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Transport  
REPUBLIC OF SOUTH AFRICA



**TRANSPORT PERFORMANCE AND RESULTS MEASUREMENT**

**REPORT OF A CONSULTATIVE WORKSHOP WITH AFRICAN  
STAKEHOLDERS, 12-14<sup>th</sup> JUNE, 2006**

**Mt Amanzi Resort, Hartbeespoort,**

**South Africa.**

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## 1.0 INTRODUCTION

This is a report of a consultative workshop on Transport Sector Results and Impact Measurement, held in Mt Amanzi, Hartbeespoort, South Africa. The workshop was organized through a partnership involving the World Bank's Transport and Urban Department, Transport Unit [TUDTR], the South Africa Department of Transport [DoT], the International Forum for Rural Transport and Development [IFRTD] and the Agence d'Exécution des Travaux d'Intérêt Public [AGETIP].

The workshop is a continuation of stakeholders consultations spearheaded by the World Bank's TUDTR, aimed at broadening awareness of the Transport Results initiative as well as making a stronger case for results-based transport sector policies at national, regional and international levels.

The workshop was attended by 25 stakeholders from 6 African Countries, and 5 regional and International agencies working in the transport sector. Just like a similar workshop held in Nairobi in June 2004, the discussions were held in the spirit of consultations, sharing and learning. As such, no formal country or institutional policy positions were debated or adopted at the workshop. The presentations made at the workshop do not necessarily represent a comprehensive view of a country's or an institutions position; rather, they are intended to give an indicative view of what generally exists.

In broad terms, the workshop provided an opportunity for a more detailed exploration of the availability and necessity of transport travel data; a survey of existing methodologies; and transport travel data a review of the institutional and resource constraints facing data collection. This was underpinned by presentations on the Rural Access Index, South Africa's Household Travel Survey and the Integrated Rural Mobility and Access Programme of the World Bank. The importance of a better understanding of gender travel data was strongly underscored in the meeting.

For purpose of brevity, this report does not attempt to summarize the many insightful presentations made. However, to the extent that all presentation enriched overall dialogue, we do hope that the main thrusts of the discussions have been captured.

The various presentations have been issued separately as annexes to this report.

### **Countries and Institutions represented**

South Africa

Kenya

Uganda

Tanzania

Nigeria

Senegal

IFRTD

World Bank, Washington D.C.

East and Central Africa Trade Competitiveness Hub

United Nations Economic Commission for Africa [UN-ECA]

Northern Corridor Transit Transport Coordination Authority [NC-TTCA]

## 1.1 Planned Outcomes

**Outcome 1:** Overview of current key transport policy priorities among represented countries and institutions and current means by which progress is measured. This output had the following components:

- An assessment of current and perceived future requirements for statistical information and key gaps;
- Key sources of transport sector statistics and how they are made available to users;
- Organizational aspects, including how the data is managed, human resource policies; and strengths, weaknesses, opportunities and constraints;
- The quality of statistics and how they are produced (methods and procedures, use of international standards, constraints and problems) and processed, analyzed and archived

**Outcome 2:** Identify a joint partnership to be executed in ‘willing’ countries, called *Africa’s Household Travel Survey Initiative*

## **2.0 OVERVIEW TRANSPORT RESULTS AND IMPACT MEASUREMENT INITIATIVE**

The initiative is led by the Transport Unit (TUDTR) on behalf of the World Bank’s Transport Sector Board as a component of the Infrastructure Action Plan [IAP] which was launched in July 2003. The IAP includes significant objectives to help countries strengthen their capacity to collect and analyse data that could help in the planning, management, monitoring and evaluation of the performance and impacts of infrastructure interventions.

