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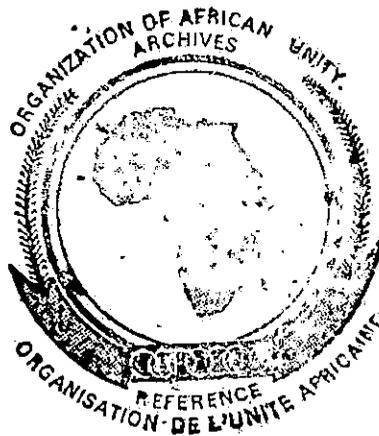
Twenty-Third Ordinary Session

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CM/589(XXIII)

REPORT ON SUB-REGIONAL MEETINGS ON COMBINED
TRANSPORT OPERATIONS IN AFRICA



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REPORT ON SUB-REGIONAL MEETINGS ON COMBINED TRANSPORT
OPERATIONS IN AFRICA

I. INTRODUCTION

1. For some years now, it has come to light that economic co-operation and integration must be pursued as of necessity in Africa. Inter-African co-operation in all fields has become the corner stone of the development policy of every country on the Continent.
2. Thus, several appeals and resolutions of the OAU Council of Ministers, the ECA as well as other organizations in Africa have urged the two biggest inter-African Organizations to work along these lines as a matter of priority.
3. We shall only refer, in passing, to the recommendations on "Transport Infrastructure" of the African Ministerial Conference on Trade, Development and Monetary Problems (Abidjan, May 1973). OAU, ECA and ADB were immediately requested to organize working groups and set up co-ordinating committees composed of experts in transport planning, trade and economic co-operation, engineers and economists to study all the transport systems in Africa (air, sea, land and rail).
4. Furthermore, the 21st Session of the OAU Council of Ministers adopted resolution CM/Res.313(XXI) on international inter-modal transport. That resolution requested OAU, in collaboration with ECA and UNCTAD, to convene a conference of African experts in the field of maritime transport and especially, international inter-modal transport (container traffic) to prepare a common African stand for the drafting of the convention on international inter-modal combined transport of goods.

II. AIMS OF THESE SUB-REGIONAL MEETINGS

5. After considering the ways and means of implementing these requests,

resolutions and recommendations, OAU and ECA decided to organize and convene three joint sub-regional meetings on "Combined Transport Operations in Africa".

- East Africa: Nairobi (Kenya), 4-15 February 1974
- West and Central Africa: Accra (Ghana), 25 March - 3 April 1974
- North Africa: Algiers (Algeria) or Rabat (Morocco) September 1974.

6. The main theme of these meetings was "the vital question of multinational economic co-operation in the field of transport".

7. However, in order to better understanding the conclusions and recommendations of these meetings, it would be necessary to discuss their fundamental aims and objectives:

a) Study:

- of important multinational questions and policies in the field of combined transport. The object was to explore for countries, ways and means of co-ordinating and harmonizing their transport policies and planning (programming) with a view to initiating real inter-regional and inter-African economic co-operation;
- of existing transport problems in the sub-regions with the object of enlarging and improving the co-ordination of transport activities, especially, future progress and investment in transport.

b) Recommendations:

to be made to the governments concerned on the order of priority in the field of transport, sector by sector, at the multi-national level.

c) Land-Locked countries:

all the actions required at the individual, bilateral regional and international levels to solve the problems of land-locked countries.

8. These studies and recommendations were not made only within the restricted framework of transport, but also due regard was given to the exigencies of trade and industry as well as tourism and agriculture. Because, a great part of the immense resources of Africa is yet to be exploited. Under these circumstances, as and when minerals are prospected and discovered and when a date on the agricultural and tourist potential is prepared, the transport and communications systems will be accordingly improved.

III. RESULTS OF THESE SUB-REGIONAL MEETINGS

9. The report and recommendations of the meeting in Nairobi were annexed to this report.

10. OAU, conjointly with the ECA and the East African Community, had successfully organized the meeting, in Nairobi, and hoped to do the same for the one to be held in Algiers (or Rabat) next September. Unfortunately, although it was OAU which organized the meeting in Accra (25 March - 3 April 1974) for the sub-regions of West and Central Africa, it had not been possible for us to participate in those deliberations. The competent services of the OAU General Secretariat gave lack of funds for that meeting as the reasons for this. We, for our part, deemed that priority should be given to the holding of conferences on "multinational economic cooperation in Africa" such as those three African sub-regional meetings on combined transport arrangements in Africa. For such meetings had the advantages of being held under OAU auspices, of taking place on African soil, and of dealing with concrete and typically African problems of "Inter-African economic cooperation and integration". Moreover, OAU often devoted considerable sums to conferences held outside Africa (New-York, Geneva...), whose subject fell within the general framework and at which the OAU official attended as an observer.

11. However, since the object of the three sub-regional meetings is the same, we can affirm without fear of mistaking ourselves that the results achieved in Accra and in Nairobi are the same. By this, we mean, the conclusions are in the same order of ideas and in the same spirit. Lastly, these were recommendations on inter-regional and inter-African Co-operation in the field of transport.

12. Following that meeting, those taking part drew up six main recommendations to be submitted to the Conference of African Ministers of Transport of East Africa to be convened later, and which should be thoroughly analysed during the present session:

- a) Recommendation on the creation of a Permanent Intergovernmental Transport Commission;
- b) Recommendation on land-locked countries;
- c) Recommendation on the Combined Transport of Goods;
- d) Recommendation on the adoption of the work and conclusions on the various modes of transport:
 - "road transport" Group
 - "transport by rail and navigable waterways" Group
 - "maritime transport" Group
 - "air transport" Group
- e) Recommendation on facilitation
- f) Recommendation on the organization and convening of the Conference of African Ministers of Transport.

13. With regard to the recommendation on "The Combined Transport of Goods", the OAU General Secretariat introduced the subject during the Twenty-Second Session of the Council of Ministers in Kampala (Uganda) on account of its urgency.

14. The OAU General Secretariat wished to thank Member States for the action they had undertaken in that regard in the course of the Kampala meetings.

Measures had already been adopted by OAU to that effect, and a conference of African experts had been scheduled for the end of September 1974 in Addis Ababa.

IV. PROPOSALS

15. The OAU General Secretariat would like to propose the following to delegates:

- (a) that the OAU Council of Ministers should endorse the recommendations and mandate its Secretariat to implement them. All said, this is a technical work carefully prepared and discussed. What is more, these recommendations, once implemented, will constitute an important leap forward in inter-African co-operation with the multinational co-ordination of all transport system;
- (b) that the OAU Council of Ministers should authorize its Secretariat to organize and convene, in collaboration with ECA, the first sub-regional conference of African Ministers of Transport in 1975;
 - East Africa sub-region
 - Central and West Africa sub-region
 - North Africa sub-region

to analyse and follow up these sub-regional meetings on combined transport operations.

- (c) - OAU should subsequently organize annual conferences of African Ministers of Transport and Communications at the continental level in accordance with the pertinent recommendations of the African Ministerial Conference on Trade, Development and Monetary Problems held in Abidjan in May 1973.

16. (d) With regard to the proposed establishment of a permanent inter-governmental Commission on transport for the East African countries and the Central African countries interested, the Secretariat would like to draw attention of the representatives of these countries to the existence of

sectoral committees on transport and communications which depend on the summit conference of Heads of State and Government of East and Central African countries. It would therefore be opportune to draw the attention of the Council of Ministers of these States to a serious study to be made so that the eventual creation of this permanent commission is in harmony with the existence of these sectoral committees on transport and communications.



