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**PROGRESS REPORT ON
TRANSPORT DATA BASE PROGRAMME**

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PROGRESS REPORT ON TRANSPORT DATA BASE PROGRAMME**I. INTRODUCTION**

1. Implementation for the second part of phase I of the transport data base project has progressed according to the programme agreed upon between the World Bank (Executing Agency for Phase I) and ECA after the ninth Intergovernmental Meeting of African Experts of Transport and Communications held in March, 1993 in Addis Ababa. The project has developed performance indicators for all modes of transport and has also designed methodologies for collecting field data. A network has been created among pilot countries and participating institutions for maintaining progress through exchange of experience. Various technical publications and documents have been prepared on the basis of studies conducted in preparations for phase II of the project. Two seminars have been conducted mainly for the exchange of experience and for the review of the various publications prepared by the project.
2. The project team based at ECA has continued to provide technical guidance and support to activities carried out by pilot countries and NGOs participating in programmed activities of the project. Most of the work carried out in the pilot countries concentrated mainly on identification of the type of data to be collected and the best way to collect them. Approved results of the pilot exercises will be used for testing the various alternatives in different environments and will further assist in designing systems that could be implemented in a number of countries and NGOs during the second phase. Special emphasis has been given to laying solid foundations for the establishment of a regional data base which must be demand-driven by use needs.
3. Implementation of all outputs for phase I has been achieved through the significant financial support put at the disposal of the project by UNDP. Additional financial resources are already earmarked by UNDP for the continuation with the implementation of bridging activities between the two phases of the project.
4. ECA has taken over as the executing agency for phase II of the project. In this regard, it is expected that participating pilot countries and NGOs will redouble their efforts in the implementation of phase II of the project, since its success will primarily depend on the commitment of pilot countries to the maintenance and improvement of the national data collection and the subsequent up-dating procedures.

II. PROGRESS MADE IN THE IMPLEMENTATION OF THE PROJECT

5. This report summarises the progress made in the implementation of the project under eight sub-headings as follows:

- (i) The launching seminar for phase I of the project.
- (ii) Status of activities in pilot countries.
- (iii) Technical publications and reports prepared by the project team at ECA.
- (iv) The Tripartite Review Meeting (TPR).
- (v) The closing seminar for phase I of the project.
- (vi) The project document for the implementation of phase II of the regional transport data base project.
- (vii) Problems experienced during the implementation of phase I.
- (viii) Recommendations.

6. Achievements and progress made in the implementation of the project are presented in the subsequent chapters of this report.

i. The launching seminar for phase I of the project

7. The launching seminar for the project was held at ECA headquarters from 15-18 June 1993.
8. Pilot countries^{1/} presented at the seminar the status of transport statistics in their countries, pointed out the weaknesses in their transport information mechanisms, and the proposed measures for correcting them.

^{1/} Pilot countries for phase I of the project are Burkina Faso, Burundi, Mali, Mozambique, Lesotho, Senegal, and Uganda.

9. In order to remedy the weaknesses identified, the seminar recommended that statistical systems in the countries should be perceived as useful management tools which would enable transport managers to measure periodically the progress realised in the different subsectors of transport. The seminar selected performance indicators for each transport mode and identified actions for the calculation of their values. It approved the programme of action to be undertaken by pilot countries for improving and harmonizing data collection methodologies.
10. The report of the seminar outlining its proceedings and recommendations is titled "The Launching Seminar for the Data Base Project" (REF. WB/001 dated June 1993); is available in the Transport Communications and Tourism Division (TCTD) of ECA.

ii. **Status of activities in pilot countries**

11. When the regional data base is established for Africa, it should contain the basic data for each mode relating to physical inputs used, physical outputs produced, financial performance and accident statistics. The logical way to begin implementing the programme is to have a few countries for building up the expertise to develop and test the data collection system, and to improve the generation of transport data. The collection of transport statistics in each country must clearly be the responsibility of the country itself.
12. The progress made in the various pilot countries regarding the development and testing of data collection methodologies are as follows:

(a) **Burkina Faso**

- Testing of methodologies for data collection in the field of railways and rail transport is on-going and is in the final stages for completion.
- Computerization for road transport data has already been completed and consultants are in the field to implement a road data base.
- Compilation of urban transport data is to start soon.

