

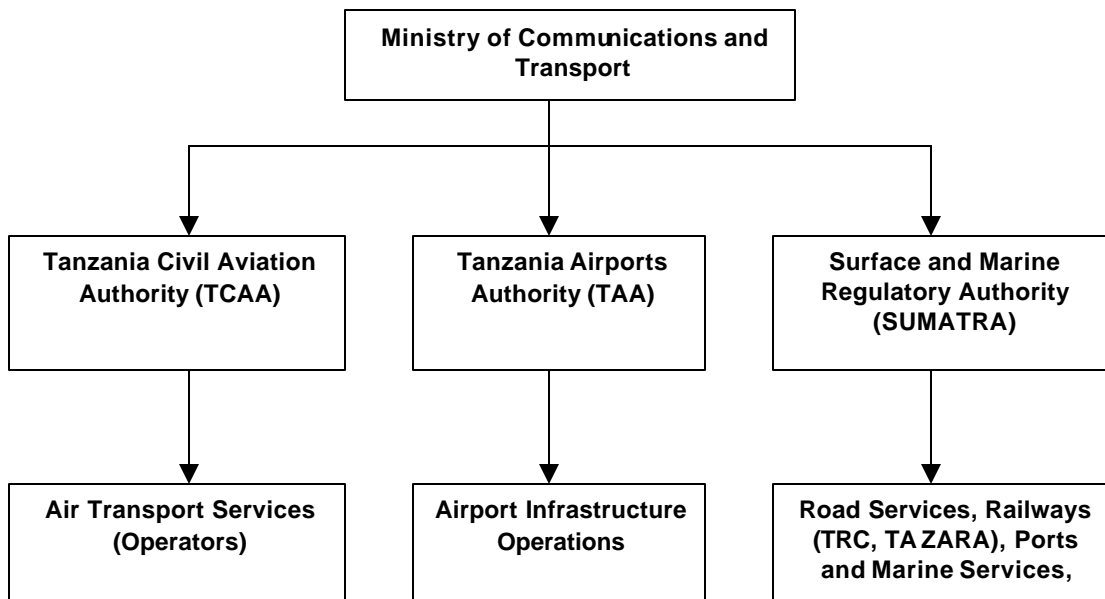
EXISTING PRACTICES IN DATA COLLECTION IN TANZANIA

A. Chain of Responsibilities for Data Collection

The National Transport Policy was approved by the government in November, 2002. The policy requires, among other things, the need for adequate monitoring of the sector in order to do effective amendment of the Policy and Strategic Planning. It is also through adequate monitoring that will facilitate adequate amendment of the sector legislations.

In view of this fact, the Ministry has ensured that the Acts forming Regulatory bodies and Agencies gives them legal powers the function of data collection from operators under them. In turn, the Ministry is availed with this data for monitoring purposes.

The chain of responsibilities for data collection in each sub-sector is summarised below. Data is collected at operational level and is sent to the Agencies/Regulatory Authorities (against the line of authority). They in turn avails them to the Ministry for monitoring purposes only.



Note:

TRC - Tanzania Railways Corporation (state owned)
TAZARA - Tanzania Zambia Railway Authority

B. INTERFACE BETWEEN VARIOUS SUB-SECTORS

In Tanzania, National Bureau of Statistics (NBS) is legally empowered to collect data in all sectors, be they private or public. It interfaces the various transport sub-sectors by compiling their data in one document. However, most of the data compiled by NBS is general in nature. It does not go deep to outline the performance of the transport sub-sectors.

C. WHAT WORKS WELL

Local Level

In 2002, the Ministry started to publish on annual basis a Transport, Communications and Meteorology Sector Statistics document. The document is published for stakeholders use in terms of monitoring the performance of the sectors under the Ministry.

Transport sector data presently available those of four modes of transport. These are:

- Railways
- Marine transport (ports infrastructure and services)
- Air
- Roads

The data is for the past five years. In some cases, the trends are given for a period of up to ten years.

