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Transport as a Factor in the Investment Climate

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This Note shows how, through a process of consultation between the World Bank Transport Sector and Private Sector Department, some focus on transport has been introduced into the Global "core" module of the Investment Climate Survey.

The Note also shows the scope for achieving much more focus on specific transport constraints in Investment Climate Assessments for countries where these are expected to be particularly important. Examples are given of questionnaires which have been developed to complement the "core" module and specifically to meet the needs of two Regions, Africa (AFR) and Latin America and the Caribbean (LAC), where different aspects of transport have been identified as significant considerations for investors. For Africa the focus is on the availability of suitable transport services. For Latin America the emphasis is rather on the role of transport in influencing the location of enterprises.

Application of these revised questionnaires will provide more data on the contribution of transport to doing business in different countries. Transport sector skills are required to help interpret the findings. These skills can also help to identify the specific transport issues which are likely to be of most significance for investment decisions in those Regions which have not yet focused on this. The Transport Results Initiative team is ready to assist with the further development of specific modules in these cases.

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Introduction

The World Bank's central Transport Unit (TUDTR) has committed to strengthen client countries' transport sector indicators under the Transport Results Initiative (TRI). To achieve this goal, the TRI team has started with reviewing and improving the current set of diagnostic indicators in consultation with other colleagues of the TUDTR and other departments of the World Bank. The TRI responds to the Infrastructure Action Plan (World Bank, 2004b).

As one component of the Initiative, the TRI team has helped to improve the quality and quantity of transport indicators in the area of investment climate. To begin with, the TRI team has provided the Bank's investment climate teams with advice to formulate a core questionnaire which better reflects the contribution of transport indicators and measures.

Advice has also been given on the design of more detailed questionnaires for modules to match the specific conditions of two Regions. These modules have been prepared for investment climate assessment teams to use in Africa and Latin America.

The objective of this note is to introduce the TRI in the area of investment climate along with the TUDTR's important function to support the Regions. The Note first discusses the significance of transport sector to business and its perceptions of the investment climate in terms of core

requirements. The Note then presents how more detailed transport information has been introduced in the questionnaires for national investment climate surveys in two Regions.

Transport Role in the Investment Climate

There are several factors that contribute significantly to a country's investment climate at the aggregate level. It is increasingly being recognized that transport is one of these. Other factors include government policies, macroeconomic stability, property rights, regulation, taxation, financial markets, labor markets and other infrastructure (World Bank, 2005). The quality of the aggregate "package" of these components in turn influences companies' decisions to invest based on their expectations of being able to return profits.

Transport contributes to national and sub-national competitiveness in terms of key activities such as production, employment, domestic and international trade. This is because the quality and coverage of the transport network significantly affect the costs of inputs, production and distribution. These determine the market size, distance to input and output markets, and the economies of scale and scope for certain business activities.

In order for client countries to improve their investment climate, *quality* transport indicators are essential. *Quality* indicators have clear policy implications and help policy

makers identify the priority areas of reform. Nonetheless, the availability of transport indicators has been weak, particularly in low- and middle-income countries. Early in FY 2006 the TRI team cooperated with Private Sector Development (PSD) colleagues to strengthen the inclusion of transport in investment climate initiatives.

Bank Initiatives on Investment Climate and Transport

Initiatives on the investment climate are designed to identify key factors which facilitate or hinder business activities. By doing so, they help policy makers to identify priority areas for investment and/or reform. The following investment climate instruments address the transport sector in relevant questionnaires.

Investment Climate Survey (ICS) This generates statistical information for formal assessments of the investment climate in international and regional perspectives based on interviews of large random samples of enterprises. A global core ICS allows for some consistent global comparisons, while permitting regional and national flexibility through modules that can be tailored to country-specific ICSs.

The standard ICS module includes three types of questions which are related to transport (See Appendix I). They are:

- (1) *What percent of the value of the products shipped for direct export was lost while in transit?*
- (2) *What was the average number of days/the longest time, in days, that it took from the time goods arrived to their point of exit/entry until the time you could claim these goods from customs?*
- (3) *How problematic is transportation to the operation and growth of this establishment (enterprise)?*

Investment Climate Assessment (ICA) This is a comprehensive country report that draws upon the results of ICSs and other diagnostic studies. ICAs are used to provide cross-country comparisons of investment climate indicators because the investment climate is now seen as an important component of international competitiveness. These surveys and assessments feed into World Bank operations and technical assistance.

ICAs can highlight transport constraints on doing business together with ICSs and other diagnostic studies. The coverage of transport varies, depending on whether the country's ICS identifies transport as a major constraint in doing business, and whether the country team considers transport as an important component during the preparatory mission or a pilot study.

Doing Business Project This produces reports on the costs of doing business for a defined hypothetical firm and transaction based on the views of selected experts, such as lawyers and accountants. The indicators include measures of regulation (e.g. number of procedures) and regulatory outcomes (e.g. time and cost) associated with starting and closing a business, hiring and firing workers, enforcing a contract, and obtaining credit.

