Africa (ECA). UNDP's own on-going and planned activities in the field of transport and communications were also presented, including special measures to support the Decade preparatory activities.
2. The Council, in decision 79/27^{1/}, endorsed the activities supported by UNDP. It requested the Administrator to continue to lend full support to ECA in its assigned role as co-ordinator of the multi-donor effort towards the realization of the programme for the Decade and to co-operate throughout the Decade with ECA in its activities concerning the Decade.
3. The Council further authorized the Administrator to allocate \$3.5 million from the Reserve for future participants and other claims to the Regional Indicative Planning Figure for Africa for the second cycle in order to increase UNDP's possibilities of financing priority regional and subregional projects contained in the first phase programme of the Decade, on the understanding that, should funds be available, a total of \$6 million might be disbursed for the purpose. The question of an additional allocation will be included in the proposals and calculations submitted to the Council in connexion with the document regarding preparation for the third programming cycle.
4. The Administrator was requested to report to the Council at its twenty-seventh session on the utilization of additional resources referred to in paragraphe 3 as well as on progress made in the implementation of the programme for the Decade.

II. THE DECADE

General progress of the Decade

5. The Transport and Communications Decade in Africa was proclaimed by the General Assembly in resolution 32/160 of 19 December 1977. The objectives of the Decade, as expressed in the resolution, are to:
 - Give active support to the preparation and implementation of a global strategy for the development of transport and communications in Africa, for the purpose of solving the problems of the continent in this fields; and
 - Mobilize the technical and financial resources required for this purpose.

^{1/} See Official Records of the Economic and Social Council, 1979, Supplement No. 10, (E/1979/40), annex I.

6. As previously agreed at an interagency meeting held in 1978, a multi-agency study was carried out in the latter part of 1978 and early 1979, under the leadership of the Economic Commission for Africa. Objectives and strategies were determined for each sector of transport and of communications and incorporated in a Global Strategy which was adopted by the Conference of African Ministers of Transport, Communications and Economic Planning, held in Addis Ababa from 9 to 12 May 1979. On the basis of desk studies and extensive missions to African countries, a Plan of Action for the first phase of the Decade (1980-1983) was also prepared, examined by expert groups and adopted by the Conference. This Plan was subsequently distributed to potential sources of finance, and promotional missions were undertaken by the Economic Commission for Africa in preparation for a general Pledging Conference, which took place in New York on 20 November 1979.

Global Strategy and priorities for the Decade

7. The Global Strategy sets out the following priority objectives :

- Promotion of the integration of transport and communications infrastructures with a view to increasing intra-African trade;
- Ensuring the co-ordination of the various transport systems in order to increase their efficiency;
- Opening up of the land-locked countries and isolated regions;
- Harmonization of national regulations and reduction to a minimum of physical and non-physical barriers with the aim of facilitating the movement of persons and goods;
- Stimulating the use of local human and material resources, the standardization of networks and of equipment, research and dissemination of techniques adapted to the African context in the building of transport and communications infrastructures;
- Promotion of an African industry in the field of transport and communications equipment; and
- Mobilization of technical and financial resources during the Decade with a view to promoting the development and modernization of transport and communications infrastructures in Africa.

These general objectives are further elaborated for each sector (roads, railroads, etc.).

8. The order of priority in the implementation of the Decade programme is as follows:

- (a) (i) Regional projects;
- (ii) Subregional projects;
- (iii) National projects with a regional or subregional impact;
- (b) Projects for the least developed, land-locked, newly independent, island and front-line countries;
- (c) National projects of concern to other countries.

The Plan of Action

9. The Plan of Action for the first phase of the Decade consists of 545 projects at the estimated cost of \$8,856 million. The bulk of the finance is needed for construction and upgrading of transport links, but many smaller projects are for studies, to be followed by investments in the second phase of the Decade.

10. The composition of the Plan in terms of costs is illustrated in the tables below.

Table 1 : Geographic coverage

	<u>\$ millions</u>	<u>Per cent</u>
Regional projects	421.3	5
Subregional projects	997.0	11
National projects with regional or subregional impact	2 830.9	32
Purely national projects	4 606.7	52
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	8 855.9	100
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Table 2 : Share of least developed countries in national projects

	<u>\$ millions</u>	<u>Per cent</u>
Least developed countries	2 798.4	38
Other countries	4 639.1	62
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	7 437.6	100
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Table 3 : Types of activities

	<u>\$ millions</u>	<u>Per cent</u>
Investments and equipment purchases	7 595.0	86
Studies and technical assistance	763.5	8.5
Professional and training institutions	497.4	5.5
	<hr/>	<hr/>
	8 855.9	100
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Table 4 : Subsectoral distribution