- Some performance indicators have been calculated for the national air transport, and the effort will be extended also to airports and aerodromes (Directorate of Civil Aviation).
- (b) Burundi
- The data base on roads has been implemented and the roads authority in Burundi is improving upon the exercise by extending it to cover the rural roads network in the country.
 - Additional financing has been sought to collect urban transport data in Bujumbura.
- (c) Mali
- A National Committee was established in July 1994 to design and implement a National Transport Data Base. The Committee works on the basis of the recommendations of the regional transport data base.
 - The testing of data collection methodologies already adopted for railways and rail transport is on-going.
- (d) Mozambique
- Data collection methodologies and the calculations of performance indicators for ports is on-going. The methodologies under development are being experimented in the ports of Maputo and Beira, and national seminars are planned for the dissemination of results of the data collection and the performance indicators efforts.
 - The same exercise is to be carried out for Mozambique railways.
- (e) Lesotho
- A study on transport performance indicators was conducted in 1994 and the calculation of missing indicators is in progress.

(f) Senegal

- Traffic count was organized in 1993 and 1994 and road safety data collection was also carried out in 1994.
- Computerization of the road transport data has been completed, work is in progress on the computerization of road data; and consultants are already working on the implementation of a roads data base.
- Performance indicators for railways were already calculated in 1992.
- Testing of the approved methodologies for the calculation of port indicators is in progress.

(g) Uganda

- Improvements on the performance of the National Transport Data Base and methodologies for the calculation of performance indicators are the main on-going activities of the Uganda Bureau of Statistics. Uganda already has a national transport data base in place.

13. The establishment of a transport data base is a major task which requires the formal adoption of well designed long-term, and short-term programmes and this should proceed in stages. The current stage of testing approved methodologies for data collection and the calculation of performance indicators is the most important task in a series of activities for establishing the regional data base. In this regard, the project team at ECA has conducted missions to all pilot countries to assist them in the development of data collection methodologies and the calculation of indicators.

III. TECHNICAL PUBLICATIONS AND REPORTS PREPARED BY THE PROJECT TEAM AT ECA

14. The project unit at ECA has prepared technical publications and reports including manuals to be used by pilot countries basically for the improvement of their field efforts. Some of the publications are to be used by ECA for the assessment of the requirements for the establishment of the regional transport data and for the evaluation of UNTACDA II. Most of the documents already prepared by the project team are described below:

(a) A report on indicators for the evaluation of UNTACDA II

15. The report was prepared as one of the documents for the launching seminar. It was reviewed by seminar participants and later distributed to all UNTACDA II subsectoral working groups for finalisation and circulation to pilot countries.

(b) A manual for data collection in roads and road transport (TRANS/DBASE/SEM/08)

16. The manual was prepared for pilot countries to utilise as a reference document for the improvement of their activities in data collection in roads and road transport subsector. It was first distributed to pilot countries and discussed at the closing seminar.

(c) A report on the existing processes and structures at ECA for the collection, processing and dissemination of transport data (DOC/DBASE/PHASE I/TRANSCOM/733)

17. The document focuses on the key areas requiring special attention in the establishment of a regional transport data base at ECA. Its coverage includes:

- A review of the identified indicators and input data needs;
- Existing data collection and dissemination methods in ECA;
- Current data processing capabilities and on-going information systems at ECA; and
- Linkages proposed between existing ECA and national, subregional, regional and international data bases.

18. The report is mainly for internal use at ECA but has also been distributed to selected African countries, NGOs and UN specialized agencies.

(d) A report on infrastructure required for the establishment of a regional transport data base in ECA (DOC/DBASE/PHASE I/TRANSCOM/493)

19. The report identifies all the necessary infrastructure required for the regional data base including the required data processing equipment, the manpower needs, the organization of the data base, gaps to be filled in hardware and software requirements including a draft implementation plan for the establishment of the regional data base.

20. The document is for distribution to all African countries, NGOs, and UN agencies which are likely to be linked to regional data base.

(e) A report on the format and contents for a transport statistics yearbook for Africa (DOC/DBASE/PHASE I/TRANSCOM/547)

21. The report provides information on the main features of the transport sector for each African country. A smaller version of the report has been prepared showing transport statistics for the pilot countries participating in the project.

22. The report is for distribution to all African countries and institutions dealing with transport statistics in the region.

(f) Transport data base newsletters

23. Two newsletters have been prepared, one in November 1993 and another in December 1994. Both newsletters highlight progress made in the implementation of the project, the current transport statistics situation in every pilot country, and on-going efforts in the overall implementation of the project outputs.

24. The newsletters are for distribution to all pilot countries including NGOs and agencies participating in the activities of the project.

