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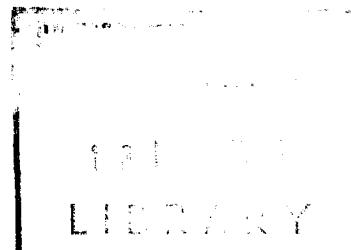
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FOLLOW-UP ON THE RESOLUTIONS OF THE STANDING COMMITTEE
FOR THE PROGRAMME

RESOLUTION 3 (II):
TRANSPORT AND COMMUNICATIONS DECADE IN ASIA
AND THE PACIFIC

CONTENTS

	<u>Page</u>
INTRODUCTION	1
I. BACKGROUND	1
II. PARTICIPATION OF THE ECWA REGION IN THE DECADE	3
A. Assessment of the potential for co-operation with other regions.....	4
1. Asia and the Pacific	4
2. Europe	4
3. Africa	6
4. Arab countries	6
5. Other types of co-operation	7
B. Fields of priorities for participation	8
C. Modalities of participation	9
III. PROPOSED ECWA REGIONAL PROGRAMME OF ACTION FOR THE DECADE	9
A. Foundation of the programme of action	9
B. Objectives of the programme of action	10
C. Problem areas	11
1. At the national level	11
2. At the ECWA regional and subregional levels .	12
D. Fields of action	13
E. Phases of the programme of action	14
F. Resource requirements and financial implications of the programme of action	16
IV. NATIONAL PROGRAMMES OF ACTION FOR THE DECADE	16
V. PROPOSALS FOR THE IMPLEMENTATION OF THE PROGRAMME OF ACTION	18
A. At the ECWA secretariat level	18
B. In ECWA member countries (at the national level)	19
C. At the regional and interregional levels	19
ANNEX	
Resource requirements by category: Phase I 1985-1989	20

INTRODUCTION

1. In its resolution 3 (II), the Standing Committee for the Programme requested the Executive Secretary to prepare and submit to the third session of the Committee for approval a draft programme of action for the Transport and Communications Decade in the Region of Western Asia. The present document presents the draft programme of action as requested by the resolution.

1. BACKGROUND

2. During its 41st plenary meeting on 29 July 1983, the Economic and Social Council of the United Nations (ECOSOC) adopted resolution 1983/69 on a Transport and Communications Decade for Asia and the Pacific. The ECOSOC resolution was based upon two resolutions, No. 230 (XXXVIII) of 1 April 1982 and No. 234 (XXXIX) of 29 April 1983, adopted by the Economic and Social Commission for Asia and the Pacific (ESCAP) on a Transport and Communication Decade for Asia and the Pacific during the period 1985-1994.

3. The Economic and Social Council, in its resolution 1983/69, emphasized the urgent need to upgrade the standards of transport and communications infrastructure in Asia and the Pacific region, underlined the critical role of all modes of transport as enabling elements in economic development and stressed the importance of the improvement and growth of transport and communications infrastructure and services in a manner commensurate with the anticipated growth of various sectors of the economy.

4. In the resolution, ECOSOC requested the Executive Secretary of ESCAP to prepare a comprehensive programme of action for the Decade and called upon the Economic Commission for Western Asia (ECWA) to take appropriate action to collaborate with ESCAP for the incorporation of the Western Asian region in the programme of action for the Decade.

5. In preparing for and pursuant to the above-mentioned resolutions, the ESCAP secretariat undertook preparatory work to formulate a phased programme of action for the Decade, including background reports and discussion papers as well as the convening of intergovernmental meetings and workshops. These activities took place during the period 1981-1984.

6. Within the framework of activities to support the proposal for the proclamation of a Transport and Communications Decade in Asia and the Pacific during the period 1985-1994, and to prepare sectoral strategies for the Decade, ESCAP held two Ad Hoc Intergovernmental Group Meetings in Bangkok from 10 to 13 October 1983 and from 23 to 26 January 1984.

7. The above-mentioned Ad Hoc Intergovernmental Group Meetings adopted the objectives for the Decade, considered the framework and determined the basic approaches and strategies for the formulation of a phased programme of action for the Decade. The special features for the preparation of national programmes and the outline of possible regional programmes were also finalized.

8. The two Meetings recommended that the implementation of the programme of action for the Decade be carried out through various national, international and intergovernmental agencies and organizations and emphasized that the ESCAP secretariat, as a focal point, would ensure overall inter-agency co-ordination of the activities relating to the Decade.

