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**REGIONAL INTEGRATION**

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## REGIONAL INTEGRATION

Regional integration is an old story in West Africa. Throughout its history this part of the continent has been ruled by large political structures such as the empires of Ghana, Mali and Songhai. The Songhai Empire covered virtually the whole of West Africa except for a few coastal strips. The result has been an extensive mixing of population which lays the basis for more effective integration within the nation-states formed by colonial Balkanisation.

The present need to construct regional integration addresses a number of major concerns:

- Changing the socio-economic environment of States, with increasing acute socio-political crises and worsening poverty.
- Coping with States' heavy indebtedness.
- Responding to donor expectations as structural adjustment programmes are generalised.
- Co-ordinating macro-economic policy more effectively in the aftermath of poorly timed devaluations.

For these problems only the creation of a wider economic area can provide real solutions. For example, CFA franc devaluation on 11 January 1994 was accompanied by a sort of regional integration, the West African Economic and Monetary Union (UEMOA), which was added to the existing bodies. Since then the need for regional integration has become more acute, to create a new platform that can be used as a basis for achieving effective and sustainable economic development.

These needs also correspond to current global trends, as economic interests are refocused on regions. In the world at large, regional alliances or blocs have become essential frameworks for negotiating favourable trade agreements. The increasing interdependence of economies within free trade agreements requires new forms of regulation between trade partners.

Regional integration is thus a response to globalisation. The forces pressing for economic globalisation are private enterprises. But the actors negotiating regional agreements are public, and globalisation has removed many of their traditional means of action. Regionalisation provides new ones.<sup>1</sup> Regional blocs have become an effective way of addressing issues raised by economic globalisation, on a smaller scale. Africans cannot ignore these trends, and this is evident in the regionalisation debate.

Indeed, in the recent past, the success of colonialism in West Africa can be seen as due to the federal government of the territories, especially the French ones. This provided collective infrastructure which underpinned their development under colonisation: railways, regional universities and colleges, regional farm produce boards, etc.

Unfortunately, independence broke up these colonial structures, dividing them inefficiently between the States, an immediate cause of fragility for most of them. This included an unequal division of infrastructure and, not least, the land-locked position of the Sudano-Sahelian States. For all their endeavours, these ecologically fragile States cannot develop harmoniously without being fully integrated into the environmentally favoured coastal areas.

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1. Laurence Tubiana. "La stratégie des blocs", *Courrier de la Planète*, n° 28, May-June 1995, p. 5.

## I. Broad analysis

The disparities between the situations of West Africa's States have produced a number of problems that makes it difficult for governments to manage. Some of these can only be solved by regional integration:

- Border and ethnic conflicts.
- Market size.
- Obstacles due to ideological differences and a lack of cultural roots.
- Difficulties due to insufficient infrastructure.
- Poverty reduction by eliminating particular diseases and improving people's living conditions.
- Currency disparities.

**Border and ethnic conflicts**, rife in most of these countries, are a threat to peace, social cohesion and the increased productivity that is the basis of the wealth of nations. As these conflicts have worsened, they threaten the disintegration of nation-states into new states, despite the inviolability of inherited colonial borders proclaimed by the Organisation of African Unity. Even if the nation-states do not disintegrate, these conflicts have produced a lively underground trade, used to finance war. These informal business is an obstacle to effective national management of accounts and therefore to successful economic planning. Finally, there are displacements of population that undermine development resources in the home countries and harmonious development in the host countries, because of the breakdown of law and order and the spread of dangerous diseases.

**Market size** is a problem because none of the post-colonial States, whatever their area, population or natural resources, can any longer be seen as an appropriate framework for development. This statement may surprise analysts who have long used economic indicators to divide the States of West Africa into three categories: viable (Nigeria, Ghana, Côte d'Ivoire, Guinea and Senegal), intermediate (Togo, Benin, Sierra Leone and Liberia), and least developed countries, largely land-locked, (Mali, Niger, Burkina Faso).<sup>2</sup> At present, all these States have the same types of problems despite the disparities in their natural resources. The so-called viable countries have the highest per capita indebtedness.

Market size hampers price and quality improvements in local products, because these are closely linked to manufacturing capacity and consumer choice. In addition, cheap competing goods are smuggled in from all over the world. Finally, national enterprises are tiny by international standards and yet operate well below their production capacity because of the small size of their national markets.

