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**REPORT OF THE TENTH MEETING OF THE INTER-AGENCY
CO-ORDINATING COMMITTEE (IACC)**

Addis Ababa, Ethiopia, 6 - 9 March 1987

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A. ORGANIZATION

1. The tenth meeting of the Inter-Agency Co-ordinating Committee on the United Nations Transport and Communications Decade in Africa was held at the ECA Headquarters in Addis Ababa from 6-9 March 1987.

B. PARTICIPATION

2. Representatives of the following United Nations bodies, specialized agencies, intergovernmental organizations etc. took part in the work of the meeting: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), United Nations Educational Scientific and Cultural Organization (UNESCO), International Civil Aviation Organization (ICAO), Universal Postal Union (UPU), International Telecommunication Union (ITU), African Development Bank (ADB), Economic Community of the Great Lakes Countries (CEPGL), Organization of African Unity (OAU), International Labour Organization (ILO), Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR). Representatives of the Embassies of Mozambique and Guinea attended the meeting as observers.

C. OPENING OF THE MEETING

3. The meeting was opened by Mr. M.W. Makramalla, Officer-in-Charge of ECA in the name of the Executive Secretary, Professor Adebayo Adedeji, who was unable to attend the meeting.

4. In his statement, Mr. Makramalla summarized the purpose of the meeting as being the assessment of the progress of the Decade programme; the preparation for an evaluation of the Decade programme; taking stock of matters to be reported to the 6th Conference of African Ministers of Transport, Communications and Planning in 1988; the priorities to be accorded to the regional and subregional projects with a view to developing the agricultural sector and the rural areas; the review of the new method of fund raising (called co-financing meetings), especially of the first co-financing meeting held in November 1986, as well as preparations for the second and third co-financing meetings in 1987. He recalled the outcome of the first co-financing meeting held in November 1986 for the two land-locked countries of Central Africa, Tchad and Central African Republic, and for the two transit countries, Congo and Cameroon. He went further and said that out of the 25 projects identified for the co-financing meeting, 20 projects, costing CFAF 129 billion, were presented for consideration and interest had been expressed by donors and financial institutions on nine of them costing about CFAF 45 billion. The first co-financing meeting had given much encouragement for ECA to organize the second and third co-financing meetings in 1987.

5. Mr. Makramalla, in concluding, said that 1987 was a special year for the Decade programme as it was the last year before the end of the UNTACDA in 1988. Consequently, he called upon the participants to contribute as much as possible to the preparation of the progress report of the Decade programme for 1986 and to the 10th IACC meeting in general. After outlining the main points of the Agenda items, he declared the 10th IACC Meeting open.

6. Mr. L. Allouane, Assistant Secretary-General of the OAU stressed the timeliness of the meeting of the Inter-Agency Co-ordinating Committee which came as the Decade was coming to its end; he also stressed the need to ponder the results that had been achieved. The meeting was taking place soon after such important events as the seventh session of the OAU Permanent Steering Committee, the meeting of the Technical Committee on Air Transport, the Conference on the Development of Telecommunications in Africa, all of which fell within the framework of the Lagos Plan of Action and Final Act of Lagos as well as the Priority Programme for Economic Recovery in Africa (1986-1990).

7. The positive results achieved from the United Nations Transport and Communications Decade in Africa were due to the efforts and sacrifices made by African States, backed by the invaluable assistance of the international community and financial institutions. These efforts should be intensified so as to improve the final results. The quest for funds must be pursued and intensified.

8. Mr. Allouane reminded the meeting that particular attention was being given to transport and communications in the Southern Region to enable it to become independent of South Africa, in this sector.

9. He also pointed out that the Second Decade, if there would be one, would have to take into account the lessons from the first one then just ending.

10. Finally, Mr. Allouane wished the meeting every success in its deliberations.

D. ADOPTION OF THE AGENDA

11. The proposed agenda was amended by the inclusion of item 10. The final agenda was therefore, as follows:

1. Opening of the meeting
2. Adoption of the agenda and organization of work
3. Consideration of the draft UNTACDA Annual Progress Report for 1986
4. Role of ECA as a lead agency for Transport and Communications in Africa
5. Report on the UNTACDA First Co-financing Meeting
6. Report on the ECA/UNDP/IBRD Transport Study for Africa South of the Sahara
7. Report on the Third Meeting of the Regional Technical Committee on Air Transport in Africa
8. Report on Trans-African Highways (TAH)
9. Report on Regional African Satellite Communications System (RASCOM)

10. Report on the African Telecommunications Conference, Tunisia, 12-16 January 1987
11. Report on Pan-African Telecommunications Network (PANAFTEL)
12. Progress Report on Evaluation of the UNTACDA Programme
13. Any other business
14. Date and venue of the next meeting
15. Adoption of the report and closure of the meeting.