9. The Intergovernmental Expert Group delineated the immediate objectives to be pursued during the Decade through 22 thrust areas, giving particular emphasis to the most crucial problems in transport and communications. The Group also reviewed the financial implications of the first quinquennium (1985-1989) of the regional action programme which were estimated at about \$US 20 million. This programme in its character would be supportive of national action programmes which will be implemented as part of the national development plans.(1)

10. ESCAP, at its fortieth session, held from 17 to 27 April 1984 in Tokyo, adopted resolution 236 (XL) proclaiming a Transport and Communications Decade for Asia and the Pacific (to be known as the "Tokyo Proclamation") and requested the Economic and Social Council to endorse that proclamation and to encourage relevant international organizations to provide the appropriate support at the global level.(2)

11. ECOSOC, in its resolution 1984/78, adopted at its 50th plenary meeting on 27 July 1984, endorsed ESCAP resolution 236 (XL) and recommended that the General Assembly proclaim a Transport and Communications Decade for Asia and the Pacific during the period 1985-1994. In its resolution ECOSOC also requested the Secretary-General to extend the support necessary for ESCAP and

(1) Report of the ESCAP Executive Secretary on "Transport and Communications Decade for Asia and the Pacific, 1985-1994", to the Fortieth Session of ESCAP, 17-27 April 1984, Tokyo (E/ESCAP/400), 27 February 1984.

(2) Economic and Social Commission for Asia and the Pacific, Annual Report 30 April 1983 - 27 April 1984, Economic and Social Council, Official Records, 1984, United Nations New York 1984 (E/1984/24-E/ESCAP/402, paras. 829-843).

ECWA in their integrated regional action programme for the Decade.

12. The General Assembly on 18 December 1984 adopted by consensus a resolution 39/227 on the Transport and Communications Decade for Asia and the Pacific, 1985-1994, fully endorsing ECOSOC resolution 1984/78. In its resolution, the General Assembly, besides proclaiming a Transport and Communications Decade for Asia and the Pacific during the period 1985-1994, requested the Secretary-General to support the ESCAP and ECWA secretariats and to mobilize the necessary international support for the successful implementation of the ESCAP and ECWA programmes for the Decade in a practical and integrated manner.

13. In this respect and pursuant to the above-mentioned resolutions, the ECWA secretariat has established appropriate contacts with the ESCAP secretariat and with other United Nations organizations concerned to follow up the activities undertaken in preparation for the Decade. In this context, the ECWA secretariat was fully informed of the deliberations, the findings and outcome of meetings held by ESCAP, ECOSOC and the General Assembly. Furthermore, and to inform ECWA member States of the Decade, ECWA secretariat prepared the background paper presented to the Standing Committee for the Programme at its second session (E/ECWA/XI/CP/4, appendix of 26 March 1984), and also informed the eleventh session of the Commission held at Baghdad from 22 to 26 April 1984 through a note by the Executive Secretary on the Decade (E/ECWA/XI/14 of 17 April 1984).

II. PARTICIPATION OF THE ECWA REGION IN THE DECADE

14. During the past decade the countries of western Asia have witnessed rapid changes in the field of socio-economic development, resulting mainly from the oil boom. A spectacular transformation of infrastructure in general, and a drastic improvement of transport and communications infrastructure in particular were prominent aspects of the development process. Bearing in mind the ever-increasing socio-economic needs of the region, Governments of western Asia have embarked upon large schemes for transport and communications development within their respective countries and to some extent at subregional levels.

15. The proclamation of the Transport and Communications Decade for Asia and the Pacific (1985-1994), including the ECWA region, aiming at larger and closer inter- and intra-regional co-operation and collaboration in the transport and communications sectors, will certainly contribute to better understanding and achievements in the field of transport and communications in Asia, including linkages of western Asia to other Asian countries. In this respect, it hardly requires further elaboration to point out that as a traditional linking gear

at the crossroads of Africa, Asia and Europe, the ECWA region has a very important role to play regarding interregional and international transport and communications development. The ECWA member countries could grasp the opportunity offered by the Decade to improve their transport and communications links to the other regions, thus increasing the speed and level of their socio-economic progress.