	<u>\$ millions</u>	<u>Per cent</u>
<u>Transport</u>		
Roads and road transport	1 796.2	20
Railways and rail transport	3 223.1	36.5
Maritime transport	320.0	4
Ports	2 240.8	25
Air transport	632.7	7
River transport	86.2	1
Multi-modal transport	43.2	0.5
	<hr/>	<hr/>
Total transport:	8 342.2	94
	<hr/>	<hr/>
<u>Communications</u>		
Telecommunications (excluding training)	223.5	2.5
Satellite communications	0.4	-
Radio and television	169.4	2
Postal services	44.4	0.5
Telecommunications training	76.1	1
	<hr/>	<hr/>
Total communications:	513.8	6
	<hr/>	<hr/>
<u>Grand total:</u>	<u>8 855.9</u>	<u>100</u>

The Pledging Conference

11. The Pledging Conference was held in New York on 20 November 1979, with the participation of representatives of United Nations Member States, United Nations system Agencies, development banks and funds. The information and promotional work already having been completed, the sole objective of the Conference was to provide an opportunity for pledges.

12. The basic interest in and general support for the Decade among major sources of finance was quite encouraging. Thus a large number of participants mentioned specific figures which had been earmarked for the Decade or would be proposed for allocation or represented a preliminary indication of intention to contribute. Together, these figures amounted to \$6,364 million. However, firm pledges, representing commitments to the United Nations Trust Fund for African Development, administered by ECA, amounted to

only \$128,088. The list of pledges is open to 30 June 1980, as several prospective donor countries and multilateral financing institutions were not represented at the Conference or were unable to make pledges at the time.

13. The contrast between the two figures above reflects the declared policy of all major contributors to follow their own established procedures in respect of project identification and financing. Most contributors intend to negotiate and agree directly with recipient Governments, without intermediary. UNDP, which announced an allocation of \$5 million (see paragraphs 23 and 24 below), will finance projects to be executed by the Executing Agencies in the normal fashion.

Implementation of the Plan of Action

14. It is clear from the foregoing that the implementation of the Plan of Action will have to rely on the system of pledging conferences and on direct agreements between donor agencies and beneficiary countries. Because of traditional co-operation patterns, national projects may be generally easier to finance than regional and subregional projects, although the latter have been given higher priority.

15. As far as the United Nations system is concerned, ECA remains the lead Agency within the United Nations system, with primary responsibility for the success of the Decade. ECA will therefore have to closely monitor developments and stimulate progress, and may also help African Governments to negotiate financing for specific projects and provide advice to them as required.

16. In addition, ECA will have to make appropriate arrangements for the preparation and implementation of the second phase of the Decade's programme.

III. THE ROLE OF UNDP

Approved programme in transport and communications

17. Document DP/69, submitted to the Council at its twenty-sixth session, gave an account of the size and orientation of UNDP's programme in the field of transport and communications. The over-all thrust of the programme has not changed, but an updating of the total approved figures for the present cycle (1977-1981) is provided below. 2/

18. Approved projects financed from the regional IPF for Africa amount to \$21.5 million, including \$7.3 million of new allocations approved over the last nine months alone. Transport and communications represent 21.5 per cent of total allocations approved from the regional IPF for Africa. The share of the approved resources by subsectors is as follows:

2/ All figures are as of 30 November 1979.

	<u>\$ millions</u>	<u>Per cent</u>
Planning and policies	2.0	9.4
Transport by land	0.5	2.4
Transport by water	3.7	17.1
Transport by air	7.4	34.4
Telecommunications	6.0	28.0
Postal services	1.9	8.7
	<u>21.5</u>	<u>100.0</u>

19. The Regional Bureau for Arab States (RBAS) covers 19 countries, of which seven are in Africa. Total allocations ^{3/} for transport and communications projects financed from the regional IPF for Arab States amount to \$2.6 million or 12.9 per cent of all regional projects approved under that IPF. The distribution by subsectors is as follows :

	<u>\$ millions</u>	<u>Per cent</u>
Planning and policies	0.0	1.6
Transport by land	0.3	13.3
Transport by water	0.5	18.8
Transport by air	0.7	25.9
Telecommunications	1.1	40.4
Postal services	-	-
	<u>2.6</u>	<u>100.0</u>

20. Approved country projects in transport and communications, financed from national IPFs of the Regional Bureau for Africa, amount to \$63.1 million or 10 per cent of all country projects approved by that Bureau. The corresponding figures for the seven African countries covered by the Regional Bureau for Arab States are \$15.1 million and 13.3 per cent. The allocations made by these two Bureaux relate to subsectors as follows :

	<u>\$ millions</u>	<u>Per cent</u>
Planning and policies	1.8	2.3
Transport by land	5.1	6.5
Transport by water	5.2	6.6
Transport by air	37.5	48.0
Telecommunications	24.5	31.3
Postal services	4.1	5.2
	<u>78.2</u>	<u>100.0</u>

^{3/} Benefiting any or all of the 19 countries covered by RBAS.