In all, the very nature of African States raises a number of obstacles to efficient markets: population scarcity in some areas, insufficient productivity and consumer purchasing power.

**Obstacles due to ideological differences and the absence of cultural roots** were considerable during the whole period of East-West confrontation between the free market ideology and Marxism. The collapse of communism has considerably reduced, but not eliminated, the extent of this problem. Now the line runs between countries at various stages of democratisation of State and society, the rule of law and good governance. The need for these changes is not perceived to the same extent everywhere. Disputes between political parties as to how these changes are to be understood cause the same ideological differences that threaten peace and human security. So the arrival of democracy and the rule of law has become both a hope and a means of blackmail that weakens the conditions for peace and human security.

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2. This classification was made by ECOWAS at its annual assembly in Conakry in May 1983.

This ideological difficulty is aggravated by cultural factors that reduce the vision politicians have of the future of their countries. It also causes a degree of distrust between English- and French-speaking countries. At any event, West Africa does not enjoy the reference to local values that could guide governments' action. This lack of local reference values is due to the artificial nature of the States, whose peoples and history often belong to different political areas. The desire of local people to maintain these values sometimes causes serious ethnic conflicts at borders, ruining any chance of the consultation on local values necessary as a basis for sustainable development. This issue is clear evidence of the incomplete nature of political areas in West Africa, and only regional integration can solve the question.

**Difficulties due to insufficient infrastructure** can be analyzed within the context of the role of roads and communications in the regional integration process. The insufficiency and inappropriate location of this infrastructure prevents the rapid circulation of people, goods and services. Any development of regional trade requires a properly extended high-quality transport system that can move raw materials and finished goods rapidly and cheaply. Such infrastructure is expensive and can only be built economically if resources are pooled between more than one country.

**Poverty reduction** achieved by eliminating certain diseases and improving people's living conditions has become a donors' precondition for supporting States' development programmes. This includes improving access to food and basic welfare services, prevention and management of food crises, management and halting of the spread of diseases such as HIV/AIDS. All these matters deserve extensive regional consultation, as occurred for the elimination of river-blindness between 1970 and 1980.

**Currency disparities** are the most serious obstacle to regional integration in West Africa. There are too many currencies and their exchange rates are volatile. Currencies in the region are either convertible or non-convertible. The convertible currency is the CFA franc used in WAEMU member-States. The non-convertible currencies are six in number and are used in the non- WAEMU States. For regional trade, non-convertibility has a number of disadvantages: tight restrictions on international transactions, reduction of official trade between States because of payment difficulties, problems in allocating hard currency to private actors to conduct their businesses.

Currency disparities also prevent the harmonisation of macro-economic policies and the exchange stability necessary for controlling inflation and maintaining consumer purchasing power. At present the currency problem distorts market operations and is a handicap for real purchasing-power competitiveness. This issue cannot be resolved if each State jealously hangs on to its sovereignty. Only by regional integration can the currency problem be properly resolved, as within the WAEMU. The region must therefore define a single position with respect to the dollar, euro, and yen that now dominate world trade.

## **II. How to move forward**

Regional integration can only be effectively achieved in West Africa when governments decide to address a number of preconditions.

### ***2.1. Rationalise the Intergovernmental Organisations***

West Africa is the part of the continent where there have been most initiatives for regional alliances. Since 1952, when the Senegal river planning mission was set up, over 42 regional co-operation bodies have been formed or discussed. Of these 42, 38 are still active. This proliferation is partly due to progress made in the region in people's liberation movements and rapid political consciousness, in the aftermath of the slave trade. The return of some slaves from the New World to their home countries led to more rapid advances in education and earlier emancipation in there than in the rest of sub-Saharan Africa.

But the need for regional integration also has strong foundations in the history of the great empires of the Middle Ages, not to mention the federations of the colonial period, especially French West Africa (AOF).

Of the many regional organisations set up, only four have the structure to move towards a real common market: the former economic community of West Africa (CEAO), which gave way to the West African Economic and Monetary Union (WAEMU) in January 1994 following CFA franc devaluation. Then there are the Permanent Inter-State Committee for Drought Control in the Sahel (CILSS), the Economic Community of West African States (ECOWAS) and the Mano River Union (MRU). Regional integration primarily concerns these four. The issue to be resolved is the overlaps and redundancies between them. ECOWAS itself needs to be turned into an optimal area for regional integration. Since GMAP's second meeting at Yverdon, Switzerland, in September 1999, the Group has explicitly stated that in order to rationalise IGOs, the CILSS should refocus its activities on its original mandate and concentrate more on food security and natural resource management in West Africa as a whole.

