

Table 3 – Core Water Transport Measures: Definitions, priorities, and sources of data

	Core Measure	Unit	Priority	Definition of Term	Sources of data	Comment
1	Waterway Network					
1.1	Total Navigable Waterways	km	D	Maximum length of waterway; that is navigable by commercial freight services that can be used by public or private concerns ()	DERIVED	Aggregate of 1.1.1 and 1.1.2.
1.1.1	Seasonal Waterway	km	A	Length of waterway; that is navigable by commercial freight services that can be used by public or private concerns only at certain times of the year()		
1.1.2	All-season Waterway	km	B	Length of waterway; that is normally navigable by commercial freight services that can be used by public or private concerns throughout the year()		
1.2	Managed Waterway	km	D	Length of waterway; that is specifically managed to be navigated by commercial freight services that can be used by public or private concerns. Management is likely to include the operation of locks and other control devices and the imposition of speed limits. ()	DERIVED	Aggregate of 1.2.1 and 1.2.2.
1.3	Waterway asset value: Total	\$	B	The total of the waterway infrastructure asset in a given year. Asset values can be calculate the replacement value of the network as the original value of the network, minus depreciation (by component: track, earthworks, land etc.) plus improvements made (productivity gains in making the infrastructure must also be accounted).	DERIVED	Aggregate of 1.3.1 and 1.3.2
2	Waterway and Coastal Shipping Administration					
	???					
	???					
3	Waterway and Coastal Shipping Finance					
3.1	Waterway expenditures	(\$)	D	The total expenditures on new construction and extension of waterway infrastructure (including reconstruction, renewal and repairs) per year ()		Aggregate of 3.1.1 and 3.1.2
3.1.1	Capital investment	(\$)	A	The total expenditures on new construction and extension of waterway infrastructure (including reconstruction, renewal and repairs) per year		

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3.1.2	Maintenance expenditure	(\$)	A	The total expenditure for keeping the waterway system in working order per year. This includes all maintenance and renewal of infrastructure and equipment ()		
3.2	Maintenance requirement	(\$)	A	The amount of financing required per year to keep the waterway system in working order. ()		
3.3	Maintenance contracts cost	(\$)	B	The amount of maintenance expenditure for the waterway system per year that is disbursed through maintenance contracts.		Expected not to exceed 3.1.2
3.4	Waterway Financing: Total	(\$)	D	The total financing of the waterway sector obtained from different sources in the year.	DERIVED	Aggregate of 3.4.1, 3.4.2 and 3.4.3
3.4.1	Official Development Assistance (ODA)	(\$)	B	The total financing for the waterway sector provided by official agencies, including state and local government, or by their executive agencies while each transaction of which meets the following tests, (1) ODA is administered with the promotion of the economic development and welfare of developing countries as its main objective, (2) ODA is concessional in character and conveys a grant element of at least 25 percent (calculated at a rate of discount of 10 percent) (OECD) per year.		
3.4.2	Private Finance	(\$)	B	The financing for the waterway sector (all sections of the waterway system that are open to public use) provided by the private sector (e.g. BOO, etc) in the year		
3.4.3	Public Finance	(\$)	B	The financing for the waterway sector provided by national and local government from general revenue or other sources, per year		
4 Waterway and Coastal Shipping Activity						
4.1.1	Passenger vessals	number of units	B			
4.1.2	Cargo vessals	number of units	B			
4.1.3	Tugs and barges	number of units	B			
4.1.4	Ferries	number of units	B			
4.2	Traffic: Total	million vessel km	D	Total distance of revenue earning vessel movement on the waterway system throughout the year ()	DERIVED	Aggregate of 4.2.1, 4.2.2, 4.2.3. And 4.2.4
4.2.1	Passenger traffic: inland waterways	million vessel km	A	Total distance of revenue earning passenger vessel movement on the inland waterways throughout the year ()		ref. 1.1.1
4.2.2	Freight traffic: inland waterways	million vessel km	A	Total distance of revenue earning freight vessel movement on the inland waterways throughout the year ()		ref. 1.1.2