10. However, and in spite of its obvious advantages, the participation of the ECWA region in the Transport and Communications Decade for Asia and the Pacific should be well defined, prepared and planned. Priorities, modalities, extent and level of the collaboration and co-operation with the ESCAP region as regards the Decade must also take into consideration socio-cultural and economic particularities of the ECWA region as well as its links with Europe and Africa. Therefore, while defining the possible or desirable participation of the ECWA region in the Decade, an assessment of the potential for co-operation with other regions should be undertaken and particular realities, needs and aspirations of the ECWA region should be thoroughly examined.

A. Assessment of the potential for co-operation with other regions

1. Asia and the Pacific

17. The potential for co-operation with Asia as regards road transport is essentially based on the Asian Highway, which is mainly a road network linking Eastern and Western Asia through the Indian subcontinent. Road links and ferry-boat lines over the Gulf would integrate the western Asian region into the Asian highway system. Besides the inexistent railway links, sea transport links are rather "traditional" (particularly between Arab Gulf countries and South/South-East Asia) and potential for future development would heavily depend on the political situation. The potential for co-operation in the field of air transportation for both passenger and cargo traffic, through national airlines of the ECWA and ESCAP regions and through the European and American air transport companies is quite promising. In fact, international air transport statistics indicate high annual increases on Middle East - Far East routes. In the communications sector, in-depth studies could indicate various interregional co-operation opportunities which have not yet been fully explored.

2. Europe

18. The potential for co-operation between the ECWA region and Europe stems from the traditional trade and cultural relations as well as from recent development programmes and increased imports of the ECWA countries, mostly financed by their oil

exports. Historically speaking, Europe and the Middle East, covering all the ECWA countries have been traditional trading partners for many centuries. Recently, owing to the development of transport and trade as well as the demand for transport services commensurate with the growth in trade, there has been great pressure on the transport and communications sectors. Steps already taken to improve links, including all transport modes, and to enhance transit traffic between Europe and the ECWA region are not sufficient, and there is large scope for further improvement and co-operation.

19. Regarding road constructions between Europe and the ECWA countries, the Trans-European North-South Motorway (TEM) project is the most important co-operation issue. This project initiated in 1978 is to be completed in 1984/1985. The motorway will connect the Baltic, Adriatic, Aegean and Black Sea areas to a system of highways stretching some 10,000 km in all. To the north and west, TEM terminals link up with existing motorways. To the east and south, it will be connected to the road systems of Asia and Africa. The TEM motorway will thus serve the same purpose as the Asian Highway and the Trans-African Highway Systems, and could also provide inland and inland/sea links from Europe to Asia and Africa. As to railway connections with Europe, the Turkish railways are the only link that would connect the Western Asia and Europe networks.

20. More attention in the ECWA region should be given to transport links provided by this project, which could efficiently integrate the ports and highways of Europe with the ports and highways in Western Asia. In fact, the TEM project must be regarded as a step to a more elaborate transportation system comprising highways, railways, ports and shipping lines. This multimodal aspect of the TEM scheme comprising several elements of different forms of transport will bring the countries of the ECWA region to closer co-operation with the European region.

21. Air Transport activities as well as oil and gas transportation through Turkey also provide other fields of co-operation. Some of the ECWA countries have already planned and implemented various pipe-line investment schemes on the basis of effective intra- and interregional co-operation. "Pool-agreements" between airline companies of ECWA countries and European airlines are increasingly prevailing as a form of co-operation in the air transport sector.

22. In the telecommunications sector, massive restructuring of physical infrastructure undertaken by countries of the ECWA region is being carried out in line with the Master Plan for the Middle East and Mediterranean Telecommunications Network (MEDAR-ABTEL). The assessment and implementation of this master plan would determine the prospects of co-operation with European telecommunications networks. Following the introduction of

ARABSAT into the regional networks, the avenues of co-operation with Europe should be reconsidered.

3. Africa

23. The very extent of the efforts made by African countries in general, and by the Afro-Arab countries in particular, permits the assumption that the African transport networks will be effectively linked to the Western Asian network. The Trans-African highway programme with its main Cairo (Egypt)-Gaborone (Botswana) route could be extended to Western Asia over the Red Sea, thus linking north and east Africa to the ECWA region. Here again, as for the TEM project, the linkages would cover land and sea transport modes with their multimodal characteristics.

24. In assessing potentialities for co-operation between the ECWA region and African countries special attention should also be paid to the experience already gained during the United Nations Transport and Communications Decade in Africa (1978-1988). Impulses given to all transport modes and new investment schemes at various levels initiated within the Decade's programme of action could enhance transport and communications linkages between Western Asia and Africa.