21. The United Nations Sudano-Sahelian Office(UNSO) has approved \$44.9 million for transport and communications since the Office became operational in 1975. This figure represents 71.9 per cent of all projects approved by UNSO. In addition, UNSO has received from bilateral sources \$36.1 million in contributions or pledges to trust funds earmarked for specific road construction projects. Virtually all UNSO projects in transport and communications are for the planning and construction of rural feeder roads to open up isolated areas and thereby facilitate diverse actions to mitigate the effects of insufficient rainfall. UNSO's activities include substantial cost sharing projects and other co-operative arrangements with donors outside the United Nations system; such outside contributions are not reflected in the above figures.

UNDP contributions to the Plan of Action

22. As mentioned in paragraph 4 above, the Council, at its twenty-sixth session, authorized the Administrator to increase by \$3.5 million the regional IPF for Africa in support of the first phase programme of the Decade.

23. At the Pledging Conference on 20 November 1979, the Assistant Administrator and Regional Director for Africa announced that UNDP has earmarked about \$5 million for the financing of projects contained in the Plan of Action.

24. Subsequently, nine projects totalling \$5.26 million were selected for UNDP financing. Special attention was given to the needs of Eastern and Southern Africa. The nine projects are listed in the Annex.

25. It is envisaged to earmark further resources for projects contained in the Plan of Action from third cycle IPF funds, when these have been determined.

UNDP direct support of ECA's co-ordinating activities for the Decade

26. UNDP's direct support of ECA's co-ordinating activities has consisted of carrying the main financial responsibility for the multi-agency study mentioned above in paragraphs 8 and 9, as well as the provision to ECA of temporary expertise for the analysis, cost assessment and presentation of the programme. Altogether 22 experts and consultants have been provided for various periods of time at a total cost to UNDP of \$1.47 million. 4/

27. It is planned to continue to support, financially and otherwise, such activities as will henceforth be carried out or co-ordinated by ECA as lead Agency for the Decade. The precise purpose and size of such support will be determined by the requirements and the availability of financial resources.

4/ This amount is included in the total given in paragraph 18 above, under the heading "Planning and policies".

Annex

List of projects, included in the Plan of Action,
selected for UNDP financing

<u>A.</u>	<u>Railways and rail transport</u>	<u>Project code in Plan</u>	<u>\$ millions</u>
	Burundi/Rwanda Technical and Economic Feasibility Study for the Railway Link Rusumo-Kitega and Kigali-Mwanza (as revised in agreement with the Kagera Basin Commission)	RAP-06	0.8
	Railway Link between Zambia, Malawi and Mozambique (Engineering survey and design only)	RAP-20	0.7
	Zambia/Angola: Construction of Chingola-Chililabobwe to Luacano Rail Line (Engineering survey and design only)	RAP-41	0.8
<u>B.</u>	<u>Inland water transport</u>		
	Definition of the Type of Vessels Feasible for the Zambesi, Kafue, Kabompo and Luangwa Rivers	INP-10	0.3
<u>C.</u>	<u>Ports</u>		
	Harmonization of Port Operation and Management Statistics for East African Ports	HAP-13	0.2
<u>D.</u>	<u>Multimodal transport</u>		
	Financing for the Implementation of the Objectives Adopted in the UNCTAD Studies	MMP-03	0.5
<u>E.</u>	<u>Telecommunications</u>		
	Pan African Telecommunications Network project: Establishment of Operational and Maintenance Structures	TEP-03	1.5 ^{a/}

^{a/} Of which \$0.6 million in 1980-81, and \$0.9 million from 1982.

Annex (cont'd.)

F. <u>Broadcasting</u>	<u>Project code in Plan</u>	<u>\$ millions</u>
Assistance to the African National Television Broadcasting Union Programme Exchange Centres	BRP-06	0.22
Regional Project of a Feasibility Study of Television Film Industry in Africa	BRP-04	0.24

Summary

	<u>\$ millions</u>
Railways	2.3
Inland water transport	0.3
Ports	0.2
Multimodal transport	0.5
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Transport (Subtotal)	3.3
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Telecommunications	1.5
Broadcasting	0.46
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Communications (Subtotal)	1.96
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GRAND TOTAL:	<u>5.26</u>

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