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## **MISSION REPORT**

**STAFF MEMBER ON MISSION:** Paul A. Were EAO, TCTD

**PURPOSE OF MISSION:** To follow-up on activities to be performed by a pilot country on data collection and the calculation of performance indicators in the fields of civil aviation and roads and road transport

**VENUE OF THE MISSION:** Maseru, Lesotho

**MISSION DATES:** 13 - 15 March 1995

**PROGRAMME ELEMENT 5(c):** Implementation of the transport data base project (RAF/89/046)

**I. Mission background**

1. Lesotho is one of the six pilot countries for the implementation of phase I of the regional transport data base project. The closing seminar for the project held in July 1994 recommended that pilot countries should analyze approved measures for data collection and for the calculation of performance indicators covering all modes of transport. It also recommended that approved methodologies for which data were available be tested by pilot countries through data inputs and establishment of the corresponding indicators. Lesotho was to test data on civil aviation, and roads and roads transport. The terms of reference for the testing was prepared by the project team in advance and submitted to Lesotho and all other pilot countries but since Lesotho did not participate in closing seminar, it became necessary to visit the country's Ministry of Transport and Communications and authorities dealing with roads and civil aviation, to brief them on the outcome of the closing seminar and also give guidance on how to conduct the testing of approved methodologies on the relevant modes of transport that were assigned to Lesotho namely: roads and civil aviation.

**Mission objectives**

2. The long term objective of the mission was to harmonize measures for data collection in roads and civil aviation as agreed at the closing seminar. The immediate objectives of the mission were:

1. To meet the focal persons dealing with the national transport statistics in order to find out the progress made in the implementation of the activities for the regional transport data base and prospects for participation of Lesotho in the second phase of the subject;
2. Assessment of the capabilities of officials in Lesotho to conduct data collection tests in the areas of civil aviation, roads and road transport; and
3. Assessment of the possibilities for Lesotho to participate in the launching seminar for phase II.

3. The terms of reference for the mission is attached as annex I to this report.

## **II. Places visited (objectives 1 and 2 of the mission)**

### **(a) Visit to the Ministry of Transport and Communications**

4. A general briefing on the mission was conducted at the Ministry of Transport and Communication with the objective of sensitizing senior officials of the Ministry on the overall concept of the regional data base project and the role to be played by Lesotho as a pilot country. This introductory meeting was organized and attended by the Principal Secretary of the Ministry, his Deputy, the Economic Planners in the Ministry and the two data base officers in the Ministry who are the ECA focal points for the project in Lesotho.

5. The ECA representative explained the contents of the following documents to those who participate in the briefing session:

- Guidelines to pilot countries for the implementation of recommendations of the closing seminar for phase I of the regional data base project;
- The final reports of the launching and closing seminars for phase I of the project;
- Methodological notes on roads and road transport;
- List of the selected indicators for air transport;
- The draft regional transport statistical yearbook; and
- The manual on the ICAO statistics programme.

6. At the conclusion of the briefing session the Principal Secretary outlined the programme for visits to other departments of the Ministry and concluded that discussions on future activities for the project should be carried out bearing in mind that Lesotho would wish to remain as a pilot case for phase II (answer to Objective 1 of the mission).

### **(b) Visit to the Bureau of Statistics**

7. The Bureau of Statistics in Lesotho is a department of the Ministry of Planning. The bureau prepares an Annual Statistical Yearbook which provides planners, policy makers, and researchers with statistical data covering the various fields of Lesotho society and economy. The statistical yearbook also serves as a guide to other statistical publications of the Bureau of Statistics.

8. In the fields of transport and communications the yearbook covers all transport modes. The publication was started in 1965 and each annual publication presents the most correct data available at the time of its publication. Its editions show time series covering, in most cases, a period of at least ten years.

9. The meeting at the Bureau was hosted by the Chief Statistician and was attended by representatives of units responsible for civil aviation and road transport statistics. The ECA representative first explained to the Bureau staff the objective of the regional data base project. The format and contents of the ECA annual statistical yearbook were analyzed at the meeting and found acceptable to the staff of the Bureau. It was agreed that all will depend on the coverage of subsectoral data but the Bureau staff found that there would be no difficulties in the preparation of their data for submission to ECA. It was concluded that the Bureau would eventually require some assistance from ECA in the formulation of the final data outputs for the regional data base.

10. It was not possible to determine any future requirements of the software/hardware before the ECA data volumes are fully determined; and it was agreed that one staff from the Bureau should participate in the launching seminar for phase II of the project.

(c) Visit to the Roads Department

11. The ECA representative accompanied with two officers from the Ministry of Transport visited the roads department and had discussions with the Roads Engineer and Management Systems Officer.

12. The ECA representative briefed the officer on the contents of the manual on data collection in roads, the IRF forms for roads statistics; and the contents of the section of the ECA Statistical Yearbook dealing with roads and road transport data.

13. It was agreed that the roads department will analyze the proposed ECA methodology, and carry out the tests contained in the manual and inform ECA on the outcome of the tests. However, the Roads Engineer remarked that there was a limit to the changes that could be made in the existing national data collection methodologies in view of the number of field staff that would have to be retrained.