4. Arab countries

25. Co-operation between ECWA countries and other Arab States has existed throughout history and has been conducted at various levels and scopes. The Arab world is currently formally represented by the Arab League, and various activities of multilateral co-operation are under way. The geopolitical characteristics within the Arab world have largely influenced the development of regional and subregional activities. Various units and subregions do exist, such as the Arab Maghreb in North Africa, the Nile Valley, the Red Sea basin, and lately the Gulf Co-operation Council (GCC) comprising six countries of ECWA on the Arab Gulf, namely: Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and the United Arab Emirates. The Arab world provides wide opportunities for closer co-operation and integration in many fields wherein transport and communications would be a basic factor. Joint activities in transport and communications are carried out mainly through Arab organizations and financial institutions. This co-operation covers a wide range of issues such as transport development strategy, transport agreements, joint ventures, investment projects and financing schemes.

26. Further co-operation within the "Arab world" could include details of the transport and communications development policies and planning and should also contemplate extending the Arab co-operation to other countries, particularly in adjacent regions. The first Arab satellite, ARABSAT, went into orbit in

February 1985. This will provide a very effective means of developing co-operation within Arab countries in the fields of education, information, entertainment, communications, etc. and should be properly utilized.

5. Other types of co-operation

27. In addition to the above-mentioned specific interregional co-operation, there are many other opportunities for co-operation between the ECWA region and all other regions. These encompass transport and communications policy and planning issues and transport facilitation including harmonization and standardization. In fact, interregional co-operation in the field of policy and planning, based on joint strategy, could comprise various policy measures on supply and demand sides, such as transport and communications infrastructure technology, operations, institutions and legislation, manpower development and training, pricing and public finance.

28. Other issues for co-operation and joint activities are: transport and communications planning methodologies and techniques; exchange of information and data and project identification, preparation, appraisal and implementation. Facilitation, harmonization and standardization of transit traffic, legislation and equipment, rules and regulations as well as implementation of international conventions are co-operation issues par excellence. These tools of co-operation should be further examined and fully utilized in preparing and supplementing interregional transport and communications policies and development schemes.

29. In conclusion, it can easily be stated that, taking into account various potential and effective co-operation possibilities with all the regions surrounding the ECWA region, the co-operation with ESCAP countries could be considered as complementary to the traditional and already developed co-operation with Arab and European countries. However, co-operation with Asian countries, in particular the Indian subcontinent and the Far East, would promote a more effective and efficient transport and communications network including all modes and means in an integrated fashion. Moreover, such co-operation, launched and promoted within the activities of the Transport and Communications Decade for Asia and the Pacific, would also enable the ECWA region to integrate its transport and communications policies with other Asian countries. This new and far-sighted approach will also give to ECWA member countries the opportunity of playing their traditional and historical role as an indispensable bridge between developed Europe and fast developing Asia.

30. In particular, co-operation within the Arab world should be given special emphasis. The various bodies of the Arab League, including the Council of Arab Unity, the transport and communi-

cations organizations (air, land and sea) and the various Arab unions involved with shipping, ports, roads, railways, telecommunications, telephones, civil aviation, broadcasting, etc. should be encompassed within a suitable frame for co-operation and co-ordination. An Arab organization for transport and communications could provide a convenient framework for this activity. Any other form should also be investigated and considered with a view to determining and adopting the most adequate means for efficient co-operation in this field. Such a set-up would be an active tool in achieving co-operation and integration of transport and communications in the Arab world. Furthermore, it would better represent the Arab world in dealing with other regions and international organizations in this field.

B. Fields of priorities for participation

31. In the light of the global assessment of the potential for co-operation with other regions in general and with the ESCAP region in particular, and within the framework of the Decade, priority fields comprising various aspects of transport and communications developments in western Asia can be established. This priority-setting exercise is based on the geopolitical particularities as well as the socio-economic and cultural characteristics of the ECWA region. It also takes into consideration the development potentialities and patterns, special circumstances, national objectives and priorities of ECWA member countries.
32. As a general approach, the following fields of priorities for participation in the Decade can be singled out:
- (a) Training at higher and management levels in transport and communications;
 - (b) Development of ports and shipping infrastructure and operations in the light of new international development and technologies;
 - (c) Development of railway networks as complementary to the road transport facilities;
 - (d) Development of transport and communications sectors including infrastructure, organization and operations in the least developed ECWA countries;
 - (e) Establishment and promotion of closer inter-and intra-regional co-operation and co-ordination in the field of transport and communications policies and planning, including information systems and permanent consultation facilities and arrangements such as the establishment of the ECWA Transport and Communications Committee, the organization of workshops and intergovernmental meeting.