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COUNCIL OF MINISTERS

Twenty-Third Ordinary Session

Mogadiscio, 6-11 June 1974

CM/589 (XXIII)

Annex I

REPORT OF THE SUBREGIONAL MEETING - EASTERN AFRICA^{1/}
ON COMBINED TRANSPORT ARRANGEMENTS

^{1/} Including Central African countries using transport facilities in the Eastern African Subregion

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PART I

Opening of meeting and attendance

1. The meeting was opened at 3.00 p.m. on 4 February 1974 by Mr. Omulu Okero, Minister of Power and Communications in the Government of Kenya.

2. The following countries and observer organizations were represented:

Participating countries: Botswana, Burundi, Ethiopia, Kenya, Madagascar, Malawi, Somalia, Sudan, Swaziland, Tanzania, Uganda, Zaire and Zambia.

Observers:

United Nations, Resources and Transport Division, New York; UNDP; UNCTAD; WHO; ICAO; ILO; IBRD; ADB. East African Railways - Training and Development Project (UNCD); Eastern Africa Shipping Study; UNCTAD/UNDP; the Organization of African Trade Union Unity; the University of Nairobi and the Department of Transportation of the United States of America.

Opening addresses

3. In the course of his opening address the Minister of Power and Communications welcomed the delegates and observers on behalf of the Kenyan Government and thanked the sponsors for having convened the meeting. He further noted the importance of a co-ordinated transport system for the countries in Eastern Africa and stressed particularly the role of energy in the development of transport and the urgent necessity to solve the present oil crisis.

4. The Assistant Administrative Secretary-General of the Organization of African Unity, speaking on behalf of Mr. Nzo Ekangaki, Administrative Secretary-General of OAU thanked the Kenyan Government for having agreed to host the Meeting and wished the Meeting every success. He drew the attention of the Meeting to the International Development Strategy for the Second United Nations Development Decade and to a proposed Convention on International Intermodal Transport, both of which were directly related to the subject of the Meeting.

5. Speaking on behalf of the East African Community, the Secretary-General of the Community, Mr. G.C. Maina, drew attention to transport as a necessary concomitant of an exchange economy and noted the encouraging progress which had taken place in the field of transport in Eastern Africa during the past decade, citing as an example the evolution of a more thoroughly integrated transport system within the East African Community. He further noted that the lack of overall intermodal planning of transport constituted one of the greatest problems in the area.

6. A statement by Mr. Robert K.A. Gardiner, Executive Secretary of the Economic Commission for Africa read on his behalf by a representative of ECA referred to economic co-ordination as the theme of the Meeting and stressed the need for common policies and particularly for common action in the field of transport embracing the wider implications and requirements of intra-African trade, tourism and social contact.

Election of officers

7. The following nominations were unanimously approved:

Chairman:	Mr. D. Mwiraria	- East African Community
Vice-Chairman:	Representative of Zaire	
Vice-Chairman:	Representative of Zambia	
Rapporteur:	Representative of Burundi	
Rapporteur:	Representative of Kenya	
Rapporteur:	Representative of Swaziland	
Rapporteur:	Representative of Madagascar	

8. The Chairman of the modal discussion groups (Agenda Item 10) were then elected as follows:

Road Transport Group	-	Ethiopia
Rail and Inland Water Transport Group	-	Tanzania
Maritime Group	-	Madagascar
Air Group	-	Somalia

Adoption of agenda and organization of work

9. The meeting adopted the following agenda:

1. Opening of Meeting 10.00 hours ^{1/}
2. Election of officers
3. Adoption of agenda and organization of work

^{1/} Registration of participants 8.45 - 9.45

First plenary session

4. Review of transport in Eastern Africa subregion Document ST/ECA/Part VII.
5. The multinational transport needs of trade and industry in the Eastern Africa Subregion: 1975-1985.

Second plenary session

6. Report on progress to date - including
 - (i) projects in hand
 - (ii) authorized studies and projects
7. Land-locked countries problems - Part I -
(traffic flow and transit aspects)

Third plenary session

8. Land-locked countries problems - Part II -
(customs and facilitation aspects)
9. E.&.C.A.S. Sectoral Sub-committees - Reports of Activities

Discussion - Terms of reference

10. Modal Group discussions -
 - (i) Road
 - (ii) Rail and IWT
 - (iii) Maritime and
 - (iv) Air

Fourth plenary session

11. Facilitation - Part I - Global
12. Health Aspects of Cargoes - WHO

Fifth plenary session

13. Discussion on facilitation - Part II - Subregional Aspects
14. Social aspects of change in transport industries with particular reference to Eastern Africa (ILO)

Sixth plenary session

15. Combined transport - progress towards the Draft IIT Convention (UNCTAD)

Seventh plenary session

16. Combined transport - subregional discussion - Panel including OAU Resolution 313
17. To receive and consider modal group reports
18. Final recommendations of the meeting

Eighth plenary session

19. To adopt the report of the meeting
20. Closure of the meeting

PART II

DISCUSSION OF SPECIFIC AGENDA ITEMS

Review of the transport situation in East African subregion

10. The discussion on this item was based on the analysis and recommendations contained in Part VII of the Report of the Eastern African Team on Co-operation for Economic Development of Eastern Africa, entitled "Co-operation in transport and communications".

11. A representative of ECA introduced the subject by drawing the attention of the Meeting to the recommendations contained in that report. It was recognized that the Eastern African region had transportation systems inherited from former times, which now had considerable shortfalls in that they were designed not so much to serve the interests of the countries of the subregion but merely to service exports by moving goods to overseas markets. Certain improvements in the transport systems had been made and many more were now being considered by the independent countries of the subregion. Hence, the purpose of the meeting was to consolidate views and plans in this respect and to spell out more clearly the areas where co-operation would result in improvements in the transportation systems.

12. The meeting agreed that rather than deal with the recommendations at that early stage, it would be proper to have them examined by the modal groups which it had set up and then to discuss them in a plenary sitting.

13. In dealing with the report, it was also noted that some of the information contained therein was now out of date and had been updated by ECA in document TRANS/EA/CT/INF.5

The multinational transport needs of trade and industry in the Eastern African subregion 1975-1985

14. Document TRANS/EA/CT/5/EAC which emphasized the need for a concerted effort in bringing about co-operation in transport and communications in order to foster rapid development in trade and industry, was introduced by a representative of the East African Community, Common Market and Economic Affairs Secretariat. To transform the economy of the Eastern African subregion, all economic centres needed to be well connected.

15. Reference was also made to the importance of local tourism; which at the moment was almost non-existent. It was pointed out that if countries were interconnected in terms of roads, air transport and inland waterways, it would be cheaper for people to move from one country to another. So far foreign tourism had dominated in the Eastern African subregion, but even foreign tourists would like to visit as many Eastern African countries as possible.

Progress report on projects in hand and authorized studies

16. The following documents were put before the Meeting:

TRANS/EA/CT/6/Rail 1, TRANS/EA/CT/6/Road, TRANS/EA/CT/6/Port, TRANS/EA/CT/6/IBRD, and TRANS/EA/CT/INF.10 to facilitate the consideration of progress to date on transport projects already in hand and on studies and projects which had been authorized. TRANS/EA/CT/6/IBRD was introduced by a representative of IBRD and TRANS/EA/CT/INF.10, by a representative of ADB.

17. The meeting noted the report on the TAN-ZAM Railway project, which was cited as a good example of co-operation in the field of transportation between adjoining countries; it also took note of the progress being made in forming a Union of African Railways.

18. Representatives briefly reported on progress on road projects in their respective countries and indicated areas where they felt improvements to existing roads were desirable. They also made mention of new road links which needed to be developed. Examples cited included a road linking Nairobi (Kenya) and Juba (Sudan), Nairobi and Kisimayu (Somalia) and Kampala (Uganda) and Juba.