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4.2.3	Passenger traffic: coastal shipping	million vessel km	B	Total distance of revenue earning coastal passenger vessel movement throughout the year ()		ref. 1.1.3
4.2.4	Freight traffic: coastal shipping	million vessel km	B	Total distance of revenue earning coastal freight vessel movement throughout the year ()		ref. 1.1.4
4.3	Total passenger travel	million passenger km	D	Total number of passenger kilometers carried throughout the year	DERIVED	Aggregate of 4.3.1, 4.3.2, and 4.3.3
4.3.1	Passenger travel on inland waterways	million passenger km	A	Total number of passenger kilometers carried on inland waterways throughout the year		Based on 4.2.1
4.3.2	Passenger travel on coastal shipping	million passenger km	B	Total number of passenger kilometers carried on coastal shipping throughout the year		Based on 4.2.2
4.4	Total freight carriage	million ton km	D	Total freight ton kilometers carried throughout the year	DERIVED	Aggregate of 4.4.1 and 4.4.2
4.4.1	Freight carriage on inland waterways	million ton km	A	Total freight carriage on inland waterways throughout the yearbb		Based on 4.2.1
4.4.2	Freight carriage on coastal shipping	million ton km	B	Total freight carriage on coastal shipping throughout the year		Based on 4.2.2
4.5	Rural accessibility	million people	A	Number of rural people dependent on water transport. ????		
5	Waterway and Coastal Shipping Energy Consumption					
5.1	Energy consumption: Total	1000 tons equiv	B	The total fuel (gasoline and diesel oil) consumption for a given year in the country	National Energy Ministry	
5.2	Waterways and Coastal Shipping Energy Consumption	1000 tons equiv.	D	Total amount of fuel consumed for waterway and coastal shipping per year	DERIVED	Aggregate of 5.2.1, 5.2.2
5.2.1	Waterway energy consumption	1000 tons	B			
5.2.2	Coastal shipping energy consumption	1000 tons equiv.	B			
6	Waterway and Coastal Shipping Fares and Prices					
6.3	Passenger Fares					
6.3.1	Average Passenger Fare: inter-city	(\$)/km	B	The average charge (per km) for a passenger on an inter-city journey. This will usually be calculated on the basis of the total passenger fare collection divided by the total passenger distance carried during the year.		

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6.3.2	Subsidy of inter-city passenger service	Y/N	B	Is there a subsidy of inter-city passenger services?	Passenger Transport Assn.	
6.3.4	Average Passenger Fare: inter-city	(\$)/km	B	The average charge (per km) for a passenger on an inter-city journey. This will usually be calculated on the basis of the total passenger fare collection divided by the total passenger distance carried during the year.		
6.3.5	Subsidy of intra-city passenger service	Y/N	B	Is there a subsidy of intra-city passenger services?	Passenger Transport Assn.	
6.3.6	Average Passenger Fare: rural transport	(\$)/km	B	The average charge (per km) for a passenger on a rural journey. This will usually be calculated on the basis of the total passenger fare collection divided by the total passenger distance carried during the year.		
6.3.7	Subsidy of rural transport passenger service	Y/N	B	Is there a subsidy of rural transport passenger services?		
6.4	Average Freight Rate					
6.4.1	Average Freight Rate: inter-city	(\$)/km	B	The average charge for transporting freight per km between cities during the year.		
6.4.2	Average Freight Rate: inter-city	(\$)/km	B	The average change for transporting freight per km inside a city during year.		
6.4.3	Average Freight Rate: rural transport	(\$)/km	B	The average change for transporting freight in rural areas in a fixed year.		
6.5	Waterway and shipping energy prices					
6.5.1	fuel price	(\$)/km				ref. 5.2.1
7	Waterway and Shipping Safety					
7.1	Waterway and shipping safety plan published and implemented	Y/N	A	Is there a government endorsed plan to manage waterway/coastal shipping safety, which is published and being actively implemented?	In-country sector knowledge	
7.2	High level inter-ministerial safety commission is active	Y/N	B	Is a high level inter-ministerial safety commission active.	In-country sector knowledge	
7.3	Waterway accident: Fatal	Number of people	A	Number of people who were injured in any way through travelling on or working with the inland waterway system, and who died as a result of the accident within 30 days of its occurrence. ()	WHO	