## *2.2. Formulate regional infrastructure master plans*

Most African countries have placed great hope in regional planning, the idea being that infrastructure should be evenly spread. These infrastructure plans have focused on strengthening the communication infrastructure needed to facilitate the movement of people and goods and lower transaction costs between regions within a country. The aim is also to promote a sense of national belonging.

Networks of roads and railways were built, some with regional functions, such as Dakar-Niger, Abidjan-Niger, Benin-Niger.

But the need for regional infrastructure was threatened by the new realities States now faced, such as acute economic crises and the generalisation of structural adjustment programmes. Many countries turned away from these projects and restricted themselves to national infrastructure policies for piecemeal regionalisation of their main economic activities.

At present the regional infrastructure planning issue is how to move the focus back to regional concerns, so as to provide a better foundation for a dynamic, prosperous common market. These regional concerns include:

- Defining economic solidarity zones at regional level.
- Equipping the major river basins.
- Addressing the poor infrastructure in the region.
- Addressing the disparities and scarcity of factors of production.
- Managing development resources by better managing the environment, etc.

**Economic solidarity zones** are economic areas that contain potential for complementarity and trade. Proper use of these areas, such as mining, forestry and urban areas, provides the nation with resources that can be redistributed to enhance balanced development.

At present, most of these areas extend across borders. One example is the urban area along the Bight of Benin from Abidjan to Port Harcourt. The issues involved in managing and developing this area go well beyond narrow national borders. With a common regional policy, it will be easier to cope with infrastructure in this belt and integrate it into the life of the region, given all the resources to be found there that serve national, regional and international markets. The same is true for mineral resources, especially oil, which could be used to the advantage of the entire sub-region, rather than that of the individual countries.

**Equipping the major river basins** is crucial since they extend across national borders. The value is twofold: first, better management of existing potential by building hydro-electric dams to serve the region, such as those at Akosombo in Ghana, Kainji in Nigeria, and along the River Senegal. Since most of West Africa's major rivers form State borders, only joint management can facilitate their exploitation and avoid the frictions that solely national management would cause. The other aspect is the modernisation of agriculture by irrigation. Attempts made in Sahelian countries to build dams are already causing huge problems in coastal countries, and the solution must necessarily come from concerted regional infrastructure planning.

**Inadequate infrastructure** can be measured by road density. The figures reveal an infrastructure that is both inadequate and uneven from one country to another. Just to take WAEMU countries: road density per 1,000 sq.km varies considerably: Benin 65.40, Burkina Faso 48.00, Côte d'Ivoire 142.40, Mali 10.37, Niger 7.70, Senegal 70; WAEMU average 24.84.<sup>3</sup> This disparity is a real handicap to market integration. But behind these figures lie other difficulties such as poor access to some countries lying west of the region. Between Senegal, Mali, Guinea Bissau and Guinea Conakry, the roads and railways head the border and then stop short.

**Shortages concerning factors of production** refer to labour qualification and performance, access to and cost of raw materials and energy.

In each case, Africa lags far behind the standards and equipment of developed and Asian countries.

To take education, which is one way of improving labour qualification, and healthcare, without which the workforce cannot be reliable, the figures for school enrolment and visits to health centres have fallen in most countries.

Concerning education, studies by the World Bank and UNESCO show poor performance in numbers, the relevance and quality of facilities.

The health situation is alarming. The objective of healthcare for all by 2000 is nowhere near being achieved. As for education, the facilities, mainly built between 1960 and 1980, are in chronic need of renovation and extension.

But the most difficult problem to solve in education and healthcare concerns the creation of high-level training centres, which are too expensive for any one State. The proper solution is to pool resources and to create universities and graduate schools for the region as a whole.

**Development resources** are just as important as river basins. Although the resources vary greatly, in terms of number of migrants or raw materials, the way they are used at present is to West Africa's disadvantage. Migration, oil and diamonds are sources of serious conflicts. They lie at the heart of West Africa's conflicts. To address the problem, West Africa must find some collective regional planning mechanism to manage these resources.