19. The meeting took cognisance of the problems of competition between rail and road transport. It was felt that priority rating in respect of projects relating to the two modes of transport should always be a key consideration.

20. The IBRD representative, speaking of the project list covering the transport sector, pointed out that since the Bank's inception, its lending had been geared to the transport sector and that the Eastern African subregion had had a good share of the loans made. Although most loans had gone to the highway subsector, the Bank had not lost sight of the other subsectors.

21. In discussing the IBRD report, the meeting expressed concern about the question of lag between the time when an application was submitted and the date on which the lending institution made its views known. The IBRD representative informed the meeting that the Bank was already aware of the problems and that it was attempting to counteract them by introducing country project programmes which were designed to be flexible. In view of the increased number of applicants, delays could be minimized if needy countries tried to diversify their requests by approaching other lending institutions as well. An appeal was made to IBRD to soften criteria in respect of loans to developing countries especially those in the Eastern African subregion. Question also arose as to the reluctance of IBRD to grant loans for aviation services. In reply, the IBRD representative stated that the criteria of the Bank were being broadened as would be felt in due course. In certain cases IBRD might consider funding aviation services or technical equipment.

22. A question was raised about the effects of the competition between oil pipelines, which the Bank had indicated it was considering financing, and road and rail transport.

23. In reply, the representative of the Bank pointed out that it would be difficult to generalize on this matter, but he pointed out that a feasibility study on the proposed Nairobi-Mombasa pipeline was currently underway. It was expected that the effects of the pipeline on the East African Railways would be spelt out in that study.

24. The report presented by the representative of the African Development Bank (TRANS/EA/CT/INF.10) confirmed that transportation featured prominently in the Bank's project priority list, the main intention of the Bank being to assist in building infrastructures in Africa. The ADB representative also drew the attention of the Meeting to the existence of the African Development Fund which enabled the Bank to lend on softer terms. He observed that borrower countries were very slow in taking up grants.

With regard to ADB projects, one representative enquired whether the Bank had received requests to finance multinational projects in the maritime sector. The ADB representative indicated that most loans in the maritime sector had been granted on a national basis. ADB had also granted a loan in the field of aviation. The Bank was considering introducing Study Loan Programme under which it would undertake a study to identify the need or justification of a request, thereby speeding up decision-making on project loans. It was stated that different sets of criteria might be applied by ADB and IBRD.

25. In introducing Document TRANS/EA/CT/6/Ports, the ECA representative stressed the important role which ports played as an exchange point between other modes of transport. Most maritime traffic in the Eastern subregion was foreign going. There was still little inter-State development of trade within the region. The attention of the meeting was drawn to some common problems faced by Eastern African ports which called for immediate action. It was pointed out that certain improvements were already being made in existing ports and that consideration was being given to possibilities for developing additional ports. A representative of a Member country drew attention to the considerable investment in ports by African countries and seriously questioned whether the benefits of that investment had actually accrued to the ports or to the vessels using them. With regard to port charges which reflected the massive investments made in port facilities, it was observed that studies had been carried out by UNCTAD on the question of "port pricing" and that those studies took account of such matters as investments in ports. The Meeting noted the difficulties currently experienced as a result of port congestion in the subregion. It was felt that ...

port congestion was a fairly complex issue to which the modal group on maritime transport should pay particular attention. It was also felt that the maritime group should address itself to:

- (a) The utilization and ownership of ports,
- (b) Ways of improving the programming of ocean cargo ships with a view to minimizing the adverse effects of bunching of arrivals and departures at the different ports in the subregion.

26. The Meeting noted the lack of data relating to the determination of maritime freight rates and charges, a subject which required further research and co-ordination by the proposed Permanent Transport Committee.

Problems of land-locked countries - traffic flow and transit

27. The OAU representative introduced document TRANS/EA/CT/7/OAU highlighting areas where national and international action should be taken. He suggested that representatives of the land-locked countries should meet with representatives of neighbouring maritime countries to tackle existing problems. A lengthy discussion ensued on the problems of land-locked countries, in which emphasis was placed on possible ways of removing obstacles to the flow of traffic and of overcoming the problem of escalating transport costs. The Meeting felt that there was an urgent need to consider the establishment of inland ports and that concerted efforts should be made to bring the lines conferences to negotiate rates with the land-locked countries in the subregion. It was noted that the Inter-governmental Standing Committee on Shipping (ISCOS)^{1/} did not cover all member countries in the subregion.

28. A sub-committee composed of representatives of four land-locked countries, i.e. Burundi, Uganda, Botswana and Swaziland and of two coastal countries i.e. Kenya and Somalia, subsequently considered the OAU proposals in detail and formulated urgent policy options for the subregion (see Recommendation 2). A representative of UNCTAD later made a brief statement on the current position of his organization for which he referred to a study being carried out on special measures relating to the particular needs of land-locked developing countries and to UNCTAD Document TD/B/453/Add.1 entitled "A transport strategy for land-locked developing countries", copies of which were made available in both English and French.

Problems of land-locked countries - customs and facilitation

29. In introducing (Document TRANS/EA/CT/8/EAC), the representative of the East African Community drew the attention of the Meeting to certain aspects of the question of customs formalities and the establishment of uniform

^{1/} Inter-governmental Standing Committee on Shipping.

transit and administrative procedures. It was felt that that question lent itself to consideration by all four modal groups and was therefore agreed that each modal group should study it in greater detail.

Report on the activities of the East and Central African States Sectoral Committee on Transport and Communications

30. The Meeting was informed that the Chairman of the Sectoral Committee was unable to attend; however, in his absence the ECA representative introduced a report prepared by him. Documents TRANS/EA/CT/INF.7 and 9.

31. The relationship between the Sectoral Committee on Transport which was an ad hoc body set up by the ECAS Summit Meeting in 1969 and the proposed Permanent Committee on Transport was clarified by the representatives of both ECA and OAU. The meeting noted that although their scope of work would be similar, the geographical coverage of the two bodies would differ the same way as the membership of ECAS differed from that of the Eastern African subregion. It was strongly felt that in order to avoid duplication of work, steps should be taken, as soon as the proposed Permanent Committee on Transport was set up, to establish a liaison between the two groups, and, to the extent possible, to arrange for all relevant reports to be brought to the notice of the ECAS Heads of State Summit Meeting. The Meeting noted the ECAS report and the progress ~~was~~ made so far and adopted Recommendation No.3

32. Modal groups discussions

The Plenary Meeting considered and agreed upon the terms of reference for the four modal groups, on the understanding that each group would have the power to add to, delete from or amend its terms of reference as necessary. Each group was requested to select and indicate priorities for the permanent machinery. It was agreed that inlandwater transport should be dealt with by the Rail Group.

33. The recommendations of the Modal Groups based on the agreed terms of reference were subsequently submitted to plenary, in which they were amended, and approved as follows:

Recommendations by the road transport group

34. Recognizing that the road transport system in eastern Africa has poor international links, acknowledging that co-operation in evolving an integrated system will increase intra-African trade and promote general economic development, and noting the work of the Trans African Highway Co-ordinating Committee in this field, the Road Transport Group in its review identified possible areas of co-operation and agreed on the necessity for the courses of action recommended herein. These recommendations are to be passed to the permanent Transport Committee when it has been established.

(i) Although the viability of a road network on a cost benefit basis is important, such factors as prospects for national (internal) and international trade, and overall long-term potential for economic development and other equally important factors should be taken into account in designating an international road network in eastern Africa. Moreover, the Group strongly recommends that such a road network should be designated.

