



***Transport Benchmarking  
South Asia Region***

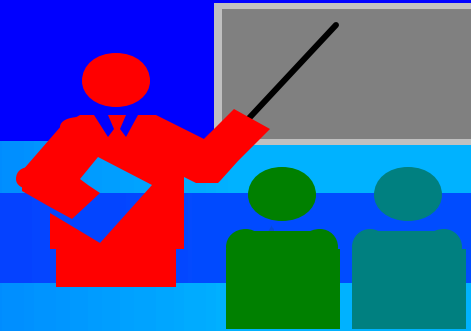
**Summary of Approach and Results to Date**

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28-29th June 2004**

# ***Objectives of Benchmarking Exercise***

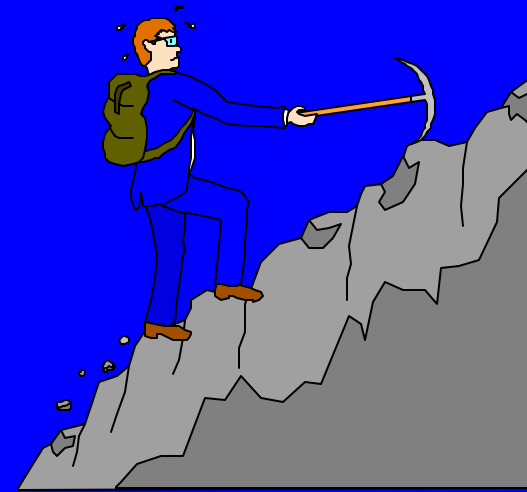
**Strengthen capacity for policy formulation, institutional building and reform in the transport sector**

- **Assess the status of the reform program in different reforming countries in the region**
- **Generate and share knowledge of successful regional experiences on sector reform**
- **Build on the successful benchmarking work carried out in India since 2001**
- **Continue the development of a database as repository of monitoring indicators**



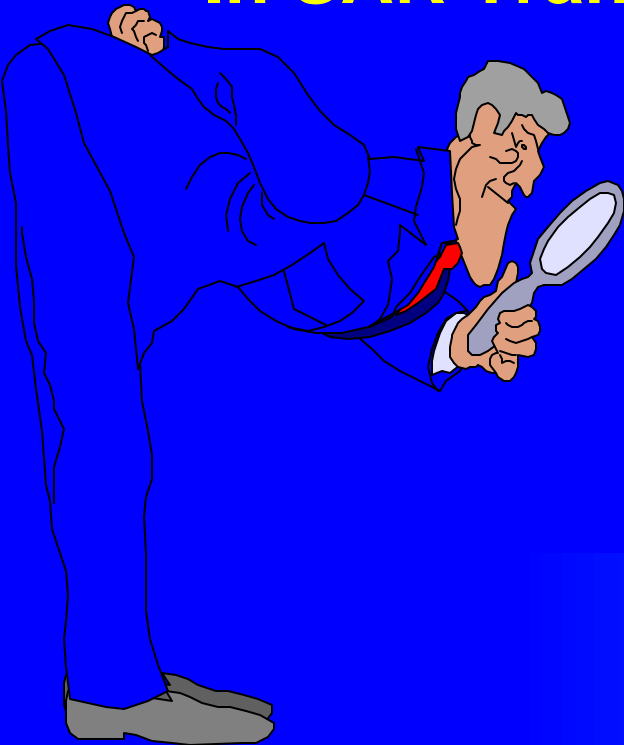
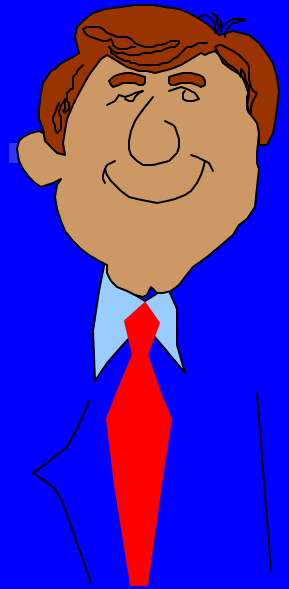
# Data Collection Methodology