14. The Roads Engineer reported that his department is familiar with the IRF forms for data collection on roads and agreed to test them and inform ECA of the outcome of field test.

15. It was reported that the registration of vehicles is a big problem in Lesotho since some Lesotho owned vehicle are officially registered in South Africa and bear South African number plates.

**(d) Visit to the Directorate of Civil Aviation**

16. The meeting at the Directorate was chaired by the Director of Civil Aviation and attended also by his staff responsible for civil aviation statistics.

17. The ECA representative first outlined the background of the regional data base project with special reference to activities which Lesotho should carry out as a pilot case for civil aviation statistics. The DCA staff were also familiarised with the chapter on the ECA Statistical Yearbook covering civil aviation.

18. Regarding the use of ICAO forms for data collection in Lesotho the Director clarified that the ICAO forms are usually used and forwarded to ICAO regularly despite the shortage of staff required to compile the regional data.

19. The Director emphasized that ECA should liaise with SADCC to assist in the creation of new forms for data collection in air transport since the ones from ICAO should be adopted only for regional and sub-regional data collection in air transport. The Director also reported that ECA may consider to simplify the ICAO forms and eliminate some existing details which are not easy to capture within the African context of data collection in air transport.

20. The Directorate produces an annual statistical report on air transport, airports and aerodromes in Lesotho.

21. The Directorate agreed to test the calculation of the 21 indicators in civil aviation which were approved at the closing seminar for the regional transport data base, and will inform ECA on the outcome of the test.

**(e) Visit to the Road Transport Department**

22. The road transport department of the Ministry of Transport has the responsibility for developing the information systems on roads fleet and data on their operations. In view of the fact that the department is conducting a computerization study for the road transport system, the ECA representative briefed a team of consultants for the project on market surveys conducted by ECA on the development of the regional transport data base. The team was informed about the contents of the

market survey study with special reference to proposals made on how to collect data on roads transport operations in a land-locked country like Lesotho. The consultants found the mission timely since their work will be complete only if they can cover national and international requirements for a computerized roads transport data base.

23. The consultants agreed to use the ECA market survey document for their reference in the preparation of phase I of their computerization study.

24. Contents of the manual for data collection in roads were also discussed with the consultants.

25. The report on the computerization study will be available by the end of May 1995. The ECA representative was informed that a similar study has been carried out in Botswana and implementation of its results is in progress.

26. Such studies are the nucleus for the establishment of national transport data bases and if the study in Lesotho is completed, chances for implementing its findings within the national data base concept is high, making Lesotho a typical pilot case for phase II of the data base project. It would also be useful to consider Botswana as a candidate for pilot cases if it is determined beyond doubt that a national transport data base is operational in the country.

### **III. Achievements of the mission**

27. The mission was conducted within the framework of the agreed terms of reference and its achievements are as follows:

- Lesotho has been brought to the same level where all pilot countries should be after the closing seminar; and is now in a position to carry out the testing of methodologies approved at the closing seminar.
- Those departments in the Ministry of Transport dealing with air transport, roads and road transport were fully briefed and are in a position to prepare their documents for presentation at the launching seminar for phase II of the project which ECA plans to host in the third quarter of 1995.
- The Bureau of Statistics in Lesotho has benefited from the mission and has agreed to be part of the Lesotho delegation to future meetings on the development of the regional transport data base.

- The on-going transport computerization consultants benefited from the information made available to them on the type of data required internationally for the development of a regional transport data base for Africa. The team, therefore, agreed to take in consideration all the data to be captured locally and internationally.
- The Ministry of Transport confirmed its willingness to continue as a pilot country for the implementation of the second phase of the project. All officers in the ministry right from the Principal Secretary are now fully aware of the scope of the project.

28. The list of places visited and officials met is attached as annex II to the report.

#### **IV Conclusion and Recommendations**

29. All departments of the Ministry of Transport and Communications dealing with transport statistics in Lesotho responded very positively to the ECA mission. The Bureau of Statistics in Lesotho which has a long experience in the compilation of national transport statistics also welcomed the mission and reported a shortage in staff specialized in transport statistics. Both parties benefited from the mission and it is recommended that:

- (i) All pilot countries should receive ECA missions to prepare them for participation in the launching seminar for phase II of the project. The mission to Lesotho has been a clear demonstration of the necessity to maintain continuity in the implementation of the project at country levels.
- (ii) ECA should accept Lesotho as a pilot country for phase II of the project since the Ministry of Transport already expressed willingness to continue with the regional transport data base project in parallel to the national computerization study which is currently in progress in the country.
- (iii) The Bureau of Statistics in Lesotho should be considered as the future focal point for the regional transport data base despite the limited resource available to it for full participation in on-going pilot activities of the data base project. Future activities for the pilot phase II of the project should still be carried out under the umbrella of the Ministry of Transport and Communications.

- (iv) The transport data computerization study for the roads sector is to be finalised by the end of June 1995. The study is financed by the government of Lesotho and is being carried out by a locally based data systems firm known as Misor Consulting Company.