- (ii) The compilation of priorities for highway construction and rehabilitation should be governed by the prevailing conditions in the subregion and particularly by such factors as:
- (a) Costs and benefits as indicated by feasibility studies and other economic considerations, such as the opening up of areas of untapped natural resources;
 - (b) Social benefits,
 - (c) Administrative facilitation,
 - (d) Political situation.

Other considerations, in addition to the criteria listed above, will have to be taken into account in determining priorities for the land-locked countries owing to their special position.

- (iii) Standards for international roads and bridges in the subregion should be mutually agreed on the basis of harmonized regulations and practices concerning vehicle weights and sizes, designs, speeds and other relevant factors. Major internal roads in the countries of the subregion inter-connecting with international roads should be built to international standards. A technical Sub-Committee of the proposed Permanent Transport Committee should begin to consider standards as soon as possible after the Permanent Committee has been set up and is functioning.
- (iv) The United Nations Convention on Road Traffic and the Convention on Road Signs and Signals should be adopted by all the countries of the subregion, subject to ratification by those countries which have not yet acceded to them.
- (v) Practices and procedures for issuing driving licenses in the subregion should be studied with a view to standardizing them and making them acceptable internationally.
- (vi) Formalities at frontier posts are generally cumbersome, irritating and time consuming. Countries of the subregion should agree to minimize, simplify and streamline border formalities applied to passengers and goods, through bilateral and/or multilateral agreements in order to promote the quick, smooth crossing of borders within the subregion.

- (vii) The training of transport manpower should be co-ordinated and made to cover all fields and all levels of manpower including customs officials connected with transport. It should be offered at the following two basic levels:
- (a) Managerial and senior personnel who would then train or coach;
 - (b) Junior personnel and drivers.

The Management Institute of the East African Community at Arusha which opens in July 1974 and similar institutes within or outside the subregion should be requested to make facilities available accommodate Level (a).

The mass media should also be utilized to educate all road users, including pedestrians, in road sense and road etiquette.

- (viii) Road design, construction and maintenance call for research, not only where the design, construction and maintenance of roads are concerned, but also in respect of vehicle types, loading capacity, wear and tear of highways and the like. The results of such research should be exchanged between the countries of the subregion.
- (ix) The harmonization and standardization of road classification and road traffic statistics is an area for co-operation among the countries of Eastern Africa. This work should be entrusted to the Technical Subcommittee of the proposed Permanent Transport Committee.
- (x) Noting that the local manufacture of road transport equipment is the domain of the industrial sector of the subregion, the group recommends that this question be given to the industrial sector for consideration and action.
- (xi) To facilitate the movement of goods and people, the various transport regulations in the countries of the subregion should be reviewed with a view to harmonizing and simplifying them. This review should include the question of licensing, registration, insurance cover arrangements and other related activities.

To minimize expenses and to adopt uniform driving practices, those countries with left-hand traffic should change to right-hand traffic as soon as possible.

- (xii) All nationals (individuals) and national organizations having the proper licence and all the other qualifications for international transport operation should be allowed to drive. However, this question has to be considered in the light of existing situations and of

bilateral and multilateral arrangements that may have to be made among the countries in the subregion.

In this connexion, the Group further recommends that applications for licences should be made through the operator's Government, and licensing should be carried out at the governmental level and between the Governments concerned. Each country is expected to have a licensing authority to facilitate the licensing procedure.

- (xiii) In order to improve traffic safety in the subregion, the proposed Permanent Transport Committee should be asked to review the existing road safety codes and regulations of the countries of the subregion with a view to harmonizing them so that all international traffic in the subregion is subject to uniform safety regulations. Special attention should be given to the enforcement, in addition to the harmonization of these regulations.

Recommendations by the rail group

(a) Rail transport

35. The Group agreed that there were problems of transport in the subregion which have hindered the inter-country movement of people, and inter-country trade and economic development in general. To overcome some of these problems the following recommendations are made:

1. The permanent committee should work in close liaison with the Union of African Railways to bring about the fulfilment of our objective in this combined approach, and the withdrawal of the EAC countries from the Union should be reconsidered.
2. In order to facilitate interconnections between the subregions it is recommended that:
 - (a) Consideration should be given to social as well as economic factors;
 - (b) The other subregions should be taken into account,
 - (c) The Permanent Committee should be asked to deal with the technical aspects of this question in conjunction with any suitable machinery.
3. The question of the effects of modern technological developments should be submitted to the Permanent Committee which should consider it in greater detail in conjunction with other bodies such as ECA and OAU, with a view to furnishing detailed information on it which can be taken into consideration when the convention is drafted.

4. ECA make a study to determine what facilities are available for training railway personnel and shall suggest ways in which these facilities can be utilized and indicate what other training facilities are required.
5. Countries should enter into bilateral agreements to speed up the flow of traffic between them by creating a single frontier checking post or by instituting a system of checking while the train is moving.
6. To promote healthy competition between the various modes of transport and to ensure optimum investment in transport facilities in the future, consideration should be given to the following major factors:
 - (a) Economic, social and political costs and benefits; and
 - (b) The tariff policies relating to each mode.

In view of the important role which tariffs play in bringing about an optimum allocation of resources to the various transport modes, it is recommended that the proposed Permanent Committee should give priority to studying existing tariff policies in the subregion and recommending any changes which might promote the objectives in question.

(b) Inland-water transport

36. It was agreed that:

1. Statistics should be standardized and that ECA and OAU should initiate work in this connexion.
2. Countries should enter into bilateral agreements to speed up the flow of traffic between them by creating a single frontier checking post or by checking while boats are moving.
3. ECA should carry out a study to determine what facilities are available for training personnel and make suggestions as to how these can be utilized and as to what other training facilities are required.
4. A study should be made by OAU and ECA of the possibilities for rationalization of river craft and equipment and the establishment of a boat-building and repair industry in the subregion.
5. A study should be made on waterways with a view to promoting inter-country movements and trade. OAU with the help of ECA, should explore, as a matter of priority, ways and means of creating a multinational working party representing all countries bordering on Lake Tanganyika for the purpose of improving flows of exports and imports through the lake ports.
6. Greater impetus should be given to the study being made to ease the problems of landlocked countries in order to facilitate the movement of exports and imports.

Recommendations by the maritime transport, ports and coastal shipping sub-region

37. After discussion of the draft terms of reference, the following recommendations were agreed upon for submission to the Permanent Transport Committee, when established:

1. Multinational shipping lines:

- (a) Studies should be provided at the subregional level covering economic, legal and other relevant aspects with a view to establishing multinational shipping lines.
- (b) In order to achieve the objective of establishing multinational shipping lines, the following practical steps are recommended:
 - (i) To encourage countries within the subregion to establish their own shipping lines in order to make them less and less dependent on foreign-owned shipping services;
 - (ii) To encourage and promote the participation of other States (land-locked or otherwise in investments in national existing and/or future national shipping enterprises,
 - (iii) To encourage the combined operation or pooling of services of national shipping enterprises.

2. Training of personnel

Taking into account manpower needs in the field of transportation, in general and maritime transport in particular it is recommended that:

- (a) More effective use should be made of existing training centres for sea-going personnel in co-operation with appropriate agencies.
- (b) Maritime matters should be included in the relevant educational programmes for executives in commerce, industry and the civil service.
- (c) Member States should be encouraged to promote vocational training for shipping and port manpower (including handling and port manual workers, etc)
- (d) In-service training should be encouraged in shipping and port organizations.
- (e) The concentration and rationalization of training in selected centres should be encouraged.