The purpose of the Transport Results initiative is to help improve the management of the transport sector and to recognize and measure its impact. The performance indicators cover all aspects of the sector and they are underpinned by definitions of core measures for each of the main transport sub-sectors, namely roads, railways, air travel, waterways, ports as well as transport and trade

Since the inception of this initiative, global data sets for transport have been improving in coverage and quality. For example, the World Development Indicators now includes many transport sector data sets. The data sets are assembled by specialist organizations such as:

- World Health Organisation: *Data on road traffic injuries and deaths*
- UN Habitat: *urban transport*
- International Road Federation: *roads and traffic data (World Road Statistics)*
- GTZ: *fuel prices (International Fuel Prices)*
- Union International des Chemins de Fer: *Rail sub-sector data*
- International Civil Aviation Organisation: *Air transport*

The data sets are based on primary information obtained from those countries which are responsive. The main challenge is to sustain these data sets, making sure that they are consistent and updated regularly, the quality is improved and the coverage extended

**Table 1: Examples of Transport data included in World Development Indicators report**

Urban environment –		Transport services	
	Work trips by public transportation	<b>Road</b>	total network
	Travel time to work		Paved
<b>Traffic and congestion</b>			Freight Haulage
<b>Motor</b>	Vehicles		Passenger Carriage
	Passenger cars	<b>Rail</b>	Route Length
	Two wheelers		Passenger carriage
	Road traffic		Freight haulage
<b>Fuel :</b>	Super price		Container traffic
	Diesel price	<b>Air</b>	Flight departure
<b>Health</b>			Passenger carriage
	Road Traffic Mortality		Freight Haulage
		Ports	Port container traffic

## 2.1 The Results Measurement Framework.

The TUDTR initiative focuses on all the transport sub-sectors, namely,

- Road transport
- Railways
- Air: inland & international
- Water: inland & coastal
- Seaports
- Trade logistics
- Urban transport

Freight and passenger transport are part of the key measures. Social inclusion and environmental dimensions are also incorporated.

The framework for measuring transport results is being established at three inter-linked levels.

- *Headline Indicators:* are relevant for national and international policy makers who may not necessarily be transport people. They provide a summary overview of a country's transport situation around 5 key headlines, namely, Rural Access, Urban mobility, Road Condition, Trade Logistics and Modal Share
- *Diagnostic Framework:* These operate at sectoral level. They provide a national overview of state of the transport sector. The initial set of indicators have been proposed within the following framework:
  - Accessibility
  - Affordability
  - Quality
  - Efficiency
  - Finance
  - Government and institutions
  - Environment and social impacts.
- *Core measures:* This operates at sub-sectoral level, and provides the basis for construction of the diagnostics and headline indicators

## 2.2 Integrating social, governance and environmental dimensions

Social and environmental issues are increasingly important measures of performance in various sectors. Below are examples of how these issues can be addressed.

**Social Impact Indicators:** They include the following elements

- Inclusion
  - Incorporate key statistics disaggregated (by gender, age, ability etc) so as to identify and monitor transport needs of these segments of the population
- Universal Access: (elderly, disabled etc):
  - Legislating for a legal requirement to assess the particular transport needs of different segments of the population (e.g. people with disability) and to plan and implement in such a way as to meet their needs.
- Employment Standards within the transport sectors

**Environmental Impact Indicators:** These incorporate such issues as:

- Climate: Greenhouse Gases, Atmospheric pollution, gas and particulate emissions
- Efficiency: System efficiency; power efficiency; fuel type
- Land use: Urban sprawl; land use for transport networks; impact on adjacent land

**Governance indicators:** Institutions and Processes. Includes

- Regulation
  - Public Service Obligation
  - Tariffs and cost recovery
  - Service quality and safety
  - Security
- Service delivery
  - Passenger / freight
  - Formal – public / private
  - Informal / Own account
- Infrastructure management
  - Ownership
  - Operation and maintenance

## 4.0 OVERVIEW OF KEY TRANSPORT POLICY PRIORITIES: PERSPECTIVES FROM PARTICIPANTS

Country presentations identified several legitimate and often very important reasons behind their governments' desire to capture transport data. The Performance measurement in the transport sector is based on key national or international policy objectives. Common overarching policy objectives among countries and institutions represented at the workshop can be summarized as follows:

- Poverty reduction: For example, South Africa's White paper identified key knowledge gaps regarding the transport needs of deep rural areas, where poverty is highest.
- Wealth creation and employment generation. For example, Kenya's Economic Recovery Strategy [ERS] recognizes the need for all sectors including transport to measure its contribution to wealth and employment creation.
- Trade and Market access
- Economic Empowerment

*Within* the transport sector itself, policies reflect the following general policy concerns:

- Transport cost reduction
- Regional trade and integration
- Integration of remote areas within a country
- Access for people in poor urban neighborhoods and remote rural areas.