E. ORGANIZATION OF WORK

12. The meeting agreed to meet as follows:

Mornings from 9.00 - 12.30 a.m.

Afternoons from 3.00 - 5.00 p.m.

F. SUMMARY OF DISCUSSIONS

Consideration of the draft UNTACDA Annual Progress Report for 1986 (Agenda item 3)

13. A member of the ECA secretariat introduced document DEC/TRANSCOM/IA/1987/2 representing the draft of the Annual Progress Report. He reminded the members of the IACC that the draft progress report had been sent to all agencies and organizations in 1986 for them to study and provide accurate information during the meeting. He explained the format of the chapters and the annexes. Furthermore, he drew attention to the fact that the draft had been prepared solely on the basis of information available to the ECA secretariat and that it was expected that gaps would be filled during the present meeting. As regards chapter four, it had been left completely blank pending receipt of all contributions. The document was then considered chapter by chapter.

Chapter I: Overview and Summary

14. The main point raised under this chapter was of the linkage between the Transport and Communications Decade and other continental activities that are complementary to the Decade such as the Pan-African Documentation and Information System (PADIS) and UNESCO's PDI. Also emphasized was the need to bring out more clearly the linkage between transport and communications as the two subsectors were mutually dependent.

15. A question was raised regarding the accuracy of the statement that the shipping subsector showed the lowest rate of project implementation whereas many projects being implemented by MINCONMAR, IMO and UNCTAD in the field of shipping were not reflected. The secretariat's explanation was that the draft report was based on the information that had been provided to ECA and, secondly, that in reporting on the implementation of the Decade programme, account was taken only of those projects that were included in the Decade programme; this necessarily excluded those activities that were outside the Decade programme, even if complementary to it.

Chapter II: Implementation of projects in the Second Phase Programme

16. Attention was drawn to the assessment which indicated that the maritime transport subsector had the lowest rate of implementation and to the fact that it was important to give reasons to substantiate this fact. Another point made was that the Southern African subregion was very important because of the difficult political question to be addressed in that subregion and that, while the subregion was engaged in a considerable transport and communications programme, the fact that that effort was not reflected in the report tended to paint a misleading picture of the development of transport and communications in Africa.

17. The ECA secretariat provided answers to these concerns by pointing out that the exercise being undertaken during the meeting was a common one whereby other agencies were supposed to supply information to complete the picture of the development of transport and communications in Africa. The report, therefore, was only as good as the information that was furnished to ECA. The ECA secretariat had, in numerous meetings, appealed for the co-operation of its member States and of the other organizations for the supply of information.

Chapter III: Implementation of the Regional Projects

18. On this chapter it was agreed to expand the Manpower Development and Training part to include both transport and communications. It was also noted that ILO was already collaborating with the World Bank and UNDP in a study on manpower development in the field of transport in sub-Saharan Africa.

Chapter IV: Contribution of Organizations to the Implementation of the Decade Programme

19. Regarding this chapter, the Chairman called upon all participants to give their contributions in writing before they left Addis Ababa. It was recommended to use the format that had been used to prepare the 1985 progress report. To this effect subsectoral sub-committees would meet to agree on the entries for their subsectors. The sub-committee reports would constitute the contents of this chapter.

Chapter V: International Co-operation and Support for UNTACDA

20. There were no comments on the text in this chapter. However, comments were made with regard to the Annexes to the effect that the alphabetical listing of countries should take into account recent name changes.

Chapter VI: Special Developments, Issues and Problems During the Year

21. The ECA secretariat was requested to initiate action for implementing resolution ECA/UNTACDA/Res.84/44 adopted by the Fourth Conference of Ministers of Transport, Communications and Planning in Conakry, Guinea, in 1984 calling upon ECA and OAU to prepare a report on the preparation and implementation of a second Transport and Communications Decade. A representative of the ECA secretariat reminded the IACC that, at their Harare meeting in 1986, the Ministers had decided that there should first be an evaluation of the implementation of the first Decade in order to enable them to decide whether or not there would be a second one.