3. Technological developments

- (a) Efforts to improve and modernize ports in the Subregion should be continued, taking into account technological developments in maritime transport.
- (b) Studies should be reviewed and the results of completed studies followed up with a view to establishing marshalling points in close collaboration with appropriate international, regional and subregional agencies.

(c) Closer co-operation among port and maritime authorities including shipping companies, should be promoted with a view to co-ordinating their efforts in the light of technological advances.

(d) Efforts should be made to ensure co-ordination with other modes of transport (rail and road) with a view to accelerating the movement of cargo in order to avoid port congestion.

(e) The adequacy of harbour and marine services such as navigational aids, telecommunications handling, marking and presentation of cargoes should be studied.

(f) Joint acquisition and usage of dredging equipment should be encouraged in order to minimize the operating costs of such units.

4. Ship repairing facilities

(a) Efforts should be made to ensure the co-ordinated establishment of bases or the improvement of existing bases in the Subregion for the maintenance, overhaul and repair of ships belonging to States members of the Subregion.

(b) Priority should be given to the use of existing bases within the Subregion, taking into account their respective technical capabilities.

5. Statistics

(a) Further efforts should be made to standardize statistics (ports and traffic) including by implementating the resolution adopted by UNCTAD at the Conference of statisticians (Geneva, 1970) on port statistics presentation (TD/B/C.4/79/Rev.1).

(b) Promoting co-operation between customs and port authorities for better presentation of statistical data; and promoting the exchange of statistical data among countries of the Subregion.

6. Facilitation

(a) Efforts should be continued in the field of transport facilitation, in particular simplification of procedures (including customs and administrative procedures), to enable an accelerated flow of cargo.

(b) The standardization of maritime, custom and port documentation should be continued.

(c) Hinterland oriented services should be stimulated and co-ordinated with special reference to the trade of land-locked countries.

7. Land-locked countries

(a) Contacts should be intensified between maritime and land-locked countries within the Subregion, including the exchange of information in the transportation field and more specifically in maritime transport.

(b) Consideration should be given to adherence by land-locked countries to the convention on transit trade of land-locked countries, taking into account efforts made by all parties concerned with regard to simplification of procedures and facilitation measures for the trade of land-locked countries.

8. Freight rates and port charges

(a) The establishment, reorganization and strengthening of shippers' councils and co-operation among the various shippers' councils within the Subregion should be promoted.

(b) Research should be undertaken and statistical data collected in order to advise member States in the fields of policies and shipping operations, with special reference to freight rate structure and the best way to deal with problems relating to increased freight rates and port charges.

The Group regarded all the above items as being of equal priority.

Recommendations by the air transport group

38. The Group adopted and discussed its terms of reference given by the plenary and unanimously adopted the following recommendations:

1. A technical committee composed of experts from the civil aviation administrations and airlines should be formed and should work under the auspices of the Permanent Transport and Communications Committee to be formed in Eastern African Subregion.

The committee should also take note of the deliberations and decisions of the Summit Conference of the East and Central African States contained in document TRANS/EA/INF.7. In carrying out its work, the committee should seriously take note of the efforts being made by AFCAC and AAFRA and any other bodies within the Subregion which are dealing with the same subject with a view to minimizing duplication. The committee should further take note of the existing engineering and training facilities within the subregion and the location of these facilities so that, in reaching any conclusion, financial feasibility and geographical location will be taken into account.

2. (a) Concessions between contracting parties.

(b) Establishment of commercial and technical arrangements between airlines in the Subregion

Member Governments of the Eastern African Subregion should facilitate the granting of concessions in their bilateral arrangements and request the airlines of the Subregion to establish commercial and technical arrangements among themselves as a means of facilitating traffic movement and the use of instalments in the Subregion.

3. Standardization of statistics

The Modal Group noted with satisfaction that air transport statistics are to a large extent standardized, except for airport statistics. It noted that ICAO, in conjunction with relevant authorities, are making efforts to standardize them.

4. Land-locked countries

After due consideration the Modal Group recommended that:

(a) Through the good offices of OAU and ECA, member Governments in the Subregion should seek help from ICAO and UNDP and other international agencies to build and equip their airports.

(b) The land-locked countries in the Subregion which do not have airlines should be urged to approach ADB and other lending organizations with a view to obtaining soft-term loans to buy aircraft to facilitate the movement of traffic on a multi-national basis.

(c) Member Governments in the Subregion should grant concessions to land-locked countries in emergencies or for urgent airlift operations.

5. Customs facilitation:

The Modal Group decided that this item should fall under the heading "Facilitation" and should be discussed in the plenary session.

6. Technological developments:

The Modal Group decided that the technical group which it had recommended to be set up should keep in close contact with what AFCAC and AAFRA were doing in this field and then convey information to member Governments in the Subregion.

7. The establishment of multinational subregional African airlines:

The Modal Group noted the resolution passed at the Summit Conference of Eastern and Central African countries at Mogadishu, that AFCAC and AAFRA, ECA and OAU were capable of dealing with this subject in their different capacities and that most of the countries concerned had not responded to the resolutions (a) and (b) of the Summit Conference.

It therefore recommended that:

- (i) Those countries which have not submitted their comments and amendments to the draft agreement should do so immediately;
- (ii) The secretariats of OAU and ECA should be asked to keep the transport and communications committee informed of the progress being made on this subject.

8. Multinational airline company

The Modal Group noted the resolution adopted by the Summit Conference of the Central and Eastern African countries at Mogadishu in 1971 and recommended that member Governments should urge OAU and ECA to complete the studies and that member Governments should contribute to the studies by making technical staff available to the secretariats of OAU and ECA. The Modal Group further recommended that member Governments in this region should be requested to establish closer co-operation among themselves as a means of achieving the goal of establishing a multinational airline.

9. Standardization of equipment

The Modal Group noted the desirability and advantages of standardizing aircraft equipment, noted that flag carriers of member States in the Subregion use different types of aircraft and considered the enormous losses that the airlines would incur if they were to standardize their existing equipment.

It therefore recommended that:

- (a) For the present it is impossible to standardize existing equipment;
- (b) In future member Governments in this region should co-ordinate their purchasing studies and policies with a view to standardizing their equipment.



Transport Facilitation - Part I - Global aspects.

39. Mr. Redding introduced the paper entitled Transport Facilitation has become a World-Wide Force for the Improvement of Services to Move People and Commodities (Document TRANS/EA/CT/11/FACIL/Add.I). Emphasis was placed on the definition of transport and trade facilitation, co-operation in transport and trade facilitation; the relationship of facilitation to physical distribution; the cost savings potential for Eastern African nations; and future action needed from the international viewpoint.

40. The speaker further reviewed more than 50 international conventions and agreements developed over the past years relating to facilitation. They were listed under the headings rail, road, maritime, inland waterway, air customs and containerization.

41. This overview was further supplemented by a summary of the basic machinery of the United Nations for trade facilitation and activities in the area of transport documentation and procedures.

42. Mention was made of the fact that ECARF, after three years of effort, had recognized the need to adopt a regional transport facilitation programme. It was also noted that more than 15 national facilitation offices had been established in the world.

43. During the discussion, one delegation requested information on possible methods of implementing the suggested facilitation measures in the port area. In reply, the speaker gave information on the existence of the international conventions mentioned earlier and drew attention to the need to study them so as to determine whether and to what extent they were relevant to African States. For specific application to particular problem areas, reference was made to the 'Paper Work or Profits?' 1969, and the Progress Report issued in 1971 copies of which were made available in ENGLISH only. A representative of the East African Community pointed out that it had undertaken studies on the movement of documentation, goods and money within the ports to locate bottlenecks in these areas. The big problem however was in the cargo security area which required attention on the international, national and local levels. It was thought that a co-ordinated Government/industry programme was needed to establish improved protection for cargoes at the local level. Examples of approaches used by road, rail and air carriers to reduce theft and damage were given.