- Affordability
- Reliability
- Frequency
- Efficiency.

*Technical and cutting areas of transport policy interest include:*

- Inclusion [Gender, disability and elderly]
- Environment
- HIV/AIDS
- ICTs
- Land-use planning
- Occupational Health and Safety
- Governance
- Transport Safety
- Transport Security

### 3.1 Perceived weaknesses in existing national transport data systems

- Inadequate coverage of data across all policy priorities. Some priorities are only partially covered in data collection
- Lack of standardized framework across countries and agencies
- Lack of gender disaggregated methods at the macro-level
- How to monitor social benefits of transport projects
- Lack of well defined service levels as a basis for monitoring.
- Data not collected on a regular basis/not updated regularly.
- Inadequate resources provided for data collection and management

*Organizational weaknesses* identified include:

- Lack of cross-sectoral coordination
- Lack of harmonized framework for collecting data across the sub-sectors and agencies
- Lack of centralized data-base at national and local levels
- Current emphasis on Sector Wide Approaches [SWAs] limits data integration.
- Limited financial support and capacity development
- Lack of technical skills
- Disconnect between policy and makers and technocrats
- Data collected by different sub-sectors in different formats.

## 4.0 RURAL ACCESS MEASUREMENT

### 4.1 Rural Access Index

For the purpose of anchoring discussions on the Household Travel Survey, some time was spent in discussing the Rural Access Index.

**Table 2: Headline Indicators**

<b>Rural access</b>	proportion of the rural population within 2 km of an all-season road
<b>Urban mobility</b>	Mean time for the journey to work (urban households)
<b>Road condition</b>	Condition of main road network (% of network in 'good' and 'fair' condition)
<b>Trade logistics</b>	Composite index comprising: inventory, transit, customs, handling (time + cost)
<b>Modal share</b>	Balance between main sub-sectors for: Passengers, freight, finance.

As seen from the table Access Index is measured as the proportion of the rural population within 2 km of an all-season road. The Rural Access Index was adopted in principle in 2003, and by 2004, rural access had been measured for 30 IDA countries. In August 2005, a time/distance survey was completed in Tanzania.

The index allows inter-country comparisons and helps pinpoint countries with serious access challenges. Table 3 below shows results collected from a number of African countries. In general, sub-Saharan Africa [SSA] has the highest access problems followed by Middle-East and North Africa, followed by Latin America and the Caribbean

**Table 3:**

Country	% of population within 2 km of all seasoned road
• Benin	32
• Burkina Faso	25
• Burundi	19
• Cameroon	20
• Chad	5
• Ethiopia	17
• Ghana	44
• Gambia	77
• Guinea	22
• Kenya	44
• Madagascar	25
• Malawi	38
• Mali	37
• Niger	52
• Nigeria (8 States)	47
• Tanzania	38
• Zambia	51
<i>[All subject to confirmation]</i>	

Source would be useful including year of publication or year data was collected

Data for calculating The Rural Access Index can be collected through household surveys. It is also integrated with other indexes used for poverty reduction measurement surveys such as time – budget information in addition to household expenditure data.

The Indicator has a number of challenges such as:

- Time/distance perceptions of people being interviewed. For example, In Tanzania, a household survey was carried that combined notions of distance and time. The survey showed huge disparities between the perception of distance and actual distance. However, there was a closer confluence between time perception and actual measured time.
- Promoting in-country ownership and ensuring routine inclusion in household travel surveys.
- It is not well linked to access affordable transport services

- A decision to separate rural index and urban rather than have a composite national index was based on the notion of the importance of rural development in most IDA countries. However it does not reflect regional disparities within a country. In some countries it now been applied for resource allocation at the provincial level.