Role of ECA as lead agency for UNTACDA (agenda item 4)

22. In presenting document DEC/TRANSCOM/IA/86/5 on the "Role of ECA as lead agency for UNTACDA", the secretariat pointed out that the paper had been requested by the IACC the previous year in Lome and that it had been prepared and despatched to all members of the IACC at the end of the same year.

23. The various sections of the paper such as: background, objectives and strategy, mechanism for implementing UNTACDA and the two phases of the programme were briefly mentioned. On the role of ECA, the secretariat pointed out that this was broadly defined in document E/CN.14/726, E/CN.14/TRANS/147 and emphasized that the functions were phrased in very broad terms with no specificity as to ways, methodology and activity elements of carrying them out. As a result, it was left to ECA to redefine the mandate in operational terms, involving technical, promotional/public relations and fund raising activities.

24. The paper pointed out that while ECA had done its best in carrying out the mandate with reasonable co-operation from the specialized agencies and intergovernmental organizations, in retrospect, perhaps a better job could have been done, given prior consultation and closer collaboration with the specialized agencies and intergovernmental organizations and distribution of functions between ECA and these organizations.

25. In conclusion, the paper pointed out that while ECA, in collaboration with the specialized agencies and intergovernmental organizations, had carried out its role as lead agency of UNTACDA, it had not always been possible to find linkages among some national projects with the central objectives of the UNTACDA. It emphasised that given ECA's overall role in the development of the African region, ECA would continue to be actively involved in the development of transport and communications, even in the absence of any transport and communications decade.

26. The committee took note of the paper and decided that, given the important information contained in it, the role of ECA as lead agency for UNTACDA should be a subject of the forthcoming evaluation of the Decade programme and that such an evaluation should be undertaken in collaboration with the members of the IACC.

Report on the UNTACDA First Co-financing Meeting (agenda item 5)

27. A representative of the secretariat presented a summary report on the results of the co-financing meeting organized in November 1986 for the UNTACDA projects in the Trans-Equatorial and Trans-Cameroonian transport and communication corridors of Central Africa. He pointed out that out of the 20 projects costing an estimated CFAF 129 billion, the financing institutions and donor countries had expressed interest in five projects costing CFAF 45 billion.

28. The secretariat further explained that the co-financing approach now adopted differed from the technical consultative meetings previously tried in several important aspects, namely, in that it focused on projects for the disenclavement of landlocked countries; called for co-operative or joint involvement of several financing sources to finance a single project; and provided a framework for presentation of the Decade projects in an economically justifiable package.

29. The representative of ADB, in response to a question on why the financing institutions and donor countries expressed only interests and not firm commitments on financing these projects, explained that no financing institutions could make commitments of any sort at the stage that the projects were. He stated that the procedures of these institutions were such that an expression of interest was the most that could be done at such a stage. He told the committee not to be discouraged by the fact that no firm commitments were made at the co-financing meeting. He further advised the ECA, in co-operation with other members of the IACC, to work more closely with the member States concerned in preparing their projects for presentation to the forthcoming co-financing meetings.

30. ECA took note of the above suggestion and indicated that it would endeavour to do this in preparing the next meetings it planned for the Eastern Africa corridor projects in May 1987 and for West African corridor projects in November of the same year.

31. The committee, while appreciating the new approach, recommended that ECA should co-operate more closely with other members of the committee and follow up on the interests expressed on these projects by the financing agencies so as to translate these interests into concrete commitment and financing.

Report on the ECA/UNDP/IBRD Study on Transport in African Countries South of the Sahara (Agenda item 6)

32. A representative of ECA introduced document DEC/TRANSCOM/IA/1987/4 and explained that the item was merely for the information of the committee.

33. He then went on to highlight the salient points in the ECA/UNDP/World Bank project on the development of transport in Africa south of the Sahara as being the following:

- activities envisaged in line with this project would complement those which had already been developed in other programmes;
- four types of activities were envisaged with regard to the project:

General studies on transport;

A series of research studies on the development of transport and agriculture; on transport and taxation; on haulage costs and, finally, on transport and international trade;

A series of workshops including those on the management of maritime and air transport in Africa;

A study on manpower development in the transport sector.