	Core Measure	Unit	Priority	Definition of Term	Sources of data	Comment
7.4	Waterway accident: Seriously injured	Number of people	B	Number of people who suffered any accidental injury other than a fatal one. This includes any person injured who was hospitalized for a period of more than 24 hours (not including slight injury). ()	WHO	
7.5	Coastal shipping accident: Fatal	Number of people	A	Number of people who were injured in any way through travelling on or working with the coastal shipping system, and who died as a result of the accident within 30 days of its occurrence. ()	WHO	
7.6	Coastal shipping accident: Seriously injured	Number of people	B	Number of people who suffered any accidental injury other than a fatal one. This includes any person injured who was hospitalized for a period of more than 24 hours (not including slight injury). ()		
8 Environmental and Social						
8.1	Environmental assessment mainstreamed	Y/N	A	Are waterway and shipping construction works and traffic measures subject by law to a thorough appraisal (at least equivalent to the standards required for WB investment) of environmental impact and monitoring?	In-country sector knowledges	
8.2	Communicable disease control	Y/N	A	Are requirements in force (either through environment appraised or otherwise) which require on-going assessment of the risks through transport and transport-related activity (eg. Construction of landing facilities) of transmitting communicable disease (including HIV/AIDS) and the planning and implementing of measures to reduce those risks?	In-country sector knowledge	
8.3	Social assessment					
8.3.1	Social assessment mainstreamed	Y/N	A	Are waterway and shipping construction works and operations subject by law to a thorough appraisal (at least equivalent to the standards required for WB investment) of social impact and monitoring?	In-country sector knowledge	
8.3.2	Gender assessment	Y/N	B	Is there a requirement to (or are there significant public initiatives taken to) differentiate and take account of transport needs and impacts by gender?	In-country sector knowledge	
8.3.3	Access for all	Y/N	B	Is there a legal requirement to assess the particular transport needs of different segments of the population (eg. People with disability: the aged) and to plan and implement in such a way as to meet their needs?	In-country sector knowledge	
8.3.4	Planning data disaggregated	Y/N	B	Is key information, on the basis on which policy and investment decision are taken, routinely surveyed in a disaggregated manner which permits the impacts on important segments of the populaton (women/men, young/aged, those with disability etc.) to be assessed?	In-country sector knowledge	
8.4	Employment Standards					
8.4.1	Core labor standards	Y/N	B	Are the Core Labor Standards of the International Labour Organisation legislated by the Government and actively implemented by the construction and transport industries?	ILO and in-country sector knowledge	

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8.4.2	Health and safety	Y/N	B	Are appropriate Health and Safety standards legislated by the Government and actively practiced, monitored and reported by the construction and transport industries?	In-county sector knowledge	

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.

.. "Annual" or "per year" refers to the fiscal year of a given country (please specify the period or otherwise note: calendar year)

(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 has been managed separately from transport operations and traffic. Within transport operations, various aspects of enforcement are often the responsibility of the police, but data on road crash injuries generally come from the hospitals. At the sub-national level, local governments usually have some responsibilities for municipal and district roads etc.

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 framework and, usually, to an increase in the number of organizations which are responsible for aspects of the railway sub-sector. In some cases there may not yet seem to be systems to bring together the data collected by the various agencies.

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 organizations (road agency, traffic authority, police, hospital services, etc.). Some aspects, such as the track or passenger and freight operations may be managed by different organizations and each may have to be approached for up-to-date statistics on their section of responsibility.

The Core Labour Standards of the International Labour Organisation are:

1. Freedom of Association and the effective recognition of collective bargaining;
2. The elimination of all forms of compulsory labour;
3. The effective abolition of child labour;
4. The elimination of discrimination in respect of employment and occupation.

1. Freedom

Sources:

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Note: If not otherwise indicated, the definitions are proposed by Peter Roberts (TUDTR) and Cordula Thum (TUDTR).

Table 2: Non Transport Measures

	Measure	Unit	Source
a	Total population	millions of people	WDI
b	Rural population	millions of people	UN Population Div.
c	Urban population	millions of people	UN Population Div.
d	Total land area	thousand km ²	WDI
e	Arable land area	percentage	WDI
f	Gross National Income per capita	US \$/cap	WDI