#### 4.2 Application of Headline Indicators

Helps link transport to the Millennium Development Goals (MDGs). Relevant to MDG 1, as well as 2 and 3

**Table 4: Link between Headline Indicators and MDGs**

MDG	Transport targets
<b>MDG 1</b> <b>Eradication of extreme poverty and hunger</b>	Targets: Rural Access to inputs and markets, and generation of employment opportunities, improved by halving the proportion of rural population living beyond 2 km of an all-season road;  The difference in average Transport Cost between Africa and Asia narrowed down by 50%
<b>MDG 2 + 3</b> <b>Universal primary education &amp; gender equality</b>	Rural Access and Urban Mobility improved to eliminate constraints on the time which all children have to participate in education and to enable effective education to be delivered and reached safely
<b>MDG 4 + 5</b> <b>Child Health and Maternal Mortality</b>	Rural Access and Urban Mobility improved for reliable supply of inputs to health facilities, to provide affordable access for all households and to enable cost effective outreach health

#### 5. INTEGRATED MOBILITY AND ACCESS IN SOUTH AFRICA.

The Integrated Rural Mobility and Access Programme [IRMA] is being implemented by the Department of Transport, RSA.

IRMA was initiated in 2004, in recognition that 50% of the population of South Africa is rural, and 72 % of the people in the rural areas are poor, and are faced with inferior access to basic social services and economic mainstream. The programme focuses on public transport operations, travel demand management, modal integration/ feeder system, access roads, spatial connectivity, non-motorised transport infrastructure and coordinated freight movement. The programme also looks at transport subsidy options, grants and travel voucher system for social trips.

The programme represents a shift from integrated planning to integrated delivery. The main delivery outcome of the programme is a local mobility network that is affordable and coordinated. Key outcomes include:

All weather basic road access for all communities

- Mobilisation of a range of transport small and medium scale enterprises both in the service and infrastructure fields.
- Collaboration & alignment with service delivery programmes in Health, Education, Agriculture, etc.
- Mainstreamed use of NMT & multi-purpose “LDV type” vehicles
- Coordination of Transport services
- Consolidation of loads to the markets

## **6.0 A GENDER SENSITIVE APPROACH TO TRANSPORT INDICATORS**

Gender is increasingly gaining legitimacy in the transport sector. However, challenges of *inter alia* conceptual clarity, inadequate gender disaggregated data as well as methodological tools remain. Gender sensitive indicators are front-line instruments for assessing how well and by how much transport interventions promote women’s empowerment, gender equality as well as equity. This, in turn, feeds into more effective planning, resource allocation and implementation.

### *Sex Disaggregated Data*

Quantitative information collected on women and men individually. This includes information such as the number of female and male transport users, the number of women and men employed in road works etc. Whereas sex-disaggregated data is useful, by itself it is insufficient to establish to what extent interventions in the sector contribute towards gender equality and equity, as well as women’s empowerment.

### *Gender Disaggregated Data*

Information collected that indicates the gendered travel patterns, the gender transport needs and the differences in women and men’s opportunities and capabilities to participate in, and benefit from transport developments. This information, which includes sex disaggregated data, is especially useful during gender analysis where it is easier to assess the impact of a transport policy, plan, programme or budget on women separately from its impact on men. Gender disaggregated data provides the basis for developing gender mainstreaming indicators for the sector.

### *The Significance of a Gender Sensitive Approach*

- Gender disaggregated data is crucial in informing transport policy and practice
- Empirical evidence is key in gender advocacy
- Gender sensitive indicators help enforce compliance thus minimising “evaporation” of gender in practice.

### *Current gaps on a gendered approach to transport data.*

- There is lack of a good body of empirical evidence showing gendered transport patterns and constraints. This was in fact one of the surprising results of the South African Household Travel survey discussed in section 7, below.
- Additionally, and related to the above point, there is a lack of monitoring mechanisms to present gendered travel needs and difference on a systematic basis.

## **7.0 NATIONAL HOUSEHOLD AND TRAVEL SURVEY, RSA**

### *7.1 Introduction*

Department of Transport commissioned a National Household and Travel Survey [NHTS] in June 2002. NHTS is generally a representative survey of the travel habits of individuals within households during a given period, such as a week or one day during the course of the week. An

NHTS is usually carried out by means of a Home Interview Survey [HIS] at a sample of households across the nation. The size of the sample generally determines the level of analysis and the inferences, which may be drawn about the travel characteristics of the population within the specific geographic unit.