34. As indicated by the representative of the secretariat, the implementation of the project was under the supervision of an Advisory Committee whose members were selected on a personal basis. The members of the Advisory Committee were:

- The Ministers of Transport of Cameroon, Ethiopia and United Republic of Tanzania;
- The Presidents of the World Bank, the African Development Bank, the French Railways (SNCF), the Canadian International Development Agency (CIDA) and the Norwegian Transport Institute;
- The Executive Secretary of ECA who was also the chairperson of the Committee.

35. The committee was assisted by a group of administrators whose role was, on the one hand, to co-ordinate the follow-up activities of the project, and on the other hand, to ensure that all organizations involved in the development of transport in Africa participated actively in the implementation of the project.

36. From the discussions which followed the introduction of this item, the committee decided to:

- (a) extend the membership of the Advisory Committee to include the competent authorities of all the subregions of Africa south of the Sahara;
- (b) ensure that everything was done to encourage the active participation of all the organizations concerned in the implementation of the project;
- (c) take note of the ILO's offer to collaborate in the formulation and finalization of the project document dealing with the human resources component of the project.

Report on the Third Meeting of the Regional Technical Committee on Air Transport in Africa (Agenda item 7)

37. A representative of the ECA secretariat introduced document E/ECA/TRANS/48. In his presentation he stated that the Technical Committee on Air Transport in Africa was set up as a follow-up to the Mbabane Declaration on Air Transport in Africa adopted during the African Conference on Freedoms of the Air. Essentially, the committee's mandate focused on freedoms of the air, air transport co-operation, facilitation, creation of multinational airlines and, in the long term, a pan-African airline. This committee comprised a representative each from civil aviation authorities and African airlines in each OAU subregion. Other members were OAU, AFCAC, AFRAA and ECA. He stated that the report of the third meeting of the committee which considered, inter alia, problems relating to the granting of freedoms of the air, problems to be solved prior to the creation of subregional airlines, the ECA/IBRD/UNDP project on transport development south of the Sahara (air transport sector) and the planning of the committee's activities.

38. Moreover, he drew attention to the following points. With regard to freedoms of the air, the committee considered two model texts prepared by AFCAC dealing with multilateral agreements and the memorandum of understanding. The committee found both documents interesting and made remarks that would make it possible to improve on them so as to obtain greater adhesion from States. As regards subregional airlines, the committee agreed that it would be necessary to undertake, as soon as possible, an economic feasibility study so as to enable countries concerned to create subregional entities. Such a study would be conducted within the ECA/IBRD/UNDP project.

39. The committee, moreover, took note of the draft document prepared by ECA on air transport within the ECA/IBRD/UNDP project on transport development south of the Sahara. This document made suggestions on the realization of planned activities and requested that African subregional organizations and committee members be associated in the execution of this part of the project, namely, air transport.

40. Participants took note of the report and there was no debate on the paper presented by the ECA representative.

Report on the Trans-African Highways (Agenda item 8)

41. The representative of the ECA, in highlighting document DEC/TRANSCOM/IA/1987/5, said that the African road transport system, as designed in the colonial era, had been, and still was, to some extent outward looking. Post-independence road development activities focused on the construction of national networks with little emphasis, if any, placed on inter-country linkages.

42. The ECA, realizing the felt need for inter-State highway development, had launched what had become known as the Trans-African Highways Programme, a programme of development of a number of trunk highways and their respective feeder links which together amounted to about 100,000 km, and which, when achieved, would form a coherent continental network of interest to almost all countries. In this manner, ECA had identified a number of major Trans-African Highways. These were:

- (1) The Algiers-Lagos Trans-Sahara Highway
- (2) The Lagos-Mombasa Trans-African Highway
- (3) The Cairo-Gaborone Trans-East African Highway
- (4) The Lagos-Nouakchott and Dakar-N'Djamena Trans-West African Highways Network; and
- (5) The Tripoli-Windhoek Trans-Central African Highway.