33. The above-mentioned priority fields would enable ECWA member governments to focus their attention on the issues most relevant to the development of transport and communications. It will also permit the selection of priority activities to be conducted at the regional and the national levels within the programme of action for the decade in Western Asia.

C. Modalities of participation

34. Desirable or possible and effective participation of ECWA countries in the Decade has to follow specific modalities to be established and planned. Ways and means of ECWA participation through member States and through the ECWA secretariat can include various aspects such as:

(a) Active participation in programming and planning of the Decade;

(b) Participation in promotional activities for the Decade;

(c) Participation in research and survey activities of the Decade;

(d) Participation in financing of specific investment projects designed to be implemented during the Decade;

(e) Participation by implementing policy measures foreseen in the programme of action for the Decade.

35. The general framework and characteristics of the decade, as indicated in the various documents and resolutions related to its preparation, proclamation and implementation, would require active and close participation of ECWA States in all the fields mentioned above.

III. PROPOSED ECWA PROGRAMME OF ACTION FOR THE DECADE

36. The proposed ECWA programme of action for the Decade includes the foundations, aims and objectives of this programme, problem areas to be considered, fields of regional action, guidelines for national action programmes and phasing as well as resources required for the implementation of the programme.

A. Foundations of the programme of action

37. At the national level, the programme is founded on the realities of the socio-economic situation in each ECWA country and will endeavour to meet the challenges of development for the transport and communications sectors. The programme will take full account of the national development plans in the countries of the region and will strive to provide individual countries

with appropriate ways and means of realizing their own national objectives and priorities according to their own aspirations.

38. At the regional level, the foundation of the programme of action is the common historical, socio-cultural heritage uniting the ECWA countries as part of the Arab nation, moving towards greater economic, social and cultural integration. All countries in the region have, in fact, realized the necessity of joint action for transport and communications development. The programme for the Decade will try to contribute to the achievement of regional aspirations and objectives in transport and communications.

39. At the international level, the programme is founded on principles adopted by the United Nations and its various bodies, in particular the Economic and Social Council and the regional economic and social commissions, in their declarations, work plans, programmes and resolutions aimed at promoting international co-operation in the field of transport and communications. The elements of the ECWA programme of action for the Decade are also based on the principles regarding intra-regional and Arab co-operation laid down by Arab organizations such as the League of Arab States and its specialized agencies and the economic and social development funds. Within this international framework, particular attention has been given to General Assembly resolution 35/56 of 5 December 1980, concerning the International Development Strategy for the Third United Nations Development Decade, in particular the development objectives for the transport and communications sectors, and General Assembly resolution 36/194 of 17 December 1981 regarding the Substantial New Programme of Action for the 1980s for the Least Developed Countries, in particular the section relevant to the improvement of the transport and communications infrastructure.

B. Objectives of the programme of action

40. The main objectives of the ECWA programme of action are:

(a) Improvement of transport and communications infrastructure and facilities in ECWA member countries;

(b) Promotion and improvement of an effective and efficient transport and communications network comprising all modes and means in an integrated manner, and in particular the development of intraregional and interregional transport and communications linkages;

(c) Improvement and strengthening of policy-making structures and planning methodologies in ECWA countries in order to fulfil the development targets in transport and communications;

(d) Establishment of effective co-ordination and co-operation at intraregional, interregional and international levels, in order to secure the smooth flow of transport and communications through Western Asia.

41. These objectives, similar to those adopted by ESCAP, would enable ECWA countries to develop well-balanced, appropriate and efficient transport and communications networks.

C. Problem areas

42. Problem areas to be tackled within the framework of the ECWA programme of action for the Decade are of two types: problems faced by ECWA countries at the national level, and problems faced by the ECWA region as a whole.