The South African National Household Travel Survey was undertaken because the Department of Transport and planning authorities throughout the country were having difficulties in obtaining information necessary to meet their planning and policy development needs. The main aim of the NHTS was therefore to help gain strategic insights into travel patterns and transport problems in South Africa, through collection of transport information on local travel habits, needs and attitudes about the performance and quality of existing transport system.

The NHTS was steered by a committee consisting of representatives from universities, research organizations, operator organizations, government departments, municipal governments and Trade unions.

The steering committee agreed on the following objectives of the survey.

- To assist with the effective targeting of subsidies for public transport
- To assist in identifying disadvantaged regions for investments in transport infrastructure
- To measure the Key Performance Indicators [KPIs] for land passenger transport
- To understand the transport needs and habits and/or behaviour of all households members at all times of day and for all purposes
- To ascertain the cost of transport for individuals and households and to assess the extent to which they can afford to pay for mobility which is essential for their survival
- To assess customer attitudes towards transport services, service providers and or quality of transport facilities which they are required to use
- To measure existing car ownership levels and uses.
- To understand the travel choices of different market segments
- To determine the extent of accessibility to opportunities such as work, health facilities, education and markets for social interaction and all other social needs.

### *7.2 Methodology*

The design of the survey borrowed from previous surveys in South Africa and other parts of the world such as United Kingdom, Finland, the Netherlands and the USA. After initial pilot runs, the survey questions were limited to trip information to work and education. Aspects about other trips was obtained through questions about travel to services and amenities and use of public transport modes by all households members in the seven days preceding the survey

The survey was based on a representative sample of 45,000 households covering nine provinces as well as every metropolitan and district municipality. Data collected included gender, age and race, level of education. Details were also obtained about the employment, occupation income of all households and perceptions towards existing transport infrastructure and services.

### *7.3 Tentative results and issues arising*

It is too early to outline any detailed response to the survey findings. Much further analysis is required in order to identify all the challenges. However, it can be stated that the known challenges include passenger subsidies, rising levels of congestion, and the low priority accorded to passenger transport by Treasury in the allocation of state revenue. Other challenges include the need to strengthen the integration of housing location and economic activity through spatial planning and improving mobility and accessibility in peri-urban and rural areas. The DoT is in the process of engaging with stakeholders and commissioning research into the challenges

identified. There is intention to undertake further surveys in order to update knowledge on trends in the transport situation in South Africa. The NHTS will be represented every five years and attempts will be made to improve the scope of trip-making information.

## **8.0 CONCLUSIONS AND ISSUES ARISING FROM THE WORKSHOP.**

### **8.1 Conclusion**

[i] Participants valued the dialogue and exchange of ideas afforded by the Transport Results Workshop. They recognized that there exists a strong push for transport data collection in Africa, also evidenced by previous recommendations made at the SSATP Bamako meeting in 2005, through G8 renewed commitments to collect meaningful data and the focus on the MDGs.

[ii] Participants acknowledged the need to formalize consultations through a Community of Practice network that would exchange information through virtual means as well as an annual meeting. It was agreed that the network established through the workshop should be maintained in order to sustain the consultative process and work done on the transport results indicators.

[iii] The need to help develop a common framework for data collection across different transport sub-sectors, agencies and countries was underscored. The framework would support the creation of common definitions, terminologies and measurement systems and enable coherence in reporting as well as facilitate inter-country comparisons and benchmarking. It was underscored that resources are one of the key constraints to developing and managing comprehensive data based. A common data collection framework should emphasize the need to prioritize key data sets necessary to meet identified policy objectives.

[iv] Having a common framework for data collection across countries would assist in assessment of progress towards meeting of MDGs. In 2005, African Ministers met under the auspices of SSATP and UNECA to commit themselves to policy directions that would enable the transport sector play a more effective role towards achievement of MDGs. It was suggested that the UNECA/SSATP partnership should facilitate development of a coherent sector results framework for Africa.