At any event, the formulation of a regional infrastructure master plan should aim to create centres of development, turning West Africa into a sort of molecular structure as complex and active as a living thing. Within this molecular structure, regional supercities would emerge as active nuclei.

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3. Sofreco report: *Feasibility study for regionalising existing industries in ECOWAS member-States*, December 1989.

### ***2.3. Consider a policy of complementarity for managing existing infrastructure and regulating market sectors regionally***

Despite the inadequacy of regional infrastructure described above, some progress has been made. One might mention the development of ports and airports, and the creation of a number of shipping companies and airlines. There is also progress concerning universities, higher and technical education institutions and research centres. Most of the port and airport facilities are being transferred to the private sector. Despite all endeavours and reforms, a lot remains to be done to open up West Africa.

However, little progress has been made since independence, in railways construction and maintenance.

The railways are a prime example of a tool that has helped develop industrialised countries. In Africa, the networks are dilapidated and inoperative. Most of the lines have seen no significant extensions in years. All are at present in a crisis as a result of competition from road transport. Modernising the rail network is hampered by narrow gauges that limit speed and tonnage. No railway is electrified. For a single country this modernisation would be expensive and uneconomic. Only a regional rail management structure can effectively modernise the system. Here too, the design of the rail network could be re-examined and more effectively integrated than it is at present.

Ports and airports, whatever their size, have a major role to play in integrating West Africa into the rest of the world and opening up the Sahelian countries. But the problem with these facilities has to do with management, which does little to favour regional integration. Although this infrastructure is privatised, most of it is uneconomic within a single country.

Thought should therefore be given to establishing a management policy for ports and airports whereby they would come under a single sub-regional authority, so that West Africa can have the means to achieve full integration.

Universities, higher and technical education institutions and research centres are still in the public sector. Very few serve the region as a whole. And yet a number of them gained some prestige as a result of regional management, such as the universities of Ibadan and Dakar, the Achimota School (Ghana) and Fourah Bay College (Sierra Leone). Now these colleges and universities no longer have a regional function, some have withered and even lost the influence they had within their own countries.

This needs to be corrected by a regional education policy based on complementarity and joint management. The policy would create solidarity links and top-level research networks to enable West Africa to play its part in the world's scientific debates. In this way West Africa would be following the example of those developed countries where multilingual schools have been created and partnership agreements signed between universities and research centres.

It is those elites educated in the colleges and universities that used to serve the region who are still advancing the regional integration process in Africa. Young and modern West Africans know nothing of each other. They have no regional structures for education, exchange and dialogue. Finding a remedy could break barriers between the young.

### ***2.4. Promoting local authorities' and grassroots economic actors' regional approach***

Promoting the region's local authorities will be based on a better understanding of the economy and its actors, starting from the centres of gravity of regional dynamic exchanges. According to the World Bank, in 1998, West Africa had a population of 220 millions and a Regional Gross Product of \$75 billions.



Nigeria, Côte d'Ivoire and Ghana together account for 64% of this population and 67% of the economic potential. Over half of the region's population and wealth is concentrated in a belt 300 km wide and 1,500 km long from Abidjan to Port Harcourt. The regional economy is thus tending to polarise around the Bight of Benin.

Promoting a regional approach via local authorities is a way of correcting this disequilibrium and seeking more balanced development centred on the main "urban belts".

West Africa enjoys three major urban belts:

- The Sahelian belt from Cape Verde Peninsula to Lake Chad, around the cities of Dakar, Bamako, Ouagadougou, Niamey and the main Hausa cities of northern Nigeria.
- The Bight of Benin belt round the cities of Abidjan, Accra, Lomé, Cotonou, and the Yoruba and Ibo cities of Nigeria.
- The intermediate belt between the other two, straddling the Sahelian savanna and the Guinea forest.

Each of these urban belts has its own characteristics which are also the major regional stakes in West Africa.

For example, the Sahelian belt is characterised by ecological fragility and demographic instability, with major migration towards the South. The Bight of Benin belt draws its strength from its population and wealth. The cities that have developed in the intermediate belt benefit from a hinterland that is the heart of regional agriculture with major, largely unexploited land resources. It is also the transitional zone between Sahelian and coastal countries, and has long served regional trade of all sorts, and migration.

Considering these local characteristics in regional terms will make it possible to raise the status of local economic actors by meeting their major concerns, such as:

- Opening up markets.
- Promoting regional trade on the basis of complementarity between the belts.