43. The international community collaborated commendably in efforts to identify and quantify the resources required to improve the Trans-African Highway System: UNDP was involved in the study of the Trans-Sahara road, France and the United Kingdom had joined resources and know-how to carry out a prefeasibility study, and then in the determination of non-physical barriers such as the administrative and legal ones on the Lagos-Mombasa Highway. Later Japan and Belgium were involved in detailed studies of sections of the Highway inside Zaire (by far the longest and most challenging segment), and most recently a consortium of Belgian consulting engineers had carried out a road inventory of the entire Lagos-Mombasa Highway with grant funds from their Government. The Canadian International Development Agency (CIDA) was financing the prefeasibility study of the Cairo-Gaborone Trans-East African Highway. Finally, Italy had indicated interest in supporting, financially and technically, the study of the African Highway Master Plan. This was in addition to a number of bilateral and multilateral support and credits made available to individual member States to study and improve segments of the system in a number of countries.

44. The effort to realize the Trans-African Highway Project by ECA included (in addition to infrastructure improvement and the elimination of non-physical barriers) the building and strengthening of intergovernmental institutions made up of the Ministers concerned of member States, who, in a spirit of collective self-reliance and self-sustained growth, were co-ordinating the progress of the development of their respective Trans-African Highways.

45. The development of the Trans-African Highway System stimulated economic activities in the region, provided cheap inter-country links, would expand trade and tourism, and ultimately would lead to the cohesion and physical integration of Africa.

46. At the technical level, the Trans-African Highway Authorities worked towards the standardization of design and the harmonization of regulations and procedures governing roads and road transport.

47. The Trans-African Highway Programme would, however, take a lot of effort to complete. Missing links of significance still existed in Zaire, Sudan, Central African Republic and Chad, all of which would require tremendous amounts of resources and massive external assistance to construct. There were also missing links inside Kenya, Ethiopia, Tanzania and Cameroon while Egypt and Congo were rapidly constructing their missing links.

48. The ECA representative concluded by remarking that with the concerted effort of member States and the continued support of the international community, the Trans-African Highways programme was making slow but steady progress towards completion.

49. The committee took note of the report.

Report on the Regional African Satellite Communications System (RASCOM)
(Agenda item 9)

50. The ECA secretariat introduced the report on RASCOM, document DEC/TRANSCOM/IA/1987/7, and highlighted the following achievements of IACC - RASCOM:

- (a) The institutional framework for the RASCOM study, the strategy for carrying it out, the expected outputs, the benefits to be gained and the schedule of activities for the study had been finalized;
- (b) The job descriptions for the project director and the two senior experts had been agreed upon;
- (c) The following project officers had been appointed: A.O. Taylor, Project Director, S. Malumbe, Senior Expert in satellite systems and M. Cherif, senior expert in telecommunications terrestrial system;
- (d) The project office, located at ITU Headquarters, Geneva, became operational in March 1987 and the feasibility study was also expected to commence in March for a duration of 18 months;
- (e) With regard to funding the \$6 million estimated cost of the project had all been secured through the loan provided to Zimbabwe and Ethiopia by the African Development Bank and through grants from UNDP, ITU and UNESCO. Additional offers had been received from the Governments of Italy and the Federal Republic of Germany.

51. The ITU representative provided additional information on the goal of the RASCOM study, its concept, the strategy for carrying out the study and the expected outputs. He highlighted the following points:

- (a) The goal of the study was to provide an efficient and economic means of telecommunications, including broadcasting, to all areas in African countries (with emphasis on rural areas where the majority of the population lived), using all appropriate technologies which would be properly integrated in the respective national networks. This would be done through studies of the various terrestrial technologies and techno-economic and organizational studies of the various satellite systems in order to provide African Governments with unbiased technical and economic options to enable their selection of the most optimum combination that would satisfy the perceived needs.

- (b) All African countries were expected to set up their national teams - the National Co-ordination Committees for the RASCOM Feasibility Study - composed of multi-disciplinary sectoral specialists which would be chaired by a National Co-ordinator. In this respect, the ITU Secretary General, had, on behalf of the IACC-RASCOM, sent out a circular letter No. DM-1574 RAF/RASCOM to all African Ministers responsible for telecommunications asking them to set up the National Co-ordination Committees for RASCOM and had also provided them with the document "Profiles and Composition of a National Co-ordination Committee for the RASCOM Feasibility Study" which had been approved by the IACC-RASCOM at its last meeting in Geneva 28-29 November, 1986.
- (c) The expected outputs of the study would include, among others, a thorough review of the state of telecommunications in Africa, the extent of its penetration and an indication of the magnitude of requirements. The Governments would have the opportunity to express their telecommunications development targets and the African position in relation to the acquisition of satellite service would be clearly determined on the basis of objective political, technical and economic considerations.
- (d) It was hoped that African telecommunications administrations would see the value of this study and give it the attention it deserved.