[v] The workshop participants expressed an interest in taking a part in the institutionalizing of Household Travel Surveys in their countries. Senegal, Kenya, Tanzania and Uganda will be pursuing this at different levels (either project, regional, or national level). Household Travel Surveys can be undertaken as stand-alone activities or can be integrated into routine household surveys already underway in various countries. IFRTD, UNECA and TUDTR will look for ways in which they can facilitate progress in countries with interest in taking this forward.

[vi] Based on its experience with its *National Household Transport Survey (NHTS)*, the South African DoT expressed its interest in providing technical support to other African countries keen on developing their own national transport surveys. The DoT also proposed that participants join the *Africa's Household Travel Survey Initiative*, a proposed partnership to be formed. One of the priority actions to promote the partnership is to consult with relevant ministries such as Ministry of Transport or National Statistical Office.

[vii] DoT in cooperation with IFRTD and TUDTR will announce and follow up on the outcomes of the workshop through their respective websites.

### **8.2 Recommendations**

Based on the South African national household survey experience, it was recommended that:

Countries wishing to collect national transport data should look at their own data needs and policy priorities to develop their own survey questionnaire. Also, countries should begin

collecting data through a small-scale survey of 3,000-5,000 households that can be expanded over time if further data collection is needed.

Transport household survey data collection should be undertaken in cooperation with national governments through line ministries and national statistics offices as much as possible in order to ensure ownership of the methodology and results as well as continuity of knowledge and building up of technical capacity within countries.

### **8.3 Immediate actions for attention by TUDTR, DoT, UNECA and IFRTD should include:**

*A follow-up engagement with SSATP, especially representation in the Maseru meeting in October.*

- A strong coordination mechanism should be established to promote further work on transport performance and results measurement. This could be done through consultations on the SSATP Indicators Work. The involvement of high level stakeholders such as policymakers, government and senior officials could accelerate the incorporation of transport results indicators into transport policy. In this context, efforts should be made to present some of the outputs of the workshop in the SSATP Annual Meeting in Maseru, Lesotho, 28<sup>th</sup> October-3<sup>rd</sup> November. The South African Household Travel Survey could be one such input into the dialogue. The meeting should also be taken as an opportunity to raise awareness on the importance and necessity of transport results data collection and management.

A possible session in the upcoming SSTAP meeting could include:

- to raise awareness of transport results measurement for higher stakeholders
- to foster common understanding of the strategic importance of national household survey in the light of result-based transport policy
- to build the broad consensus for partnership on *Africa's Household Travel Survey Initiative*

*The facilitation and support of the institutionalization of the Household Travel Survey in selected countries.*

- Under the *African's Household Travel Survey Initiative*, candidate countries would be selected to conduct national household travel surveys for data collection and diagnostic analysis on transport sector strategy. This process cannot be achieved without the countries' ownership and will require the institutional and technical support from DoT and TUDTR. It is recommended that progress of the initiative be monitored and shared through effective use of websites.

**Annex 1: Programme**  
**TRANSPORT SECTOR PERFORMANCE AND IMPACT MEASUREMENT**  
**INDICATORS**  
**MT AMANZI, SOUTH AFRICA**

JUNE 12-14<sup>TH</sup> JUNE, 2006

Day 1: June 12.