IV. THE TRIPARTITE REVIEW MEETING (TPR)

25. The first tripartite review meeting on the transport data base was held in Geneva from 18-19 January 1994. The meeting was attended by representatives of UNDP, the World Bank and ECA. Its objective was to review the status and progress made in the implementation of the project. It also discussed the project's financial status and problems experienced in its implementation.
26. The TPR mapped out and agreed on the work plan for the 1994 implementation of the outstanding outputs and measures to be taken for their completion. Its final report titled "Report of the first tripartite review meeting on the transport data base for Africa" (DABASE/PHASE I/1st TPR/94) was distributed only to its participants.

V. THE CLOSING SEMINAR FOR PHASE I OF THE PROJECT

27. The closing seminar for the project was held at ECA headquarters from 5 to 7 July 1994.
28. The aim of the closing seminar was to take stock of what had been achieved by the project since the launching seminar; but with more emphasis on what was to be carried out in the future. It adopted measures to harmonise data collections for road and road transport, urban transport and recommended that the project should assist the implementation of all agreed measures.
29. It also reviewed the performance indicators in the fields of ports^{2/}, railways and air transport and resolved that ECA should take the responsibility for the development of performance indicators in the field of air transport. The seminar recommended that ECA should prepare a consolidated report on performance indicators covering all modes of transport for review by an ad-hoc meeting of experts in transport statistics.

^{2/} Ports to be considered under the data base project are only those with an annual throughput (imports and exports) of at least 500,000 tons.

30. The report of the seminar titled "The Closing Seminar for phase I of the data base project (TRANS/DBASE/SEM/10)" was distributed to all pilot countries and to representatives of the agencies that participated in the seminar.

VI. THE PROJECT PROPOSAL FOR THE IMPLEMENTATION OF PHASE II OF THE REGIONAL TRANSPORT DATA BASE PROJECT

31. The project team at ECA has prepared a draft project proposal for the implementation of the second phase of the project. The proposal focuses on the various problems to be addressed regarding the establishment of the regional transport data base at ECA. The main areas covered are:

- Criteria for selection of additional pilot countries for the second phase;
- Support to pilot countries in their efforts in the finalisation of performance indicators and testing of data collection methodologies which were developed under phase I and were approved by the closing seminar;
- Construction and compilation of transport data services for the region at ECA which includes adoption of data collection and compilation programmes at ECA, study of transport related sectoral data bases at ICAO, UNCTAD, IMO, IRF, World Bank, etc.;
- Preparation and conducting of training programmes for African transport statisticians responsible for the development of national transport statistics data bases;
- Preparation and conducting of sensitization programmes on transport data base for senior decision makers;
- Dissemination of the results of the pilot efforts through sub-regional seminars;

- Expansion of the pilot model to cover the remaining countries in the region. The expansion will be carried out in stages depending on the level of development of transport statistics in the countries in the region. Activities for the mobilization of the necessary resources for the implementation of the various outputs of the project proposal is to begin as soon as practicable.

VII. PROBLEMS EXPERIENCED DURING THE IMPLEMENTATION OF PHASE I OF THE PROJECT

32. Some problems encountered in the implementations of the project are as follows:

- (i) The recommendations by the launching seminar regarding the development of data collection methodologies and the calculation of performance indicators were rather ambitious. The 6 to 7 months allocated for the completion of these activities were not adequate. Delays in the implementation of the project programme for 1994 which was approved by the TPR and the closing seminar was therefore inevitable.
- (ii) Cooperation from participating UN agencies in the implementation of the network activities established by the launching seminar was not realised and none of the participating agencies responded to the network requirements for the exchange of information on project activities.
- (iii) Serious difficulties were encountered in the identification of suitable African consultants required for the conducting of various specialized studies for the project. This caused delays in the completion of some programmed studies.
- (iv) Participating pilot countries were in many cases slow in clearing ECA missions requests within specified deadlines. This resulted into cancellations and rescheduling of several missions by the project team and the overall delay in the implementation of field activities.

- (v) Pilot countries without support from donors for the development of national efforts experienced many difficulties in completing network activities, and have as a result remained behind schedule in the completion of data collection methodologies and the calculation of performance indicators.

VIII. RECOMMENDATIONS

33. The implementation of phase II of the project should begin with the finalisation of all outstanding activities for the testing of data collection methodologies developed under phase I. Experience gained so far in the implementation of the project indicates considerable differences in the capacity of national systems to produce and report adequate data to the regional data base.