44. With regard to the simplification of documents, the representative of the Economic Commission for Africa asked whether members of the Eastern African nations might receive copies of the basic standard document referred to by the United States Department of Transportation so that they might examine its merits and applicability. It was agreed to make the studies and the sample document available to ECA for distribution.

45. A representative of a land-locked country requested a progress report on the status of the standardization of the format of the master document and the related forms with that on the international through bill of lading. Reference was made to the work done on uniform terms and conditions of transport contracts and the alignment of information of the standard format, all of which contributed to the introduction of an internationally acceptable through bill of lading, which was the goal now being sought in the international community. The representative of ICAO gave additional information on the implementation of international civil aviation facilitation advances.

46. One delegation wanted to know whether the cost savings indicated in the information given in the Paper work or Profits document would mean reductions in transport costs or additional profits by the carriers. It was explained that the savings referred to were not savings in fact but potential savings indicating what might be achieved by the users of transport, apart from actual transport charges. Carriers had given assurances that the simplification of documentation procedures and practices would enable reviews of costs, charges and tariffs to be made. It was further noted that where the simplified documentation system was in practice, some downward trend in transport costs had resulted.

47. At the request of several delegations, information was provided concerning customs facilitation measures designed to eliminate problems of cargo security, wrongful declarations and particularly the extension of the carriers responsibility for cargoes inland. It was felt that much progress could be made toward reaching solutions to these problems through the exchange of information for the purpose of examining progress to date and future needs in a spirit of co-operation in order to achieve the widely supported international target of lowering the total costs of distributing a nation's commodities.

Discussion on facilitation - Part II - Subregional aspects

48. The Chairman informed the meeting that a discussion on facilitation should also take into account formulation of manpower training programmes, identification of bottlenecks caused by lack of knowledgeable personnel and

the need for a method of achieving a wide understanding of the implications of facilitation.

49. It was noted that the question of training had already featured highly in previous discussions and addresses and that perhaps it was time to spell out in some more detail the particular areas of training. After further discussions, it was agreed that training should be problem-oriented and as localized as possible and that a bureau on facilitation and training should be set up under the proposed Permanent Machinery.

50. Summing up, the representative of the United States Department of Transportation called upon the meeting to:

- (a) endorse a sub-regional FAL 1/ programme covering the transportation of cargo and people,
- (b) set up national FAL committees in aviation as a first step,
- (c) enlist the assistance of experts in trade facilitation and cargo utilization;
- (d) collect and distribute FAL data;
- (e) publish periodic FAL news bulletins for information purposes;
- (f) adopt manpower training programmes on a national and sub-regional basis;
- (g) consider the adoption of research programme to test technical innovations;
- (h) co-ordinate trade FAL programmes;
- (i) consider making use of roving missions;
- (j) determine a funding programme; and
- (k) promote tourism in the Sub-region.

51. The Chairman called upon the representative to elaborate on (a) and (c) above, which were considered to require urgent attention. The United States Department of Transportation representative referred in this connexion to new techniques of handling cargo involving unitization and containerization, as a result of which a very lengthy discussion on the advantages and disadvantages of containerization to the Sub-region took place.

52. The representative of United Nations Resources and Transport Division informed the meeting of the aspects of Combined Transport in which his Organization had taken the initiative and also played a co-ordinating role. He further noted that arrangements were underway for an inter-

1/ Facilitation.

regional seminar on combined transport which would also deal specifically with the issue of containerization.

53. It was reported that Nairobi University was introducing a post-graduate course on institutional aspects of transportation which might be of interest to the Sub-region.

Health aspects of the international movement of cargoes (WHO)

54. In introducing document TRANS/EA/CT/12/WHO, the delegate of the World Health Organization gave a brief historical survey of the development of international co-operation in public health as related to the movement of international cargo including human travellers, animals, foodstuff, drugs and biological preparations. In order to minimize the risks of diseases and their spread, international organizations such as the World Health Organization had formulated various regulations as a result of which health problems relating to the movement of cargo and travellers were now under control. The enforcement of those regulations was of course the responsibility of individual States. The WHO representative urged participating countries to pay attention to the sanitary requirements of cargo movement by introducing suitable legislation bearing in mind the fundamental need to facilitate the movement of cargo. He also drew the attention of the meeting to the increasing rate of road accidents connected with transportation.

55. The meeting noted the WHO document and observed that in considering improvements in transportation facilities, associated health hazards should be taken into account.

Social aspects of change in transport industries with particular reference to Eastern Africa (ILO)

56. The ILO Regional Director for Africa introduced document TRANS/EA/CT/13/40 emphasizing the role which the transportation industry played in economic growth and social progress and its contribution to the creation of employment opportunities in its various modes which necessitated diversification of manpower training. A lively discussion ensued, in which the representative of the Organization of African Trade Union Unity took part.

57. Answering a question on the place of containers and their effect on the labour market, the ILO Regional Director pointed out that the highest problem in Africa today is unemployment, however, he agreed that a certain degree of mechanization was necessary.

58. It was the view of the meeting that where labour intensive methods could not be used, there was a need for retraining of manpower, but that every effort should be made to create employment opportunities.

Combined transport - Progress towards the IIT Convention (UNCTAD)

59. The UNCTAD representative introduced Document TRANS/EA/CT/INF.6, after which a number of questions were raised as to:

- The status of the IIT Convention;
- The advantages and disadvantages of a convention;
- Whether a comparative study had been made on a cost/benefit analysis of containerization;
- The role of the intermodal transport operator; and
- The position to be taken by the African Group at the forthcoming Second IPG Meeting on IIT.

60. The UNCTAD representative informed the Meeting that there was no convention on international intermodal transport as yet. However, the IPG was working towards a draft convention, and it would be in the interest of members of the sub-region to contribute to the formulation of that convention so that clauses appropriate to African requirements could be incorporated in it.

61. On the question of the position to be taken by the African Group at the forthcoming IPG meeting, it was agreed there was an obvious need for a common stand and that at the moment countries of the Subregion needed to study the question of an intermodal transport convention in greater depth. It was hoped that OAU and ECA would continue in close liaison with the UNCTAD secretariat in preparing for the Second IPG Meeting.

62. The representative of UNCTAD stated that as yet no comparative study had been made on the costs of containerization in the various modes of transport, but a study existed on the costs of different forms of cargo unitization (TD/B/C4/75 (Rev.1)).

63. Representatives of ECA and OAU stressed the importance of the inclusion on the agenda of the item under discussion as it provided an opportunity for the Governments represented at the meeting to express their views and thus contribute to the formulation of a common African position on the proposed IIT convention in preparation for the second IPG meeting in November 1976.

Several representatives expressed concern about the economic, social and political impact which the proposed convention might have on African countries. They were especially concerned about the concept of Intermodal Transport Operator (ITO) in general and containerization in particular. It was explained that the proposed convention would regulate the activity of the ITO. It was concluded that if the proposed convention came into effect, the eastern African countries would have to take it into account whether they adhered to it or not. Thus the participation of African countries in the formulation of the draft convention was of paramount importance.

64. The deliberations on the item were concluded by a statement presented by the OAU Assistant Secretary-General, Economic and Social Question, who explained the need to come to an African position towards the proposed convention and the role of the OAU in it. He particularly stressed the importance of considering the policy issues involved in the matter. The full text of his statement was issued to the representatives.