It is recommended that ECA should utilise the Lesotho data computerization project as a pilot case for countries which would wish to establish national transport data bases in the near future. In this regard a follow-up mission to Lesotho should be conducted before the end of 1995 to assess the impact of the study on the development of national transport statistics in the country. This would facilitate the transfer of the computerization experience to other pilot countries.

- (v) Botswana should also be visited in the near future if it is determined that it has implemented a computerized national transport data base.

30. The UNDP Resident Representative requested that a copy of this report be submitted to UNDP office in Maseru as it was not possible to brief/debrief the office on this mission because of other programmed commitment by UNDP offices who were to be met by the ECA representative.



**MISSION TO PILOT COUNTRIES FOR IMPLEMENTATION  
OF RECOMMENDATIONS OF THE CLOSING SEMINAR  
FOR PHASE I**

**TERMS OF REFERENCE**

**I. Framework and objectives**

The closing seminar for the first phase of the regional data base project which was held in Addis Ababa from 5 to 7 July 1994 at ECA has agreed upon:

- air and urban subsectors performance indicators which should be collected as matter of priority;
- harmonized methodologies for data collection covering roads, road transport, railways, and port subsectors. The seminar recommended that these methodologies should be tested by pilot countries;
- the organisation of a launching seminar for phase II during the first quarter of 1995 in order to:
  - (a) identify difficulties encountered in testing of data collection methodologies; and
  - (b) launch the second phase of the regional data base project.

To facilitate the implementation of the various recommendations, it is necessary to conduct in each of the selected pilot countries a mission which aims at:

- informing those responsible for transport statistics units about the status of the project;
- collection of available data for each subsector;
- providing technical assistance to all those responsible for the implementation of the methodologies for testing and for calculation of performances indicators; and
- identification of appropriate measures and modalities for the success of the launching seminar for the phase II of the project.

## **II. Activities**

In order to achieve the above targets, field missions should undertake covering the following activities:

### **2.1 Information and sensitization activities**

- meeting with the focal persons dealing with the regional transport data network, and also those responsible for transport statistics units in order to find out progress made in the implementation of the regional transport data project, and the prospects for the project's second phase;
- emphasis during the above meetings the advantages and the necessity to harmonize data collection, processing and dissemination methodologies and to provide detailed presentation of experiences gained by the project on each of these fields.

### **2.2 Data collection**

- collection of available data on each sub-sector;
- identification of any existing data gaps according to the data needs identified within the framework of the regional transport data base project;
- analysis in collaboration with those responsible for statistical modal units the possibilities to fill the identified data gaps;
- facilitation of the data collection activities and methodologies, especially to sensitize those responsible for completing the forms annexed to the guidelines for the implementation of recommendations of the closing seminar for phase I.

### **2.3 Assistance in the implementation of approved methodological tests**

- briefing those responsible for the tests on the precise details of the approved methodologies and on the actions to be taken for their best implementation;

- assessment of the capabilities of the countries to conduct the tests in their areas of concentration, identification of their strengths and weakness, including appraisal of their needs and proposal of measures to be undertaken to satisfy them.

#### **2.4 Practical modalities for the organization of the launching seminar for Phase II**

- analysis of the possibilities of the visited countries to participate in the launching seminar, and in this regard verify their collaborative efforts with the relevant regional network regarding:
  - (a) the adequacy of the proposed period;
  - (b) the main issues to be discussed; and
  - (c) possibilities of financing the national delegation.

#### **III. Duration and period of the missions**

The duration of each mission is estimated to be one week per pilot country. In order to permit the organization of the seminar during the first quarter of 1995, the missions should be conducted in the period 21/11 to 21/12/1994 and the missions reports be finalized by 15 January 1995 latest.

#### **IV. Working documents**

The main working documents for the missions are as follows:

- guidelines to pilot countries for the implementation of recommendations of the closing seminar for phase I of the regional data base project;
- final reports of the launching and closing seminars of the phase I of the project;
- methodological notes on the roads, road transport, railways and port subsectors presented at the closing seminar of the phase I;
- list of the selected indicators for air and urban transport subsectors; and
- draft regional transport statistics yearbook.

**LIST OF OFFICES VISITED AND OFFICIALS MET**

**1. Ministry of Transport and Communications**

Mr. T.K. Moremoholo	Principal Secretary
Ms. Mpatliseng Romaena	Deputy Principal Secretary
Ms. Nketsi Makhera	Economic Planner
Ms. Hazel Mafatle	Deputy Economic Planner
Ms. Posemary Mokoena	Data Capture Officer
Mr. Robert E.G. Smith	Transport and Communications Advisor

**2. Bureau of Statistics**

Mr. Kelebone Nyokong	Chief Statistician
Mr. Thabo Thobei	Statistician, National Accounts

**3. Roads Department**

Mr. Steve Molefe	Roads Engineer Pavement Maintenance and Management Systems
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**4. Department of Civil Aviation**

Mr. G.P. Moshabesha	Director of Civil Aviation
Ms. Lorato Seisa	Data Administrator