- **Country Ownership**
  - Discussed and agreed suitable quantitative and qualitative indicators
- **Data Collection led by Staff Country Offices**
  - Contact relevant agencies for data
  - Recruit local consultants
  - Review of data and information by HQ
  - Refinement/Clarifications
- **Preparation of Data Tables**
- **Loading Data on SAR Transport Website**
- **Preparation of: (i) Benchmarking Reviews; and (ii) Country at a Glance**
- **Regional Workshop to Build Ownership - present Database and Reviews**
- **Transfer of responsibility to designated agency in each country - training**



# Outcomes so far

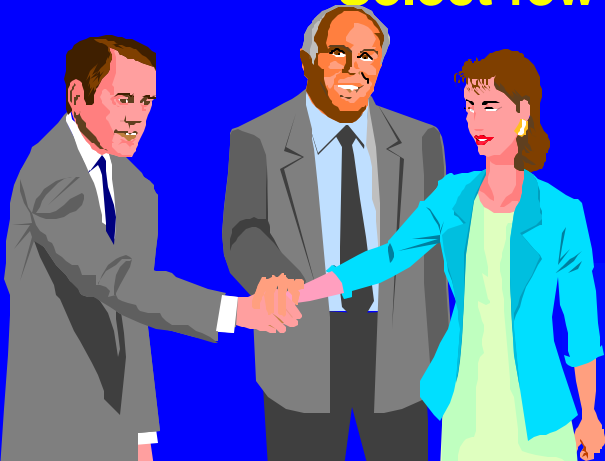
- 7 countries
- Road sector
- Mainly readily-available indicators
- In SAR Transport Website



- Impact-based indicators – very difficult to obtain
- Lack of reliability and comparability
- Only few countries have good collection of transport data by national statistical office

# Lessons Learnt

- **Sustainability, sustainability, sustainability !!**
  - Country Ownership, Monitoring mechanisms, capacity building, standard data collection procedures
- **Translation of data into information**
  - Benchmarking reviews, Country at a Glance, Workshops
- **Focus on Impact-based indicators**
  - Select few good indicators, build capacity





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## Transport Sector Benchmarking

**Benchmarking can be of immense Value to all Road Sector Stakeholders**

**Internal stakeholders**

- Helps identify policy priorities and sector problems requiring remedial actions
- Puts pressure on road agency management to be more accountable for results
- Ensures that in a resource constrained sector, where funding is predominantly public, there is efficient utilization of public expenditures

**External stakeholders**

- Minimizes start-up or project transaction costs as project performance monitoring systems can be incorporated in existing monitoring systems
- Facilitates the measurement of impact of developmental assistance
- Helps identify and appraise future investment and clients

**Please check below country-wise transport sector benchmarking:**

<b>Country</b>	<b>Indicators</b>	
Afghanistan	Access	Select

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Address http://www.highwayfinindia.org/benchmark/ind\_access.htm

## Transport Sector Benchmarking

### India - Access

Indicators	Value	Unit	Descriptions	Reference	Notes
Access to an all-season road	60%	% of rural population	Within 2 kilometers (an estimated 20-minute walk) of a road that can be traveled by the prevailing means of transport all year round.	MORD <sup>1</sup>	Data of 2002, showing percentage of all habitations
Total Number of Motor Vehicles	58.86	million		MORTH <sup>2</sup>	
Motorized Vehicle "Ownership"	14.2	% households		Census of India <sup>3</sup>	
Urban	30.3				
Rural	8				
Road Length - Total	3,315,231	km			
Main Roads	665,231	km	Main roads include roads connecting cities and towns (e.g. national, regional, provincial) and are under national and regional/provincial governments.	GOI Tenth five year plan <sup>4</sup>	
Classified Rural Roads	1,730,000	km	Classified rural roads - roads connecting villages with local		

## Transport Sector Benchmarking

## Bangladesh - Affordability

Indicators	Value	Unit	Descriptions	Reference	Notes
Average Pump Price for Super Gasoline	\$0.52	US \$/liter		2003 WDI.	Data are as of 2002
Average Pump Price for Diesel Fuel	\$0.29	US \$/liter		2003 WDI	Data are as of 2002
Spending on Transport Services	12%	% HH Expenditure	Aggregate average of reported share of total urban household expenditure on transport services.	BANGLADESH SELECTED STATISTICS Encyclopaedia Britannica 2002	As of 1991-92, data show expenditure on transport and other (in addition to food, housing, clothing, and energy).
Motor Fuel Tax	NA	US \$/gallon			
Petrol	NA				
Diesel	NA				
Annual License Fees	NA	US \$			
Vehicle Registration Fees	NA	US \$			