1. At the national level

43. The main areas where problems are faced, and at varying degrees, by ECWA member countries in their transport and communications sectors are:

- (a) Lack of comprehensive transport inventory;
- (b) Inappropriate integrated transport planning methodology (sectoral, intersectoral and spatial integration);
- (c) Inadequate organization and management involving users, carriers and public authorities;
- (d) Insufficient consideration given to the various transport modes according to their complementary and competitive characteristics and roles;
- (e) Lack of appropriate training schemes related to manpower policy;
- (f) Deficiencies in national transport legislations;
- (g) Incomplete rural transportation planning;
- (h) Incomplete urban transport planning;
- (i) Lack of basic and/or supplementary transport infrastructure;
- (j) Lack of maintenance and improvement of the existing transport infrastructures;

(k) Insufficient financial resources earmarked for transport and communications projects;

(l) Inadequate pricing of transport services (tariff setting, subsidies);

(m) Complicated border crossing formalities;

(n) Inappropriate transfer of technology in transport and communications;

(o) Inefficiencies and low productivity in air transport infrastructure and operations;

(p) Deficiencies in communications sectors, especially in postal services and telecommunications.

2. At the ECWA regional and subregional levels

44. Problem areas in the field of transport and communications faced by the ECWA region as a whole are:

(a) Inadequate intraregional co-operation;

(b) Missing transport and communications links with other regions which constitute a major handicap for the smooth movement of goods and persons between Europe, Asia and Africa;

(c) Absence of studies on complementary and competing transport modes at the intraregional level and on their relative priorities in land-use decisions and within the socio-economic development process;

(d) Lack of transport standardization and harmonization caused by the lack of co-ordination on transport legislation at the regional or subregional levels, as well as the lack of compliance with international transport conventions;

(e) Lack of co-ordination in transport and communications planning and training at regional and subregional levels;

(f) Incomplete definition of the role and scope of the regional organizations in the field of transport and communications as well as the low impact of their actions on the region;

(g) Lack of environmental studies directly related to the transport sector in the region;

(h) Absence of joint regional ventures and projects in the various modes of transport and communications;

(i) Lack of planned manpower movements and mobility at the regional level, as well as in training policy and facilities.

45. Obviously many of the problem areas mentioned above could be tackled simultaneously on regional, subregional and national levels. However, their identification at regional and national levels might facilitate the formulation of the most appropriate actions to be implemented during the Decade.

D. Fields of action

46. Based on the above premises, objectives and problem-oriented approach, the regional programme for the transport and communications Decade in Western Asia sets forth the fields of action as follows:

(a) Review of transport and communications sectors at national and regional levels and integration of transport and communications planning with national development planning, (including economic, social and physical planning, regional data and information systems);

(b) Transport and communications organization and legislation;

(c) Transport and communications infrastructure, (including networks, terminals, rolling stock, energy);

(d) Transport and communications operations and technology;

(i) Appropriate operations techniques;

a By modes;

b Economic and commercial aspects (supply and demand, optimum utilization, tariff setting, subsidies, etc.);

c Financial aspects (financing, budgeting, accounting, etc.);

(ii) Adaptation of modern transport and communications technology to ECWA region's requirements;

(iii) Development of appropriate transport and communications technology in the ECWA region.

(e) Development and co-ordination of specific transport modes;

(i) Maritime transport - including ports, shipping, and inland water transport;

(ii) Interregional road transport links;

- (iii) Railways;
- (iv) Multimodal transport - including oil and gas transport and containerization;
- (v) Air transport.
- (f) Manpower development and training in transport and communications including research and survey;
- (g) Regional and international co-operation in transport and communications (strategy, policies, networks, operations and investments);
- (h) Facilitation, harmonization and standardization of international transport and communications;
- (i) Improvement of transport and communications in rural areas;
- (j) Improvement of transport and communications in urban areas.

47. The above-mentioned ten fields of action to be undertaken during the Decade at the ECWA regional level will aim at tackling the identified problem areas and will try to achieve the objectives of the Decade in Western Asia. The implementation of the proposed ECWA regional programme of action will be carried out (similar to the ESCAP plan of action) in three phases. Specific actions to be implemented during each phase will follow a detailed planning according to the availability of resources. Such a detailed plan will be prepared, once ECWA member Governments agree on the essentials of the programme of action and on the volume of resources earmarked for its implementation.

E. Phases of the programme of action

48. As already stated, the ECWA programme of action for the Decade includes three phases;

- Phase I: 2 years: 1985-1986 (preparatory phase);
- Phase II: 3 years: 1987-1989 (implementation phase);
- Phase III: 5 years: 1990-1994 (phase for further implementation, monitoring, follow-up, review, revisions and adjustments).