Doing Business in 2006 has introduced a new topic "Trading Across Borders," that provides measures of time and administrative complexity (in terms of documentation and signature requirements) for trading a standardized

shipment of goods. Surveys on port and logistics have been developed for this topic (World Bank, 2006).

Issues to Be Addressed for Improvement

The core ICS team expressed strong interests in improving the global core ICS and additional transport questionnaires, both of which were to be incorporated into ICA surveys in AFR and LAC. In helping this effort, the TRI team's initial discussions with PSD focused on the issues and shortcomings which had been identified with the current investment climate surveys. The ICAs provided useful information in this respect, having critically commented that the transport indicators generated by the current ICSs are:

Generic. An ICA for India argues that there are only a few questions in the ICS, and these are not specific enough to be informative regarding the quality of transport (World Bank, 2004a). This generic nature of ICS indicators is considered unavoidable because the survey must be brief to limit its cost and to avoid respondent fatigue, thereby limiting measurement errors. Thus, the ICS can cover only questions in general priorities. Even so, there may be a better way to formulate questions so as to generate more telling indicators on the quality of transport.

Qualitative. The ICS indicators are qualitative rather than quantitative in nature. It is possible that perceptions of the same transport network may vary depending on the types of business surveyed. For example, an ICA for Bangladesh points out that "technologically advanced enterprises might be more vulnerable to infrastructure problems than less advanced ones, making them more likely to rate infrastructure as a significant problem" (World Bank, 2003). Each country has different types of business, and hence, the indicators are not comparable. This makes a cross-country comparison more difficult.

Misleading. The current ICS indicators could "underestimate" the actual constraint on transport in certain circumstances according to an ICA for Cambodia (World Bank, 2004c). This is because:

- Businesses that would be intensive users of transport services may be under-represented since their establishment would be constrained from the outset in those situations where the transport services/infrastructure are inadequate;
- High profile or visible improvements to transport services/infrastructure (e.g. construction of a new national airport) may improve the short-term perception but actually under-represent the overall constraints in the transport system; and
- The private sector may have extensively invested in transport services and/or infrastructure to compensate for weak public transport systems; with the result that enterprise may not perceive transport as obstacle.

Lacking Indicators for Rural Business. Transport network often does not extend to the remote rural areas where the poverty rate is high. Yet, the current investment climate surveys are biased towards urban contexts. As a result, they may not capture constraints facing the rural

poor. By addressing transport issues facing rural business, current investment climate surveys may establish greater poverty relevance in those countries where rural/urban differentiation is pronounced.

Reviewing Transport Aspects of Investment Climate Surveys

Having identified the issues raised by the ICA teams, the TRI team took steps to review the current set of ICSs and improve the quality and quantity of transport questionnaires as follows:

Step 1: Consider the common interests between the investment climate surveys for the Global and Regional Survey teams and in relation to the Transport Result Initiative.

Step 2: Review existing questions on transport in ICS in terms of presentation and content (See Appendix I).

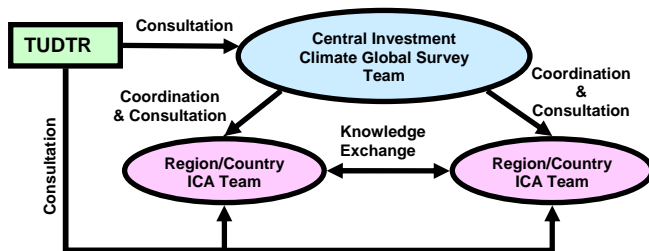
Step 3: Suggest ways to reformulate the existing questions to better capture constraints on transport, and agreeing on a revised questionnaire with the Global Survey Team (See Appendix II).

Step 4: Receive reactions to the proposals, through the Global Core Survey Team, from meetings with regional ICA teams (LAC and AFR) to exchange ideas and discuss the formalization of their ICA questionnaires.

Step 5: Obtain feedback from the Global Core Survey Team on the changes to be incorporated in the ICS core questionnaire and to be adopted for the regional ICAs.

Figure 1 illustrates this process.

Figure 1: Consultation for "core" and "regional" Investment Climate questionnaires



Transport Changes in the Investment Climate Surveys

During this process, both LAC and AFR Regions expressed strong interest in improving their transport questionnaires. Each Region prepared a core survey and additional manufacture and service modules. They revised and added transport questionnaires mostly in the manufacturing modules. The regional teams finalized their questionnaires, taking the transport suggestions into consideration. In this way they remained in control of the content, design and

terminology of the questionnaires. (See Appendix III for new transport questions in the actual surveys.)

Overall, the following are major changes:

I. Improved Questions on Transport Cost. In the previous ICS, transport was addressed as a part of "all other costs." It was proposed to identify "transport" separately. This is because it was recognized that inadequate transport infrastructure and services often impose particularly high costs on firms. Hence, it is justified to address transport as a distinct factor. Both AFR and LAC accepted this change in their Manufacturing Module.

II. New Indicators of the Degree of Transport Service Provision. The AFR Region included questions to ask whether firms have to establish in-house transport capacity. The significance of this step is that the answer to this question would reflect firms' responses to the quantity and quality of available transport services. In countries where the transport services are weak, the government should consider implementing measures to stimulate competition and encourage better management of services, for instance by fostering the development of agents for shipping and other transport services.