It is those belts that must be urgently examined in order to manage border areas.

### ***2.5. Equip and manage border areas***

This question is directly related to the relevance of the borders inherited from colonisation. The economic dynamism of West Africa's border areas makes one wonder as to the real nature and meaning of these borders, the real importance of national citizenship. Especially since West African border areas include socio-cultural groups that belong to more than one nation, and as a result only partly correspond to territorial sovereignty. Rather than circumscribing the territory, the borderlands are actually highly structured areas that reduce the real impact of State borders. This has produced "national peripheries" or "border regions" with an economic dynamism based on factors such as:

- Twin conurbations at the main border crossings, containing major border markets that are in many cases twin markets.
- Massive alternating cross-border migration.

The result is an extraordinary development of trading activities forming *de facto* free zones operating outside the national territory. These free zones enjoy some autonomy with respect to the laws applying to

the territories on either side of the border. And this autonomy transforms the border areas into enclaves that exercise economic and social influence on the bordering nation-states.

West Africa has various categories of "border region". There are those that grew up between States formerly belonging to different colonial empires as a result of scarcity of resources or markets, and differences in economic policy. They are usually located between English- and French-speaking countries. There are also those that have emerged as a result of geographical contrasts, as between Sahelian and coastal countries. The best example here is the Korhogo- Sikasso-Bobo Dioulasso area described in Ecoloc studies. Many studies have also been published on other areas between Ghana and Burkina Faso, Nigeria and Niger.

These "border regions" have now become links in the chain of regional integration and they should be priorities for equipment and better management. These border areas illustrate a real breakdown of national territories, extending across traditional borders. It is common regional planning that is needed to regulate the issues raised by this extension. Indeed the unofficial nature of this territorial extension has become an incentive for fraud via the extraordinary development of parallel trade.

Aware of the difficulties caused by this massive illicit trade, Nigeria has undertaken a series of projects with its immediate neighbours to promote these border areas and organise them properly. This is also one of the objectives of the Ecoloc project, with its study of the Korhogo-Sikasso-Bobo Dioulasso area, which is already the target of private economic operators.

To construct a West African common market it is thus essential to take account of these spatial changes, in order to have solid links for regional integration.

Otherwise the process is likely to be out of phase with the progress already achieved by ordinary citizens. This progress is based on a flexible approach to the actual management of territories and economies. At present the approach is more realistic and participatory, involving all the actors in society, including the informal sector. To advance regional integration, the political and administrative authorities have no choice but to tap into those dynamic forces and organise them.

The preconditions for advancing the regional integration process are many. The GMAP cannot remain indifferent, and wishes to be involved in meeting some of these from a practical point of view.

### **III. Priority actions**

The priorities concern sectors for which practical measures must be urgently taken by Heads of State, actors from civil society, and development partners. The reason is that the approaches required to achieve regional integration presented above are both numerous and diverse. Some require long-term horizons. Others, however, require immediate action. The GMAP's involvement is necessary to address four short-term priority actions that require immediate commitment.

#### ***3.1. To rationalise the IGOs***

The reform of the intergovernmental organisations (IGOs) has been a major priority for the GMAP since Yverdon in September 1999. Although the proliferation of IGOs in West Africa once illustrated political enthusiasm for regional co-operation in the aftermath of independence, it is now an obstacle to the regional integration process and wastes scarce development resources. Many of these IGOs are also inefficient and cause unnecessary turf wars. Others have lost their original purpose and need to be restructured or simply abolished.

Consequently, the GMAP intends to:

- Propose that a critical audit be made of the technical and financial aspects of the main IGOs, so as to measure their actual impact on the regional development process.
- Alert West Africa's governments to the need to review their oversight of these IGOs and to specify exactly what they expect of them.
- Initiate a dialogue with the development partners who support these IGOs in order to reach agreement on what future they may have.

The GMAP considers that the CILSS poses a question of particular concern. The CILSS should retain its initial mission of co-operation and solidarity in the fields of food security, natural resource management and desertification control, and should no longer be perceived as a body competing with existing institutions for integration. It should consolidate its identity as a specialist organisation focusing on matters in which neither ECOWAS nor WAEMU have any particular competence. It should therefore extend its scope to cover the whole of West Africa. To that end, the CILSS will need to strengthen its capacities with modern management tools, information and decision-making systems.

