

**Table 6. Transport and Trade Logistics - Core Measures: Definitions, priorities and sources of data**

(work in progress, last updated 03/18/2004)

	Core Measure	Unit	Priority	Definition of Term	Sources of data	Comment
<b>1. Customs, Transit and Border Management</b>						
1.1	Clearance Time	Days		For imports, time taken from when goods arrive at the port of entry until the time they are claimed from customs	World Business Environment Survey (WBES)	For many countries, survey may underestimate actual clearance time. Clearance time should include clearance for domestic consumption or warehousing of goods.
1.2	Average day and longest day to clear customs (both imports and exports)	Days			Investment Climate Assessments (ICAs)	
1.3	Clearance Time	Days		For sea cargo (LCL and FCL) and air cargo	International Exhibition Logistics Associates (IELA)	Data is collected from local agents. Clearance related to exhibition only.
1.4	Time required for release of goods	Days		Normally from the time of arrival of goods at the port/airport/land border until their release to the importer or a third party on his behalf	World Customs Organization : Time Release Methodology	
1.5	Revenue Collected/Customs Staff	USD		Total revenue collected/ Total number of customs employees	TTFSE methodology	TTFSE macro indicators can be relicated and need only be updated only once a year. Six key figures are required : total customs revenue, total customs costs, total customs salaries, total customs staff, annual number of declarations, trade volume. Note the following with TTFSE methodology are related under 5.3
1.6	Salaries/Revenue Collected	%		Total revenue collected/Total agencies salaries, overtime, bonuses and benefits	TTFSE methodology	
1.7	Customs administration cost/revenue collected	%		Total budget of the administration/Total revenue collected	TTFSE methodology	
1.8	Trade Volume/Customs Staff	USD		Trade Volume (X+M)/Number of Customs Employees	TTFSE methodology	
1.9	Annual number of declarations/Customs Staff	????		Total number of declarations (M, X, suspense regimes but excluding transit)/ Number of Customs Employees	TTFSE methodology	

	Core Measure	Unit	Priority	Definition of Term	Sources of data	Comment
1.10	Average aggregate collection rate	????		Revenue collected/value of imports	TTFSE methodology	
1.11	Average revenue per import declaration	????		Revenue collected/import declaration	TTFSE methodology	
1.12	Customs Environment	????		Average of two indexed inputs: hidden import barriers other than published tariffs and quotas, irregular extra payment or bribes connected with export and import payments	World Bank, GEP 2004 - Wilson, Mann, Otsuki (2003)	Derived from Global Competitiveness Report
1.13	Customs Environment	????		Measures cost of transporting goods, corruption etc.	Report by Plan Consult (2002), from TTFSE website	
1.14	Customs Efficiency	Rank from 1-10		Customs authorities facilitate (or not) the efficient transit of goods	World Competitiveness Yearbook (2002)	
1.15	Border crossing conditions	????		Overall quality of facilities, worse /best time to clear border crossing, regulation impact, and other variables.	Beilock, Stanchev, Blasgova : Hidden Barriers to Development in the Balkans	Data from early 1990s.
1.16	Border Crossing Times	Days		Average and maximum waiting time at borders	Transit Transport Issues in Landlocked and Transit Developing Countries	

## 2. Information Technology Infrastructure

ICT measures are collected under the INFVP's overall exercise by colleagues from the ICT sector. Please contact Anat Lewin for further information on the work program.

## 3. Technical Regulations and Standards

Measures of technical regulations and standards can be found in the non-transport measures list.

## 4. Transportation Costs General

4.1	Transport time	Days	A	The average time, weighted by value of goods transported, required to transport goods from the place of production / manufacturing / processing to the place from where the goods will be exported, or from the place of import to the final destination / distribution point or processing plant	Freight forwarder	
4.2	Transport cost	Currency	A	The total cost of transporting goods from the place of production / manufacturing / processing to the place from where the goods will be exported - or from the place of import to the final destination / distribution point or processing plant	Freight forwarder	Focus on containers

## 5. Inventory Costs and Logistics

5.1	Inventory time	Days	A	The average time in days that inventory must be available, as weighted by value. This specifically estimates the additional number of days of inventory required due to supply chain inefficiency / unreliability. Average value of goods is used to estimate a cost equivalent of inventory time. Number of days of additional inventory most useful and important.	Measurement, Possible New Indicator	
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	Core Measure	Unit	Priority	Definition of Term	Sources of data	Comment
5.2	Inventory cost	Currency	A	Additional costs to firms due to the requirement to maintain a larger inventory than what would be required in case of efficient logistic processes. Total cost of maintaining an inventory of goods and materials (over and above what would be required in case of efficient logistic transport processes). Additional cost measure most important as a reflection of the additional time that inventory has to be maintained (expressed in days or weeks).	Measurement, Possible New Indicator	

**Note:**

(**\$**) Symbol representing local currency. Local currency is preferred over US\$ amounts (please specify when local currency is, otherwise specify exchange rate in current prices).

\* "Daily" or "per day" refers to a typical day in the survey year (usually the fiscal year) of the country.

(1) The stock of *non-motorized* vehicle, as core transport measure is expected to be dealt with in a separate urban transport measures list.

**Priority:**

**A** Essential

**B** Highly desirable, should be included as soon as possible

**D** Derived, essential measure which is the aggregate of other measures

**Note on Sources of data and the institutional framework:**

Original sources of data largely depend on components of the institutional framework. This is often complex and is generally becoming more so. In many countries road transport infrastructure

Over recent years many countries have initiated significant reforms in terms of decentralization and for management of the transport sector. This has resulted in changes to the institutional

The situation described above has two main consequences for collecting the data defined on this form. Data for different aspects of the sub-sector may have to be obtained from different

The Core Labour Standards of the International Labour Organisation are:

1. Freedom of

**Sources:**

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GTZ, 2003, *International Fuel Prices*, 3rd Edition, May 2003, Eschborn: GTZ GmbH.

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United Nations, Economic Commission for Latin America and the Caribbean (ECLAC), 1993, *Roads, A New Approach for Road Network Management and Conservation*, June 1993, Santiago:

World Bank, 2003, *World Development Indicators 2003*, Washington, DC: World Bank.