



## **Draft list of Road Benchmarks**

**[www.roadbenchmarks.com](http://www.roadbenchmarks.com) blog**

### **gTKP Governance in Transport Theme**

- X-01: Fuel prices**
- X-02: Bus fares**
- X-03: Freight rates**
- X-04: Travel speeds**
- X-05: Rural access**
- X-06: Construction costs**
- X-07: Maintenance costs**
- X-08: Quality of decisions**
- X-09: Wastage**
- X-10: Effectiveness**

Monday, February 11, 2008

### **Initial road benchmarks - February 2008**

An initial recommended set of ten road benchmarks is published for comment before data collection is started. These benchmarks have been selected to give a wide coverage of information relevant to governance in road transport, while at the same time limiting the amount of data that needs to be collected or estimated.

The first few benchmarks should be relatively straightforward to measure and can be refined with more observations. Benchmarks X-05, and X-08 to X-10 will be difficult to estimate, but the results could be a powerful tool for improving the service and value for money provided by the road sector.

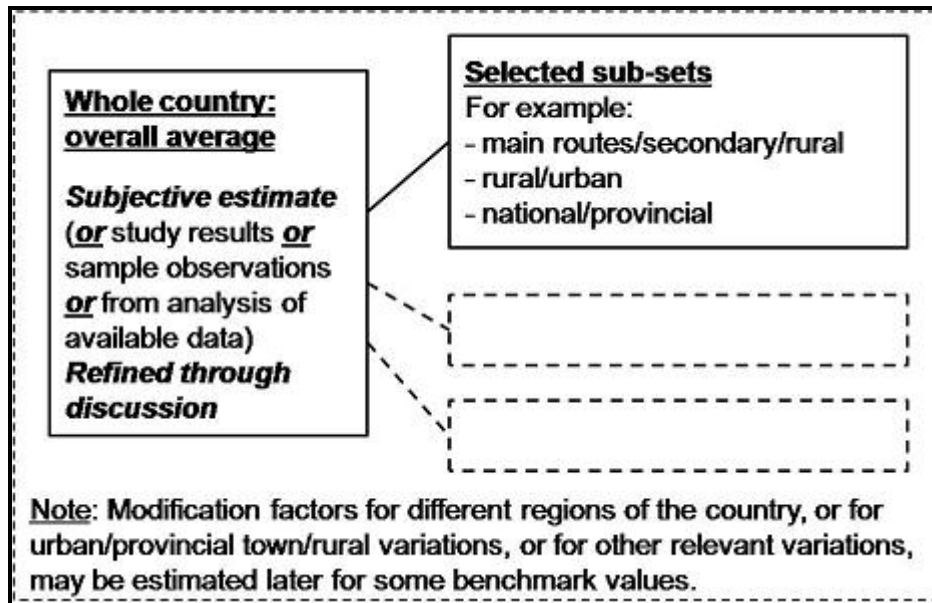
Please follow the links in the list of benchmarks to see more information about the methods to be used and details of each suggested benchmark value.

Please make comments about the structure of the list of benchmarks and the overall method on the **"Road benchmarks list & method"** page and comments about each benchmark on the page for that benchmark.

Please see also discussion of developing a book about road infrastructure at **[www.roadbasics.com](http://www.roadbasics.com)**.

Posted by Stephen Vincent

## Road Benchmarks List & Method



Monday, February 11, 2008

[Method of selecting and measuring benchmarks - please add comments](#)

Benchmarks have been selected:

- Which can be widely understood by the public, politicians and the media.
- To highlight potential for improvements in governance.
- For which data can be gathered or estimated fairly easily.
- Which can be refined through discussion and gathering more data.
- To give a high level view of the whole road sector.
- To assist in making useful comparisons between different countries.

The number of benchmarks has been limited to minimise the number of different values that need to be kept up to date.

These benchmarks are not intended to provide exhaustive or comprehensive statistical data, rather to identify where improvements in governance might be possible and assist in monitoring progress when improvements are implemented.

Some benchmarks have a high level average for the whole country, and then in some cases sub-sets of benchmarks to provide additional insight, for instance in observing the difference between main transport routes, rural areas and urban areas.

Where more detailed subdivision of benchmark data is needed, for instance to observe regional cost variations, it is suggested that one overall average benchmark



value is regularly maintained, and regional (or other variation) modification factors are calculated as resources permit and requirements justify.