65. In thanking the organizers of the Meeting, the representative of Zaire stressed the need for and value of co-ordinating transport on a multinational basis and the contribution which co-ordination could make in alleviating poverty and misery in many African countries. It was necessary to get rid of the colonial yoke and to develop intra-African trade by progressively removing constraints to trade. In that connexion, he felt that if member States were to consider a draft convention on international intermodal transport in 1975, there was need for a meeting of African countries. There was also a need to open frontiers and remove barriers. He mentioned his country's willingness to play a full part in the setting up of the Union of African Railways and in supporting the work now under way on the Trans-African Highway. Referring to the highly organized inter-State communications network in Europe, he emphasized the need for developing African commerce using African facilities, including African-owned vessels and aircraft. Technological change in the field of transport should be effected as soon as possible in Africa. He referred in particular to the introduction of container systems designed to facilitate trade and lower the overall cost of transport. His delegation felt there should be African-owned containers for the movement of produce of African origin to overcome the problem of incoming foreign containers, most of which were unsuitable for African products and had to be returned empty.

66. He drew attention to a declaration by his Head of State at the United Nations in October 1973, who had questioned the term "developing countries" and called it misleading. He had also pointed out that the term "under developed" was injurious and had said that great care should be taken in using such expressions.

67. There was a great need for assistance from financing agencies to speed the advancement of African countries and he hoped that the work of the current Meeting would be conclusive in respect of the need for cohesive policies and co-ordination of transport in neighbouring countries.

Energy Crisis

68. The meeting noted with concern the potential effect of the current global energy crisis upon African trade and industry in general and on the transport industry in particular.

69. After an exchange of views on the subject, it was agreed that in view of the high political level at which various aspects of the impact of the crisis on Africa were currently being discussed and in the absence of substantive information on the problem, the matter could not usefully be pursued in the present meeting.

Closure of the Meeting

70. The Meeting unanimously and cordially expressed its sincere thanks to the Government of Kenya for its unstinted hospitality and for making it possible to hold the Meeting in the Kenyatta Conference Centre.

71. The Chairman conveyed the thanks of the Meeting to all organizations whose representatives had presented papers to the Meeting. He expressed his pleasure at the high standard of the contributions on what was undoubtedly a complex subject and said he felt that the substantive material contained in them had not only raised the level of the discussions but would be of considerable use as reference documents in the future.

72. Several representatives thanked the Chairman, Vice-Chairmen and Rapporteurs for the able manner in which the Meeting had been conducted and brought to a successful conclusion, and those expressions of gratitude were unanimously endorsed.

73. The sponsors of the Meeting - ECA, OAU and EAC - the joint secretariat staff and the interpreters and translators were highly commended.

for their work both before and during the Meeting, and a motion of thanks to them was unanimously approved. The representatives of ECA, OAU and EAC replied suitably.

74. After thanking the representatives for their concentration and hard work during the Meeting and acknowledging the excellence of the assistance provided by the host Government and the joint secretariat, the Chairman closed the Meeting.

PART III
RECOMMENDATIONS

1. Permanent Transport Committee in the Eastern African Sub-region
The Sub-regional Meeting on Combined Transport Arrangements in
Eastern Africa

Having considered Part VII of the report on co-operation for economic development of Eastern Africa entitled "Co-operation in transport and communications" (ST/ECA/140/Part VII),

Aware of the urgent need for a more thoroughly integrated transport network,

Confident that intra-African co-operation in all fields, and in transport in particular, represents a dynamic development strategy,

Conscious of the need for inter-governmental co-ordination on planning and investment in multinational transport in Eastern Africa,

Aware that trade expansion in Eastern Africa would be more stable and effective if it were based on cohesive common policies and planning programmes in the transport field,

Taking into account all relevant resolutions adopted by OAU and ECA concerning problems arising from fragmentation of transport in Africa;

1. Recommends that the Conference of Ministers of Transport of Eastern Africa should establish and initiate an inter-governmental Permanent Committee on Transport in Eastern Africa to serve countries of Eastern Africa and interested countries of Central Africa. This committee should be consonant with the existence of the Sectoral Committees for Transport and Communications of the Eastern and Central African States.

2. Recommends urgently that all countries in the Eastern African sub-region should co-ordinate and harmonize their transport policies and planning with a view to initiating genuine interregional and intra-African economic co-operation on the lines indicated in the Proposed Draft Structure attached hereto if this structure is endorsed by the Conference of Ministers of Transport or on the basis of such other structure as that conference may consider appropriate.

APPENDIX TO RECOMMENDATION 1
PROPOSED DRAFT STRUCTURE OF PERMANENT MACHINERY

Structure

It is recommended that inter-governmental machinery for co-ordinating transport in the Eastern and Central Africa sub-regions should be constituted as follows:

- (a) An Eastern and Central African Transport Co-ordinating Committee (or such other name as is felt appropriate);
- (b) One sub-committee for each different mode of transport.

Eastern and Central African Transport Co-ordinating Committee:

This would be composed of the appropriate minister or equivalent senior official from each member country. Ideally, it would be able to commit member Governments to programmes of action subject to ratification by the Governments concerned.

The principal task of the co-ordinating committee would be to ensure that the transport implications of proposals for multinational development in industry, agriculture and trade are fully studied, that meaningful projects and policies are developed therefrom and that programmes for transport development are synchronised and harmonized with those for multinational economic co-operation.

The members of the co-ordinating committee would also pay special attention to the relationship between different modes of transport, in particular by exchanging reports and information through the co-ordinating committee.

The Chairman and the Secretary of the co-ordinating committee would be elected by simple majority.

The Chairmen of the various modal sub-committees would serve as ex officio Joint Secretary of the co-ordinating committee when the subject of their respective sub-committees was under consideration. The terms of office of the Chairman and Secretaries of the co-ordinating committee would be decided by the Committee.

The co-ordinating committee would work by correspondence and by holding meetings at least once a year to review past achievements and to direct future progress in accordance with the express wishes and/or directives of member Governments.

Sub-Committees

In the interests of economy, working sub-committees would be designated for the various modes of transport as follows:

- (i) Air Transport Sub-Committee;
- (ii) Maritime and Coastal Transport Sub-Committee;
(Technical staff assigned to each of these modes might meet and report separately if requested to do so.)
- (iii) Rail and Inland Water Transport Sub-Committee;
- (iv) Road Transport Sub-Committee.

The countries members of the sub-committees would be determined by the co-ordinating committee.

Individuals serving on the sub-committees would be technical representatives (chief engineers, managers, etc.) of their national transport organization and would be nominated by their Government.

Under special circumstances, sub-committees might set up working parties to study special problems. Each sub-committee would elect its own Chairman and Secretary and would work by correspondence and by meeting as often as desirable.

The functions of the sub-committee Chairmen and the Secretaries would be determined by the individual sub-committees depending on the type and magnitude of the work to be done, and by the degree of assistance and/or direction available at any given time from the permanent officials.

A budget will be prepared when agreement is reached on the minimum staff required and the location of the Permanent Committee.

2. Land-locked countries

The Sub-regional Meeting on Combined Transport Arrangements in Eastern Africa

Having considered the report on land-locked countries (TRANS/EA/CT/7/OAU) and taking note of the Recommendation 1,

Aware of the urgency and seriousness of the problems land-locked countries must face,

Noting that transport difficulties experienced by land-locked countries are due primarily to the adventure of colonialization, which, through its objectives and methods, was the major source of delays in trade expansion and development in these countries,

Taking into account all relevant resolutions adopted by OAU, ECA and UNCTAD on problems affecting land-locked countries,

1. Proposes that the Conference of Transport Ministers of Eastern Africa should establish joint international undertakings, including:

- Multinational shipping corporations;
- Multinational corporations for inland water transport in the sub-region;
- Multinational air transport companies.