52. There was no discussion on the report, but the committee noted it and expressed its appreciation to the IACC - RASCOM.

Report on the African Telecommunications Development Conference, Tunisia, 12-16 January 1987 (Agenda item 10)

53. This report was introduced by a representative of the ITU. He informed the meeting that in accordance with resolution ECA/UNTACDA/Res.86/64 on telecommunications for Socio-Economic Development, the PANAFTEL Co-ordinating Committee had convened the African Telecommunications Development Conference. The Conference had been attended by 159 participants from 39 African countries. The following subjects had been discussed: the Arusha Declaration; review of telecommunications situation in Africa; the prospects for telecommunications development in the year 2000; the financing of telecommunications development; and the management of human resources.

54. The ITU representative further stated that the conference had made several recommendations and that it would be necessary to maintain active follow-up action on both the recommendations of the Arusha Declaration and the African Telecommunications Development Conference, Tunisia, 12-16 January 1987. In this respect, it might be appropriate for the IACC to initiate an appropriate follow-up mechanism to provide continued impetus to the activity of promoting the development of telecommunications in Africa.

55. The Economic Commission for Africa, the lead agency for UNTACDA, played a key role in stimulating the development of Africa in all economic sectors including telecommunications. It would, therefore, be appropriate for ECA to assume the lead role in following up the main recommendations of the African Telecommunications Development Conference as indeed those of the Arusha Declaration on development of telecommunications.

56. The ITU as always, was ready to make available the expertise and resources available to it and collaborate closely with ECA and other development agents for follow-up of the recommendations for development of telecommunications in Africa.

57. The full report of the Conference was being prepared by the ITU.

58. The committee noted the report.

Report on Pan-African Telecommunications (PANAFTEL) Agenda item 11)

59. Introducing the report, the PANAFTEL Co-ordinator highlighted the achievements during 1986 as follows:

- (a) As at the end of 1986 approximately 43,000 kilometres of transmission links, of which some 35,000 kilometres were microwave and 8,000 kilometres submarine cables, had been installed. The terrestrial and submarine systems had been supplemented by satellite earth stations operating in 41 countries. Furthermore, 43 international telephone switching centres and 42 international telex exchanges were in service.
- (b) Some 69 projects, costing about US\$593 million, included in the second phase programme of the Decade, were part of the PANAFTEL Network. The status of these Phase II projects was presented in five categories as follows: projects completed by end of 1985 (7); projects completed during 1986 (7); projects in progress in 1986 (13); projects on which action had been commenced (24); and projects on which no action had been notified (17).

60. He noted that these achievements had been made possible through the sustained efforts of the countries concerned with the assistance and support of the various regional and subregional organizations such as ECA, PATU, UAPT, ECOWAS, SATCC, UDEAC, KBO, CEPGL; international organizations such as ITU and UNDP and several multilateral and bilateral financing institutions.

61. The Co-ordinator also informed the committee that in spite of these achievements, the network was still being grossly under-utilized. The low utilization could be attributed to many factors, in particular, to the unreliability of the network due to poor maintenance and shortage of spare parts and fuel, lack of operational agreements on tariffs and transit arrangements and problems in co-ordinating signalling systems.

62. After an extensive discussion on agenda items 10 and 11, it was agreed that the relevant organizations dealing with communications development in Africa should come together to work out modalities for more co-ordinated development of communication within the region. The reports were noted by the committee.

Progress Report on Evaluation of the UNTACDA Programme (Agenda Item 12)

63. A draft of the terms of reference for the evaluation of the UNTACDA programme was presented to the meeting for consideration. The ECA secretariat drew the attention of the committee to two key aspects of the evaluation exercise, namely, the composition of the evaluation team and the scope of the evaluation itself.

64. As regards composition of the evaluation team, some participants felt that ECA's proposal put too much emphasis on representation of those who financed the Decade projects and not enough on institutional representatives. The secretariat explained that ADB, IBRD and UNDP were specifically requested by the Conference of Ministers itself to assist with the evaluation exercise, and therefore the committee could not change their mandate. Regarding participation of bilateral donor countries, the secretariat advised their representation since they had certain experiences from which Africa would benefit in evaluating the programme and recommending future courses of action.