The proposed phasing is the same as the phasing adopted in the ESCAP region's action plan, thus allowing for better co-operation and co-ordination of the Decade's activities at joint levels.

49. A more detailed delineation of this phasing can be formulated as follows:

(a) Phase I. (1985-1986)

- (i) Joint programmes identification and co-ordination with ESCAP and with other international, regional and Arab organizations;
- (ii) Identification and preparation of regional transport and communications projects in Western Asia;
- (iii) Organization of joint Decade activities with the ESCAP secretariat, participation in the "Interagency Consultative Group", ESCAP-Bangkok;
- (iv) Adoption of detailed actions by ECWA member States including financial (pledging) and organizational measures concerning the second phase;
- (v) Organizational set-up for the Decade within the ECWA secretariat,

(b) Phase II. (1987-1989)

- (i) Strengthening of transport and communications organizations and of planning capabilities;
- (ii) Preparation and implementation of regional transport and communications infrastructure projects (3).
- (iii) Promotion of transport and communications information systems;
- (iv) Development and strengthening of transport training capabilities through the establishment of a regional network of national and regional training institutions;
- (v) Promotion and mobilization of resources within and outside the ECWA region for the implementation of the Decade's programme of action and investment programmes;
- (vi) Preparation for the third phase.

(3) First priority: Regional and interregional projects;
Second priority: Projects in least developed countries; and
Third priority: Other projects at the national level, with regional impact.

(c) Phase III. (1990-1994)

This phase will be planned to cover the further implementation, monitoring, follow-up, review, revisions and adjustments of the Decade's activities. This would require further consultation among, and new pledging by, ECWA member States.

F. Resource requirements and financial implications of the programme of action

50. Detailed elaboration, further planning, finalization, promotion and implementation of the proposed ECWA action programme for the Decade would require more than the modest resources available to the ECWA secretariat. During the coming bienniums, optimization and redeployment of resources would allow only very limited resources under the regular ECWA budget. It is therefore essential to envisage specific support and resource allocations for the Decade in Western Asia.

51. The financial implications of the ECWA regional programme of action during the first phase would amount to a total of \$US 220,000 (see annex). This cost-estimate mainly includes the preparation of transport and communications projects for the Decade and co-ordination activities with the ESCAP secretariat.

52. Capital investments for the transport and communications sectors during the Decade would be part of national plans and funded through resources allocated for national plans and budgets. The national action programmes to be undertaken by ECWA member States would carry separate financial implications. Various United Nations and regional organizations would also mobilize their own resources for the Decade's activities.

53. Obviously, an effective campaign for resources mobilization would be needed to obtain funds covering the costs of this programme of action. Besides regular and extrabudgetary United Nations resources, financing could be obtained from member States, ECWA regional organizations and Arab funds as well as from donor countries and other international aid-giving agencies and financial institutions. Before the second and third phases, ECWA countries would pledge further specific funds for the Decade's activities.

IV. NATIONAL PROGRAMMES OF ACTION FOR THE DECADE

54. In addition to the proposed action programme for the ECWA region as a whole each ECWA member country should formulate a national programme of action for the Decade. National programmes for the Decade would incorporate actions estimated to be priority for each country according to its own needs and planning. Such a national approach, complementary to the regional

activities related to the Decade, would greatly contribute to the optimum implementation of the Decade's regional programme of action.

55. In each ECWA member country, national programmes of action for the Decade would comprise various measures and activities leading to full implementation of the ECWA regional programme of action. In line with the main objectives and the plan of action for the Decade at the ECWA regional level, national programmes could comprise a "step-by-step approach" with detailed actions, policy measures, investment schemes and co-ordination proposals at national levels.

56. Recommended steps and proposed actions at the national level for each ECWA member country can be summarized as follows:

(a) Review and analysis of the current situation in transport and communications including:

- (i) Organization of transport and communications sectors;
- (ii) Legislation pertaining to transport and communications;
- (iii) Economic, commercial and operational aspects (including technology and management);
- (iv) Infrastructure;
- (v) Training facilities;
- (vi) Investment programmes and their implementation;
- (vii) Facilitation;
- (viii) Statistics and information systems;

(b) Analysis of existing transport and communications plans in comparison with the strategy and the plan of the Decade;

(c) Identification of problem areas in the field of transport and communications at the national level;

(d) Preparation of specific development policies in line with the Decade's programme of action;

(e) Preparation of investment projects within the regional programme of action for the Decade;

(f) Determination of the technical assistance needs for the Decade in the country;

(g) Proposals for the implementation of the Decade's programme of action and for closer regional co-ordination and co-operation;

(h) Specific measures on promotion, initiation, implementation, follow-up and monitoring of Decade's activities at the national level.