2. Recommends urgently that all coastal countries should facilitate transit, custom and storage procedures for goods directed to land-locked countries with a view to lowering true transport costs and that transit and land-locked countries should co-operate to the extent of their capabilities in order to facilitate the flow of their goods;

3. Requests all maritime countries to grant preferential treatment and transit rates to products from and to land-locked countries;

4. Calls upon the appropriate international agencies to give priority and special attention to land-locked countries in the field of transport by giving them financial aid for their development under especially soft terms, taking into account in particular the especially difficult position of land-locked countries, and to see that the criteria and terms applied to land-locked countries are adapted to development co-operation and co-ordination aspirations in all areas of the countries of the Eastern African sub-region;

5. Also calls upon the appropriate international agencies to give priority attention to the development of alternative routes to the sea;

6. Recommends that all possible assistance including financial assistance should be given to land-locked countries in their development of alternative outlets to the sea.

3. East and Central African States (ECAS)

The Sub-regional Meeting on Combined Transport Arrangements in Eastern Africa

Noting with interest and appreciation the report prepared by the Chairman of the Transport Committee of the East and Central African States,

Aware of the problems being tackled by ECAS and of their importance to the sub-region,

1. Recommends that the Conference of Ministers of Transport of Eastern Africa should include in the terms of reference of the proposed Permanent Transport Committee a request that the Committee should maintain a liaison with ECAS in order to promote endeavours undertaken jointly by ECAS and the Committee and to ensure the appropriate geographical coverage in the sub-region;

2. Recommends further that a possible merging of interests be considered at the next Summit Meeting of the Heads of State of the East and Central African States (ECAS).

4. Modal group reports

The Sub-regional Meeting on Combined Transport Arrangements in Eastern Africa,

Having duly considered the reports of the modal group dealing with radio, rail, inland-water transport, air and maritime questions,

Taking into account its Recommendation 1 concerning the proposed inter-governmental Permanent Transport Committee,

Noting the relevant recommendations in respect of each mode of transport contained in Part VII of the report on co-operation in transport and communications in Eastern Africa (ST/ECA/140/Part VII),

Recommends the adoption of the proposals of each of the modal groups for inclusion in the draft terms of reference of the relevant technical sub-committees of the Permanent Transport Committee.

5. Facilitation

The Sub-regional Meeting on Combined Transport Arrangements in Eastern Africa,

Having noted with interest the presentation of and discussion on the agenda item relating to facilitation,

Bearing in mind the work related to facilitation carried out by ECA in its African Trade Centre and its Transport Division,

1. Requests the establishment of programmes aimed at facilitating the transport of goods and passengers in the Eastern African sub-region, particularly at the national level;

2. Recommends that ECA and OAU be requested to assist in the preparation of a programme of work for facilitation at the sub-regional and national levels, bearing in mind the need to establish priorities within the limits of the resources for the programme, the Transport training requirements of the sub-region and the existing facilities for the collection and distribution of facilitation data, priority being given to surface transport modes;

3. Further recommends that the establishment of a sub-regional transport facilitation programme should be included in the terms of reference of the permanent machinery referred to in Meeting Recommendation 1 when this machinery is set up in the sub-region.

6. Preparation of draft convention on international inter-modal transportation

The Sub-regional Meeting on Combined Transport Arrangements in Eastern Africa

Noting the statement prepared by OAU, ECA and UNCTAD on progress in drafting a convention on international inter-modal transport of goods,

Aware of the importance of the convention on international inter-modal transport to be drafted by IPG under the auspices of UNCTAD for consideration by a conference of plenipotentiaries to be convened by the United Nations General Assembly in 1975,

Also aware of the need to reach a common African position on all aspects of such a draft convention,

Bearing in mind the economic, social and political implementations which an international inter-modal transport convention might have for African economies,

1. Recommends that OAU, ECA and the East African Community, in co-operation with UNCTAD, should undertake the preparation of statements based on sub-regional meeting discussions on combined transport arrangements in Eastern Africa with a view to contributing to a common African position;

Urges member States to facilitate the work of OAU, the East African Community and ECA by making known their position and views on combined transport problems by the end of April 1974,

3. Calls upon OAU to include an item on this matter in the agenda of the next session of the Council of Ministers with a view to reaching a common African position.

7. Preparatory work in connexion with the proposed Conference of Ministers of Transport

The Sub-regional Meeting on Combined Transport Arrangements in Eastern Africa,

Considering its Recommendation 1 - 6 and in particular Recommendation 1 concerning the establishment of a permanent transport committee to serve the sub-region;

Noting the need to make preparations in connexion with this committee before the proposed 1975 meeting of Ministers of Transport of countries in the Eastern African sub-region,

Requests its sponsors to join together in undertaking the necessary preparatory work on behalf of their member countries in the sub-region and to consult with the authorities of those countries in arranging a conference of Ministers of Transport some time between June and September 1975 at the latest.

8. Training for transport personnel

The Sub-regional Meeting on Combined Transport Arrangements in Eastern Africa

Noting the progress made towards the establishment of a permanent committee on transport in Eastern Africa (see Recommendation 1),

Conscious of the heavy demand for skilled African manpower at all levels of transport development and in all modes of transport,

Mindful of the Report on Transport and Communications in Eastern Africa (ST/ECA/140/Part VII) and in particular paragraphs 96 - 127 relative to transport manpower training,

1. Strongly recommends that when the overall requirement is established, high priority be given to all forms of training in the field of transport and particularly in the area of management and that existing training facilities in Africa be expanded for use by all countries in the sub-region;

2. Recommends in particular that ECA, in consultation with all other bodies competent in the matter, should undertake a study of the training requirements as soon as possible with a view to recommending a co-ordinated plan of action, aimed at indicating how training programmes could best be developed at the national and multinational levels to meet the needs of developing Africa;

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| 14. Land-locked countries problems - Part I
(Traffic flow and transit aspects) | TRANS/EA/CT/7/OAU |
| 15. Land-locked countries problems - Part II
(Customs and facilitation aspects) | TRANS/EA/CT/8/EAC |
| 16. East and Central African States (ECAS)
Sub-Committee Report - Air | TRANS/EA/CT/INF.7 |
| 17. East and Central African States (ECAS)
Report of Activities | TRANS/EA/CT/INF.9 |
| 18. Modal Group Roads: Topics for discussion | TRANS/EA/CT/9/Road |
| 19. Some topics on port matters for discussion
in a Modal Group | TRANS/EA/CT/9/
Maritime and Ports |
| 20. Air Freight Traffic | TRANS/EA/CT/9/Air |
| 21. Facilitation - Part I - Global | TRANS/EA/CT/11/FACIL |
| 22. Transport Facilitation - by R.E. Redding | TRANS/EA/CT/11/FACIL
Add.1 |
| 23. Combined transport - progress towards the
International Intermodal Transport
Convention (UNCTAD) | TRANS/EA/CT/INF.6 |
| 24. World Bank Group Operation in the transport
sector in Eastern Africa | TRANS/EA/CT/6/IBRD |
| 25. Development of transport on sub-regional
bases for Africa (ADB) | TRANS/EA/CT/INF.10 |
| 26. Health Aspects of International Movement
of Cargo | TRANS/EA/CT/12/WHO |
| 27. Social aspects of the change in the
transportation industry and systems | TRANS/EA/CT/13/ILO* |
| 28. Review of Transport in the Eastern Africa
Sub-region | TRANS/EA/CT/4* |

* Distributed with the report of the Meeting.

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