Data may be derived from many sources, sometimes from subjective estimates by knowledgeable individuals, sometimes derived from limited data, and only occasionally based on scientific calculations using detailed data. It is therefore planned that every observation included in the calculation of each benchmark should have two values recorded against it:

- (i) Significance – % of the potential benchmark “population” considered.
- (ii) Confidence – low % subjective estimates, high % objective data.

Where several source estimates are available for the same benchmark, they will be combined according to weightings for “significance” and “confidence”.

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-01: Fuel Prices**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Average cost of regular grade of:

- (i) Diesel (per litre)
- (ii) Petrol (per litre)
- (iii) Compressed gas (per kg)
- (iv) Biodiesel (per litre)

Notes

1. Initially price observed in main city, refine average later.
2. Retail price including taxes.
3. Average for whole country, factors later for provincial/rural variations.

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-02: Bus fares**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Average bus fare per person per km:

- (i) For main bus routes between major cities
- (ii) For cheapest rural public transport
- (iii) For cheapest urban public transport

Notes

1. Initial estimates from a few observed fares, refine average later.
2. Average for the whole country, factors for variations later.

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-03: Freight rates**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Average freight rates per tonne per km for general cargo

- (i) Between major cities on major commercial corridors
- (ii) From provincial cities to major towns

Notes

1. Initial estimates from a few observed rates, refine average later.
2. Average for whole country, factors for variations later.

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-04: Travel speeds**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Average travel speed in km per hour

- (i) For trucks between major cities
- (ii) For buses between major cities
- (iii) For all vehicles between provincial towns and major cities
- (iv) For farm to market roads
- (v) From suburbs to centre of capital city (not using tollways).

Notes

1. Initially may be subjective estimates, refine later.
2. Includes any delays encountered, eg for payment of taxes.
3. Taken at time of day when travel is slowest.
4. Average for the whole country, factors later for variations.

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-05: Rural access**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Percentage of the rural population with adequate time/cost access to:

- (i) Healthcare
- (ii) Education
- (iii) Markets

Notes

1. Subjective estimate refined through consultation and studies.
2. Each country to establish its own definition of "adequate access".
3. Each country to establish its own definition of "rural population"

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-06: Construction costs**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Average construction cost per km for:

- (i) Rural access track
- (ii) Rural "farm to market" roads
- (iii) Secondary roads between small towns
- (iv) Main commercial trunk route
- (v) Double carriageway expressway

Notes

1. Initial estimates can be made from a few recent projects
2. Complete cost, including road administration costs
3. Average for all roads, factors later for region, width of road etc

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-07: Maintenance costs**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Average annual maintenance cost per km for:

- (i) Rural access track
- (ii) Rural "farm to market" roads
- (iii) Secondary roads between small towns
- (iv) Main commercial trunk route
- (v) Double carriageway expressway

Notes

1. Initial estimates can be made from a few recent projects
2. Complete cost, including road administration costs
3. Average for all roads, factors later for region, width of road etc

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-08: Quality of decisions**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Subjective assessment of percentage of ideal decisions made about:

- (i) Which roads to build and improve.
- (ii) Which roads to maintain and how to maintain them.
- (iii) Organisation and regulation of roads and road transport.

Notes

1. Subjective assessments should balance both quality and importance when combining different known failings in decision making.
2. May initially be based on subjective assessment of observed results.
3. May later be refined through more detailed studies.

Posted by Stephen Vincent

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## **DRAFT Road Benchmarks X-09: Wastage**

Sunday, February 10, 2008

[Initial recommendation - please comment](#)

Subjective estimate of the percentage of funding "wasted":

- (i) In the whole road sector
- (ii) In providing major roads.
- (iii) In providing rural roads.
- (iv) In providing urban roads.

Notes

1. Wasted money includes all losses through corruption and poor decisions.
2. Subjective estimates should include an explanation of how calculated.
3. Initial subjective estimates may later be refined by more detailed studies.

Posted by Stephen Vincent

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## **DRAFT Road Benchmark X-10: Effectiveness**

Sunday, February 10, 2008

**Initial recommendation - please comment**

Overall rating, between 1 and 100 of the effectiveness of the current road sector organisation, including whether appropriate financial and technical resources are available to provide adequate road transport:

- (i) Between major towns
- (ii) In rural areas
- (iii) Within urban areas

### Notes

1. Subjective assessments should include explanation of how estimate was made.
2. Methods of assessment to be refined through discussion.
3. Initial subjective assessments may later be refined through studies.

Posted by Stephen Vincent

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