### ***3.2. To support the formulation of a regional sectoral master plan***

In recent years, at the initiative of the UNDP, African States have begun prospective analysis at national level. Most of these studies have unfortunately not led to implementation plans. Similarly, international bodies such as the OECD's Club du Sahel, the World Bank and the French co-operation agency have supported other prospective studies in the whole of West Africa. They have produced valuable proposals which, however, no State has taken up in its various development programmes.

This lack of interest by governments in prospective studies is due to the constraints of structural adjustment programmes, their inadequate involvement in the studies, and the excessively theoretical nature of the exercises. In future the GMAP intends to get involved in these approaches and use them as tools for the sectoral planning of regional development. It wishes to be associated forthwith in the project that the French co-operation agency is currently initiating under the aegis of the French regional planning authority DATAR.<sup>4</sup> This project starts from the main conclusions of the other prospective studies and makes considerable use of European experience. Its title "Regional planning in West and Central Africa" shows that it fits perfectly with GMAP concerns. The GMAP will spare no efforts to ensure that this study, currently being negotiated with the Municipal Development Programme (MDP), is brought to the attention of ECOWAS authorities and Heads of State, so that they can join in defining the criteria for its effective implementation.

### ***3.3. To support actions promoting local authorities' involvement in a regional approach and the emergence of associations of socio-professional actors***

This concern is closely linked to the activities of the Club du Sahel, in partnership with the MDP and the Ecoloc project, and also the promotion of private sector actors in the West African Enterprise Network (WAEN), and farmers' organisations.

Although the GMAP supports these initiatives, it considers that they can only be successful if they are carried out in tandem with the authorities and if they integrate the ongoing decentralisation programmes of a number of West Africa's countries. In those programmes the focus should be regional. In this respect the Ecoloc project is valuable. But it needs to go further and include other realities, such as the study of the various urban belts and their impact on the balanced management of space. It should also extend its work on "border regions" beyond the Sudano-Sahelian zone to cover other types of border structure, and produce a comprehensive overview of the phenomenon.

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4. Délégation à l'Aménagement du Territoire et à l'Action Régionale.

One issue, which, if neglected, would threaten regional integration, is equity in the sharing of development resources and the distribution of infrastructure across West Africa. The concern for equity must inform the regional approach to be implemented by local authorities and the various municipal programmes initiated by the MDP. The GMAP explicitly intends to share responsibility with the leaders of the Ecoloc and MDP and civil society networks, to achieve synergy in West Africa instead of compartmentalised and disconnected top-down actions.

#### ***3.4. To rationalise aid with a view to achieve regional objectives***

Development aid plays an important role in the development process of African countries. And yet it is never used satisfactorily. Which is why everyone is now arguing for aid reform. The GMAP will support every action in this direction. It will help donors shift the attitudes of policymakers and administrators towards the need for reform.

In line with its concerns for regional integration, the GMAP wishes to see aid better directed to support regional development objectives in priority areas such as basic infrastructure, energy and professional education.

Without a proper road, rail and telecom network, regional integration will not succeed. To open up States, internally and regionally, and facilitate trade, major resources must be devoted to basic infrastructure. Only when Africa has access to substantial regional funds will this matter be resolved satisfactorily.

Energy drives economic development. The current inadequate supply and high price of energy hamper the modernization of West African society and poverty reduction. And yet there is considerable energy potential, both hydro-electric and thermal (natural gas). Africa needs massive investment to build new hydro-electric dams, extend gas pipelines across West Africa, and connect power grids.

Unless the leaders of regional integration are properly educated, the endeavour may collapse. Africa uses more than one language of communication. Africans need to be able to communicate at every level, and so regional multi-lingual schools must be set up where young people can learn to understand each other and prepare to be integrated into West Africa and the rest of the world. At present, there are few initiatives of this sort. ECOWAS must examine this question as a matter of urgency. The donors, in the context of reforming aid systems, should help us here, if only to spread their own cultures.

In this way the GMAP wishes to use the current debate on aid reform within bilateral and international agencies to turn attention to the establishment of regional development funds.

For all those priority actions, GMAP members restate their commitment to create a consultation framework made up of ministers of finance, planning and development co-operation, and the Development Assistance Committee (DAC), to see how development aid can be more effective and better co-ordinated.