

## **Transport Indicators: Consultation**

**Nairobi: 14 – 15 June, 2004**

DAY 1

Group 1

Transport sector priorities

Development

- Impact on poverty – positively and negatively
- Negative environmental externalities
- Regional integration (inter-country)
- Regional integration (intra-country)
  - Rural-urban dichotomy
  - Cannot be considered in isolation
- Inter-sectoral linkages
  - e.g. non-transport solutions for transport problems (e.g. siting of facilities)
- Accessibility and affordability are inextricably linked and must be considered together
- Social issues – what/how does transport impact on peoples' social welfare; issues of road safety
- Employment and labour standards

Group 2

GAMBIA – integrated national transport policy in place

South Africa – Integrated national transport policy in place

Zimbabwe – Draft National transport policy formulated

Priorities

1. Infrastructure development – road, rail, air, maritime and inland waters
2. Augmentation of services – road, air, rail etc
3. Transport safety
4. Corridor development
5. streamlining management of the transport sector
6. Capacity building
7. Ownership and control of public enterprises – Reforms – PPP e.g. road, rail, airports, sea port

Priority Indicators

Road Sector

- AADT
- Length of road network
- Maintenance and construction – length and monetary
- Toll fees
- Rate of accidents and costs

#### Ports

- Throughput – TEUs/hr
- Port handling costs
- Ship turnaround time

#### Rail

- Pax moved per annum
- Tonnes moved per annum
- Revenue per ton/kilometre

## Day 2 – Group Work

### Group 2

South Africa

Ministry of Transport

– data from household survey, national travel survey

0.5% population

Central Bureau of Statistics, Police, Roads Authority  
public transport, freight survey

Baseline survey – need to revisit policy

Labour Force Survey

Public Transport Operators

Permit Boards

Police/Local authorities

300 sources of info

### Group 3

Existing priorities in data collection

#### 1. The Framework: Institutional arrangement, policy framework

##### A. Policy Framework

PRSP/SDPRP/PRAP

Aspects considered:

The participatory approach

- Communities
- Interdepartmental/intersectoral
- Interorganisational

Prioritisation

Performance Indicators

Implementation

##### B. Institutional Arrangements

Line Ministries

Sectoral organisations/concerns

- airtransport
- railway
- maritime
- roads

- motor vehicles & licensing
- safety
- national roads
- feeder roads
- pipelines etc

#### Coordinating bodies

- Ministry of Finance/MOFED
  - o Road coordination Unit
  - o Planning department
- Ministry of Communication and Transport
  - o Planning Department
- National Planning Authority

#### Compilation of data/conflicting survey analysis

- Bureau of Statistics/CSA

#### C. Dissemination

- CSA Bulletins
- Bulletins of Line ministries/sectoral organisation
- Sector Reports
- Annual Budget Statements/Budgets/Plans – Ministries

### STRENGTHS AND WEAKNESSES

#### A Strengths

- Institutional arrangement
- Legal support/mandate
- Experienced/well established road authority

#### B Weaknesses

- Lack of capacity of concerned ministry
- Inaccuracy of data
  - o No standard criteria
  - o No verification mechanism
  - o Different sources of information with different resource base and different interest
- Inadequate resources – human, financial, equipment
- Cultural – lack of appreciation, wrong premises
- Lack of analytical capacity
- Bureaucratic redtape/refusal
- Manipulation of interest/data
- Non-accountability

### CHALLENGES

- avoid or reduce weaknesses
- coordination of grassroots planning with the national planning