<b>Session 1: 9.00-10.30</b>	<b>Session 2: 10.30-11.00</b>	<b>Session 3: 11.00 -13.00</b>	<b>Session 4: 14.00-15.30</b>	<b>Session 5 16.00-16.45</b>
INTRODUCTORY	BACKGROUND	DESCRIPTION OF EXISTING SITUATION Case studies from selected countries and institutions <sup>1</sup>	BREAKOUT GROUPS Closer sharing of existing practices	PLENARY FEEDBACK
Welcome remarks – DOT/IFRTD <b>9.00-9.15 am</b>	Overview of the World Bank's Transport Results Initiative [Peter Roberts, TUDTR, World Bank]	[20 minutes for each presentation]  <b>Presentation: sample country case studies</b>	<b>Country/institutional presentations to continue in smaller groups</b>	Synthesis of policy/thematic priorities and key indicators
Official Opening DOT <b>9.15-9.30</b>	10.00-10.30 [20 minutes presentation, 10 minutes discussion]	<ul style="list-style-type: none"> <li>• Kenya [Kenya Institute of Public Policy Analysis]</li> <li>• Northern Corridor Authority [Corridor observatory]</li> <li>• Tanzania case study</li> <li>• Impact Monitoring Framework – DOT South Africa</li> </ul>	<b>Outputs:</b>	
Introduction of participants and articulation of expectations from the workshop - Facilitator	Coffee/Tea Break 10.30-11.00	<b>The focus of presentations:</b>	<ul style="list-style-type: none"> <li>• Capture key sectoral priorities in various countries</li> <li>• Capture thematic priorities [e.g., envt, poverty, growth, safety, gender etc]</li> <li>• Collate/list all key indicators and measures in use</li> <li>• Identify gaps in the indicators used.</li> <li>• Organisational aspects including how data is managed, and how accessible it is for cross-sectoral planning.</li> </ul>	
Overview of workshop process, objectives and outputs. Peter N.		<ul style="list-style-type: none"> <li>❖ To highlight key country policy priorities in transport sector</li> <li>❖ Indicators/measures currently in use for prioritised policies</li> <li>❖ Means by which data is collected</li> <li>❖ What are the strengths?</li> <li>❖ What are the gaps?</li> </ul>		
Housekeeping announcements - Laverne				
Agree programme 9.30-10.00		13.00-14.00: LUNCH	15.30-16.00: Tea/coffee	

<sup>1</sup> There will be not enough time to present all country/institutional case studies in plenary. Participants not selected to present in plenary will be able to give an overview of key issues from their country/institutions in breakout groups.

**DAY 2:**

<b>Session 1</b> <b>9.00-10.00</b> Overview of the World Bank Indicators initiative:	<b>Session 2</b> <b>10.30-12.00</b> <b>Gender and Transport data</b>	<b>Session 3</b> <b>12.00-13.00.</b>	<b>Session 4</b> <b>14.00-15.30</b> Strengthening transport sector data collection	<b>16.00-17.00</b>
Some outputs of the Transport Results Initiative.  <b>Peter Roberts</b>  <i>[40 Minutes presentation, 30 minutes discussions]</i>  <b>10.00-10.30: Tea break</b>	a) The why and how of a gender sensitive approach to transport indicators: <b>Nite Tanzarn</b>  b) Indicators on Women in deep rural areas – <b>RSA national Road Agency</b>  <i>30 minutes for each presentation, 30 minutes discussions</i>	[a]Rural development programme – DOT [30 minutes]          <i>[30 minutes presentation, 30 minutes discussions]</i>	a) Economic Indicators Framework for Transport - <b>DOT</b>  b)South African Master Plan – DOT [30 minutes]          <i>30 minutes presentation, 30 minutes discussions</i>	a) Planning, and managing a household travel survey and a population census <b>South Africa Statistical Agency and DoT</b>          <i>30 minutes presentation, 30 minutes discussions</i>
		<b>13.00-14.00: Lunch</b>	<b>15.30-16.00: Tea/Coffee</b>	17.00hrs: End of day 2

**14 June 06**

<b>Session 1:</b> <b>9.00-10.00</b> Integration of transport data in household surveys	<b>Session 2:</b> <b>10.00-10.30</b>	<b>Session 3:</b> <b>11.00-12.30</b> Implementation and monitoring of agreed actions:	<b>Session 4:</b> <b>12.30-13.00</b>
Panel discussion chaired by World Bank: <i>[Julie Barbinard/Peter Roberts World Bank's Transport and Social responsibility programme.]</i>  Any other country with experience on household travel survey [ <i>KIPPRA</i> ]  a) Description of transport data currently captured in household surveys.  b) Strengths and limitations.  c) How collection analysis and use could be strengthened	Designing an Africa's Household Travel Survey Initiative:  <b>10.30-11.00: Tea/Coffee break</b>	<ul style="list-style-type: none"> <li>▪ Who, How, When?</li> <li>▪ Responses from participants</li> <li>▪ Responses from World Bank [Peter Roberts]</li> </ul>	<ul style="list-style-type: none"> <li>▪ Response from DOT</li> <li>▪ Workshop closure – Marinke Van Riet, IFRTD</li> </ul>

## Annex 2: List of Participants

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