

GWC 58 F7
02-~~12~~

February 3, 1987

TO: GWC

FROM: Ted *[Signature]*

SUBJ: Status Report on Proposed Legislative Initiatives on Africa

I recommend your support (signing on as co-sponsor) for the following proposed legislation:

AFRICA AID BILL: (Being introduced by Wolpe, Gilman and Schneider) Amends the Foreign Assistance Act to provide separate authorization for assistance for famine recovery and long-term development in sub-Saharan Africa.

Provides \$600 million in assistance for each of 5 years; earmarks 10% of funds for health, natural resources and family planning. Bill is the consensus of private volunteer organizations, African groups, etc (Fact sheet attached for your review.)

\$100 million supplemental for Southern Africa (Dixon-Gray): Provides urgent supplemental assistance to the Southern Africa Development Coordination Conference (SADCC) to support regional development programs.

Provides funds for front-line states to carry projects supported by SADCC) in transportation and communications, energy and industrial development. At least 60 per cent of funds to be used for the Dar es Salaam Port Transport System and other transportation projects.

Economic Assistance to SADCC (Gray): To provide meaningful levels of assistance to SADCC. Provides for at least \$140 million in economic support funds (ESF) in each of the next 5 fiscal years. Not less than 50 % of the amounts made available shall be used for transportation and 25 % for both manpower development and agriculture research and training.

(You are already signed on as a co-sponsor on the following;)

H.R 776: Humanitarian Needs in Southern Africa: Provides for \$144 million in supplemental appropriations to fund refugee and displaced persons; disaster relief operations; projects to boost local food production, etc. Introduced by Mickey Leland

DELLUMS Sanction Bill: Calls for ~~mandatory~~ mandatory disinvestment; ban on imports from and exports to South Africa; extend sanctions to Namibia.

(I have attached a copy of the notes I took during recent meeting with SADCC officials here. TJ)



SADCC

Organization and Objectives

The Southern African Coordination Conference (SADCC) was formed in July 1979 to counter South African political and economic hegemony in the Southern African region. SADCC is a mechanism and forum for the states of the Southern African region to agree on and approve economic development projects, programs, and regional strategies. The common objectives of its nine member states --Angola, Botswana, Lesotho, Malawi, Mozambique, Swaziland, Tanzania, Zambia, and Zimbabwe-- are, according to the Lusaka Declaration of 1980,

"to liberate our economies from their dependence on the Republic of South Africa, to overcome imposed economic fragmentation and to coordinate our efforts towards regional and national economic development."

The organization was formed in reaction to a South African idea to promote an economic grouping of Southern African States as a "constellation of States" which would be dependent on the South African economy. SADCC has sought to reduce its members' dependence on South Africa through projects in nine main sectors. Sectoral planning and coordination responsibilities are divided among the nine member states as follows:

Angola - Energy
Botswana - Agricultural research
Lesotho - Land Use, Soil conservation, Tourism
Malawi - Wildlife, Fisheries, Forestry
Mozambique - Transport and communication
Swaziland - Manpower
Tanzania - Industry
Zambia - Mining
Zimbabwe - Food Security.

Transportation

Transportation has been SADCC'S first priority. Six of the member States are landlocked, with South Africa controlling the region's most efficient ports and transport routes. There is an established rail network throughout the SADCC states; the Atlantic Ocean can be reached through the Benguela railroad in Angola, and the Indian Ocean, via Dar es Salaam, is accessible through the Tanzam railroad running through Zambia and Tanzania. South African supported guerilla activity in Angola, however, neglect and disrepair in Tanzania, and distance from states like Zimbabwe and Botswana, have made these routes largely part inoperable. Only the coast of

Mozambique has ports which can provide reasonably direct and efficient access to the Indian Ocean for most SADCC countries. But Mozambique's economic problems, exacerbated by South African supported sabotage guerilla activity, have affected the condition of its railways and the operation of its ports at Beira and Maputo. For the most part, SADCC efforts and funds have been directed towards upgrading ports in Tanzania and Mozambique, refurbishing old transport lines, building new ones and improving training in their maintenance and operation.

Funding

Funding for SADCC projects has come primarily from the West, with the Scandanavian countries, the U.S., Australia, and Britain as the major sources. The U.S. in 1984 gave \$2.9 million, in 1985 \$11.6 million, and in 1986 pledged a contribution of \$14.7 million for SADCC projects. At this year's SADCC conference, the European Community for the first time pledged contributions (\$98 million over five years) to SADCC as a region. The U.S. and several European countries have promised further bilateral assistance to SADCC. Although most of the Eastern Bloc countries attended this year's SADCC conference, none has pledged or given assistance directly to SADCC programs.

The money which the SADCC Secretariat has so far secured has been allocated towards the following categories: transport and communication (\$730 million); Industry (\$220 million); agriculture (\$108 million); and energy (\$41 million). The total cost of all projects is assessed at nearly \$5000 million, with a projected contribution of \$1000 million to be found from within the SADCC.

It is generally agreed, both within South Africa and in the international community, that if SADCC is able to carry out its program, especially in transport, it represents a serious threat to South African political and economic predomination in the Southern African region.