In September 2003, an evaluation was made through a questionnaire sent to stakeholders about the document. The objective of this questionnaire was to seek stakeholders' views on how to improve the statistics document. The responses of majority were that, the content of the document is relevant for planning purposes and not for monitoring the attainment level of the National Transport Policy (NTP). We are now in the preparatory stage of developing indicators needed for management and decision making purposes. These includes indicators for measuring the level of attainment of the NTP.

Role of Local Government

Local Government is responsible for District and Feeder roads maintenance and development. They use resources collected from the Road Fund amounting to 30% of the total collection.

International Level

International reporting responsibilities lies directly with the organisations affiliated with international transport organisations such as ICAO and IMO using International Agreements and Regulations. For example Tanzania Civil Aviation Authority (TCAA) is required by ICAO Regulations to send statistical

reports directly to the ICAO. However, reports related to accidents are required by these regulations to be reported both to the ICAO and the Ministry. This is due to the fact that Government actions will definitely be required.

Railways, Maritime and Air modes of transport are required by their specific regulations to report to the Ministry accidents that occur. As such, accident reports are available for each these modes of transport. In the case of road accidents, Traffic Police have a database region-wise and consolidated for the whole country.

In view of the above, what works well are:

- i) At least transport sector data is available at Ministerial level. The data includes those of four modes, i.e. railways, roads, maritime and air transport in respect of normal performance and safety.
- ii) The mechanism for data collection is good. However, for the maritime and surface transport, the responsible Authority will commence operations in July 2004. This will enable effective data collection from the private sector of the maritime and road transport modes.
- iii) Data is stored both in soft form and in published form.
- iv) Given that stakeholders responded to our questionnaire reflects that they view the available data to be of paramount importance for sector policy formulation, monitoring and strategic planning.
- v) A format for data collection is usually prepared and sent to each organisation that the Ministry requires data from it. These data collection formats are required to be filled and returned to the Ministry where they are compiled. Time frames are given for returning the data collection formats. Usually the organisations return them in time. This indicates a good cooperation between the Ministry and the organisations.
- vi) In some cases, the NBS uses Household Surveys to obtain some indications of transport sector services, for example how long one has to walk in order to get transport services. As such, an alternative transport database is available.

D. WEAKNESSES

i) Transport Sector Statistics Unit

The Ministry does not have a Transport Sector Statistics Unit to carry out the functions of data collection, compilation, analyses and dissemination to stakeholders. Need to establish such a Unit either under the Department of Policy and Planning or as a separate Unit is of paramount importance if adequate monitoring is to be carried out. This proposed institutional framework will be in line with the same frame as the case is for the Regulatory bodies and Agencies.

ii) Human Resource Capacity Weaknesses

Data collection, compilation, analyses and reporting requires a certain statistical knowledge. This Ministry does not have staff with adequate statistical knowledge capacity. Transport planners are used to do the same using their analytical skills. As such, capacity building is needed in terms designing and collecting statistical information of the sector in order to ensure that data collected, the analyses and reporting gives a picture of what really is happening or not happening in the sector.

Capacity is also needed to enhance storage of the collected data both in soft and hard forms before and after analyses. Since the data is collected for stakeholders use, there is also need to avail them through the Ministry's websites. However, there is no human resource capacity to install them in the net.

iii) Equipment Capacity Weaknesses

The Ministry responsibilities spans over a large number of organisation via the regulatory bodies and agencies. This requires a Wide Area Network (WAN) to link the databases of these organisations. At the moment, there is no WAN to link the two sides. A WAN is required to reduce the cumbersome and sometimes frustrating process of updating the databases.

iv) National 2025 Vision

The National 2025 Vision envisions a GDP per capita growth during that period from current US\$ 210 to US\$ 2,500 in 2025, typical of a medium developed country. During that period GDP has been projected to grow at an average rate of 10% per annum. To cope with the envisaged development the transport sector will certainly have to grow at an average rate of 10- 12% per annum during the same period. Efforts of translating NTP aspirations into practical milestones to achieve the intended goals need not to be overemphasized. This will imply among other measures, setting of indicators to measure the attainment level of the National 2025 Vision and the NTP aspirations.