34. In order to make meaningful improvements in this important area for the establishment of a regional transport data base recommendations to the participating pilot countries, NGOs, international organizations, and the donor community are as follows:

(a) Pilot Countries

35. The collection and processing of transport statistics in pilot countries and the corrective actions for the improvement of the quality of national statistics for all transport modes, is the responsibility of the national transport statistics focal points. It is, therefore, recommended that:

- (i) The collection and processing of transport statistics should be centralized at national levels to facilitate the establishment of the necessary formal agreements between ECA and pilot countries for phase II as well as with NGOs participating in the project.

- (ii) Pilot countries which have been participating in the implementation of phase I should finalise their data collection methodologies and the calculation of performance indicators for their respective transport modes namely: Ports (Mozambique and Senegal); Railways (Mali, Burkina Faso and Uganda); Roads and road transport (Burkina Faso, Senegal, Burundi, Uganda and Lesotho); Urban Transport (Senegal, Burundi and possibly Burkina Faso); Air (Uganda, Lesotho and Senegal). It is also recommended that all field activities carried over from phase I should be completed by pilot countries not later than 31 July 1995.
- (iii) Donor support to pilot countries for phase II should be sought on a bilateral basis. It is estimated that \$10,000 is necessary for each pilot country to conduct the necessary national pilot activities for the project for an estimated period of two years.
- (iv) Sensitization seminars should be organized periodically by each pilot countries in the field of transport statistics covering all transport modes; but with special emphasis on data collection problems, the calculation of performance indicators; the establishment of national transport data bases; and review of methodologies for the transmission of approved data to the regional data base at ECA.
- (v) Ministries dealing with transport in the various countries should give support to the overall development of national transport statistics systems.

(b) Sub-regional organizations

36. The collection of a regional transport data base must not be confined to the collection, processing and dissemination of transport statistics. It includes an important data improvement component consisting of the standardization and harmonization of definitions throughout the region including assistance to member states in the improvement of the quality of transport statistics, and the organization of training workshops. It is, therefore, recommended that:

- (i) Subregional organizations should play a major part in the implementation of the project's second phase by collaborating closely with ECA in the upgrading of transport statistics capacities in pilot countries.
 - (ii) All organizations should adopt methodologies already approved by the closing seminar for data collection and the calculation of performance indicators.
 - (iii) Each subregional organization should designate qualified staff as focal points to the project. The designated staff should work closely with the national NCC for UNTACDA II; and also with the national focal points for the development of transport statistics.
- (c) ECA international and UN specialized agencies

37. ECA has been designated as the lead agency for phase II of the data base project. The ECA expertise in respect of the implementation of the project is contained in three divisions. The Transport Communications and Tourism Division (TCTD), has the experience in all aspects of the transport and a thorough understanding of the uses and limitations of transport statistics. The Statistics Division has expertise in statistical methodologies and maintains a Regional Statistical Data Base which includes time series in transport. The Pan African Development Information System (PADIS), in collaboration with the Information System Service (ISS) of ECA is responsible for computer operations in ECA.

38. In order for these divisions to successfully implement the regional transport data base in collaboration with other UN agencies, it is recommended that:

- (i) The inter-divisional team work which formed the nucleus for the project team at ECA should be continued during phase II.
- (ii) ECA should define as soon as practicable details of the organizational and administrative tasks, budgets and staffing required for the implementation of the programme for phase II of the project.

- (iii) Direct relationships should be developed between the project at ECA and the information systems in the various UN agencies namely ICAO (air transport), UNCTAD (ports and multimodal transport), IRF (roads), IMO (shipping), UIC (railways), the World Bank (road transport) and ECE (overall regional transport data base development). Similar relationships should be maintained with other organizations dealing with global or regional transport data bases i.e. IATA, ESCAP, ESCWA and the new United Nations Economic and Social Information System (UNESIS), etc. Consultations between ECA and these agencies on establishment of a regional transport data base should be intensified.
39. It is recommended that a technical committee of experts should be established for carrying out periodical reviews and harmonization of activities of the project, for the purposes of reporting to an established Steering Committee for the data base projects.
- (d) The Donor Community
40. Donor organizations and agencies which are involved in supporting national data base projects in Africa should include in their budgets a component for the financing of activities for the harmonization and coordination of national data bases with the regional data base to be established at ECA. It is also recommended that they should continue their support to on-going and future activities for the national and sub-regional data bases in Africa.