65. Another aspect discussed with regard to the composition of the team concerned representation of member States and the modalities for their selection. It was agreed that, given the difficulties in selecting one representative for the fifty member States, the OAU, as the secretariat of the member States, should be included in the team to represent them.

66. The meeting was also of the opinion that, given the importance of the programme, the evaluation team should be expanded in order to effectively cover all modes of transport and sectors of communications.

67. Regarding the perceived scope of the evaluation, the meeting recommended inclusion of the following aspects:

- (a) Firstly, emphasis should be put on the catalyst role of the Decade which was not intended as a substitute for the efforts of African States but rather as a back-up for their development programmes in the all-important sector of transport and communications.
- (b) Next, it would be proper to evaluate the projects sector by sector and establish the rate of performance of each one.
- (c) The overall comprehensive results should be established and any disparity between the results and the initial programme highlighted; it would be proper to analyse the causes of the disparity and suggest solutions and/or new approaches for the future.
- (d) The evaluation should strive to compare the situation before and after the Decade and to describe the specific and general beneficial efforts that the implementation of the Decade programme had had on the economies of African countries.

- (e) Considering that, in most countries, projects which were not in the Decade programme were nevertheless implemented, it would be advisable to evaluate; as far as possible, such projects at the same time as those in the Decade programme.
- (f) Evaluation of the implementation of the Decade programme should also include donor's contributions, (countries - groups of countries - funding agencies, etc).
- (g) The overall cost of the programme should be established.
- (i) Finally, it would be desirable to determine the final cost of all of ECA's Decade-related activities such as organizing the Inter-Agency Co-ordinating Committee Meetings, technical consultative meetings, co-financing meetings, missions, the evaluation exercise, production of documents, etc.

68. Furthermore, the meeting recommended the involvement of the OAU in the early preparatory stages for the evaluation exercise (e.g. drafting the terms of reference), and the involvement of subregional IGO's in preparing the necessary information for the evaluation. With regard to the latter, it was suggested that funds be sought in order to allow full participation of these subregional bodies.

69. Finally, the meeting agreed that ECA would improve on the draft of the terms of reference and send it to all the members of the IACC for comments before finalizing it and charging the task to the evaluation team. All members stressed the importance of the evaluation and expressed their desire to see it carried out properly.

Any other business (Agenda item 13)

70. Under this agenda item the following issues on maritime transport were raised: the preparation for the review conference for the UN Code of Conduct for Liner Conferences; the ratification of the UN Convention on Conditions for Registration of Ships; and the ratification of the UN Convention on Multimodal Transport.

71. Adequate explanation was given on these issues and it was agreed that in view of their importance for maritime transport development in Africa, ECA should convene a continental conference some time in early 1988 for the preparation of an African position with respect to the Code of Conduct for Liner Conferences before the official Review Conference to be organized in November 1988 by UNCTAD. The Code of Conduct for Liner Conferences was considered as being instrumental for the implementation of the UNTACDA programme (SHP-60-016) and, therefore, it was appropriate for ECA, as the lead agency, to call for such a conference to enable African countries to reach a common position. The desire was expressed that UNCTAD should provide full assistance in the preparatory meeting as envisaged above.

72. Finally, it was agreed that as the point was very important, mention of it would be made in the 1986 progress report on the implementation of the Decade programme.

Date and venue of the next meeting (Agenda item 14)

73. The Chairman opened the floor for those organizations willing to host the 11th IACC meeting in 1988, but no such invitation was extended by any organization. Consequently, it was decided that ECA would consult with the various members of the committee at a later stage to find a possible sponsor. In the absence of a sponsor, ECA would host the next meeting at Addis Ababa. The secretariat would inform participants of the date and venue of the 11th IACC meeting. The recommendation was accepted.

Adoption of the report and closure of the meeting (Agenda item 15)

74. A number of amendments to the draft report were proposed and discussed, after which the final report was adopted.

75. Mr. M. Bongoy, Chief of the Transport, Communications and Tourism Division of ECA, in closing the meeting, thanked all the participants for the valuable contribution they had made and emphasized that the outcome of the meeting was of great importance because of the critical issues that had been discussed, such as the evaluation of the Decade programme.