V. PROPOSALS FOR THE IMPLEMENTATION OF THE PROGRAMME OF ACTION

57. The implementation of the action programme for the Decade in Western Asia will require, besides the financial resources previously outlined, various institutional arrangements and co-ordination links in the ECWA secretariat, the national and the regional levels. The proposals formulated in the following part of this document may constitute a general organizational framework for the Decade's implementation in the ECWA region.

58. The co-ordinated efforts at the national and regional levels should involve the full and active participation of all major segments of the community and of the full spectrum of bodies and organizations, both in the public and the private sectors.

59. The main proposals for organizational measures for the implementation of the Decade's programme of action are presented separately for the ECWA Secretariat, the national and the regional levels.

A. At the ECWA secretariat level

60. The tasks of the ECWA secretariat related to the Decade's implementation at the regional level fall into four categories.

- (a) Promotion and information regarding the Decade;
- (b) Providing basic surveys, research work and any technical support required;
- (c) Co-operation and co-ordination of the Decade's programmes;
- (d) Follow-up and monitoring activities of the Decade.

61. The accomplishment of these tasks necessitates organization of ad hoc intergovernmental meetings and the establishment of the ECWA Transport and Communications Committee. The Committee would act as a venue for the exchange of views, a promoter of public awareness, a channel of information, and a centre for the planning, implementation and monitoring process.

B. In ECWA member countries (at the national level)

62. In the light of the above-mentioned ECOSOC and General Assembly resolutions regarding the Decade, each ECWA member country might wish to establish a high-level National Standing Committee for the Transport and Communications Decade. Such a committee would comprise representatives from the national planning agency, the ministries concerned and from other government organizations directly or indirectly involved in the transport and communications sectors. Besides this "central" committee, in some member countries, establishment of technical working groups or commissions for specific actions, projects or activities could also be envisaged.

63. The primary purposes of the National Standing Committee would be to provide general guidance and control of programmes and projects forming part of the Decade arrangements and for the promotion of the "Decade's concept" as well as to secure appropriate liaison with all international, regional and national agencies involved in the activities of the Decade.

C. At the regional and interregional levels

64. The regional United Nations organization designated specifically with the overall task of facilitating concerned action for the Decade is ESCAP. As the focal point to co-ordinate the strategy, policies and actions for the Decade, ESCAP will also provide co-ordination of action at any interregional and international level. The ESCAP secretariat is also charged with the main responsibility for carrying out the regional action programme. The participation of the ECWA region in the Decade will follow this general path. The ECWA action programme for the Decade will be integrated with the Decade's main plan of action; necessary and adequate co-operation and collaboration linkages will be established to enable the full implementation of the Decade's plan of action in all Asian subregions, including Western Asia.

65. To facilitate active participation of Western Asia in the Decade and to co-ordinate the Decade programme between the ESCAP and ECWA regions, ECWA countries should participate in all inter-agency co-ordination and pledging committees to be established and in particular in the Interagency Consultative Group for the Transport and Communications Decade for Asia and Pacific. Furthermore, countries of the ECWA region should also actively take part in the work of the ad hoc expert groups or intergovernmental meetings organized by ECWA and ESCAP.

ANNEX

Table 1. Resource requirements by category
(1985-1986)*

	\$ US
<u>1. Professional Staff</u>	
1 L-5 Expert 18 w/m	150,000.00
2. Intergovernmental Meeting to be convened in 1986	10,000.00
3. Field missions in the region and for the co-ordination and consultation meetings with the ESCAP secretariat	30,000.00
4. Consultancy 6 w/m (Secondment from United Nations system)	30,000.00
Total	<u>220,000.00</u>
<u>ECWA secretariat</u>	
Professional staff 12 w/m	80,000.00
Field mission	10,000.00
Total	<u>90,000.00</u>

* Resource requirements for phase II and phase III will be estimated at a later stage on the basis of the involvement by member States and according to regional and subregional projects agreed upon by member States.