III. Questions with a Sub-sectoral Focus. The AFR new Manufacturing Module asks specific question about the road sector. This is an important focus in view of the particular importance of road transport in many low-income countries. A question that addresses the overall transport network or logistics would not tell policy makers which sub-sector is the source of problems.

IV. Questions on Transport as a Factor in the Location of Manufacturing Capacity. The LAC Region adopted three questions that examine the main factors influencing the location of manufacturing capacity. For example, one of the questions is: "What was the most important factor in deciding to locate the establishment at this current site?" and optional responses include "Access to Means of Transportation" (See Appendix III).

Challenges

There is often a need for more specific and detailed transport-related data to clarify significant issues which affect investment decisions. However, collecting this data always involves trade offs from the survey-implementation perspective. The following are some of the challenges which are commonly encountered in this respect.

Phrasing of the questions. It is important to make sure that the question is unambiguous in identifying an important aspect of transport for the investment climate indicator that gives policy makers idea of where the problem is.

Selection of questions. Excessively long surveys cause respondent resistance or fatigue, which would result in measurement errors and impose unnecessary costs. To avoid this, it is necessary to be highly selective in choosing additional questions and modifying or dropping existing ones.

Consultation with users. The Investment Climate team in the LAC Region had sought Transport Sector advice before formalizing its revised questionnaires, but apparently they did not receive any response. By the time contact was established through the Transport Results Initiative engaging with the Private Sector Department, it was too late to amend the revised LAC transport questionnaires. This indicates the value of ensuring systematic engagement of the regional transport sector team with their counterparts responsible for designing and implementing assessments of the investment climate.

Conclusion

This Note shows that, through a process of consultation with PSD, some focus on transport has been introduced into the Global "core" module of the Investment Climate Survey.

The Note also shows the scope for achieving much more focus on transport constraints in Investment Climate Assessments for countries where these are expected to be particularly important. Examples are given of questionnaires which have been developed to complement the "core" module and specifically to meet the needs of two Regions where different aspects of transport have been identified as significant considerations for investors. For Africa the focus is on the availability of suitable transport services. For Latin America the emphasis is rather on the role of transport in influencing the location of enterprises.

Application of these revised questionnaires will provide more data on the contribution of transport to doing business in different countries. Transport sector skills are required to help interpret the findings. These skills can also help to identify the specific transport issues which are likely to be of most significance for investment decisions in those Regions which have not yet focused on this. The TRI team is ready to assist regional transport and private sector staff and country teams with the further development of specific modules in these cases.

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TO LEARN MORE

Doing Business Database is available on-line at:
<http://www.doingbusiness.org/>

Investment Climate Assessments are available on-line at:
<http://www.ifc.org/ifcext/economics.nsf/Content/IC-InvestmentClimate>

Investment Climate Surveys are available on-line at:
<http://iresearch.worldbank.org/ics/jsp/index.jsp>

Transport Infrastructure Notes and **Transport Notes** are available on-line at:
<http://www.worldbank.org/transport>

Urban Infrastructure Notes and **Urban Notes** are available on-line at:
<http://www.worldbank.org/urban>

APPENDIX I

a) Investment Climate Survey: Questions Relevant to Transport Prior to TUDTR's Contribution

- In the last fiscal year, when this establishment **exported goods directly**, what was the average number of days that it took from the time your goods arrived to their point of **exit** (e.g., port, airport) until the time these goods cleared customs?
- In the last fiscal year, when this establishment **exported goods directly**, what was the longest time, in days, that it took from the time your goods arrived to their point of **exit** (e.g., port, airport) until the time these goods cleared customs?
- In the last fiscal year, what percent of the value of the products shipped for direct export was lost while in transit?
- In the last fiscal year, what percent of this establishment's material inputs and supplies were:

Of domestic origin?	%
Of foreign origin?	%

- In the last fiscal year, when this establishment **imported goods**, what was the average number of days that it took from the time goods arrived to their point of **entry** (e.g. port, airport) until the time you could claim these goods from customs?
- In the last fiscal year, when this establishment **imported goods** what was the longest time, in days, that it took from the time goods arrived to their point of **entry** (e.g. port, airport) until the time you could claim these goods from customs?
- How problematic are these different factors to the operation and growth of this establishment?

	No obstacle	Minor obstacle	Moderate obstacle	Major obstacle	Very Severe Obstacle	Don't Know
Transportation	0	1	2	3	4	5

- Of all the above alternatives listed, which three constitute the biggest obstacle in order from greatest obstacle to least difficult?

Telecommunications	1
Electricity	2
Transportation	3
Access to land	4
Tax administration	5
Customs and trade regulations	6
Labor regulations	7
Business licensing and permits	8
Access to financing	9
Political and/or macroeconomic instability	10
Corruption	11
Street crime, theft and disorder	12
Informal practices	13
Functioning of the judiciary	14
Other	?

First
Second
Third

b) Investment Climate Survey: Questions Relevant to Transport Prior to TUDTR's Contribution

- Please provide the following information about this establishment (in thousands of local currency units):

	Fiscal Year 0	Fiscal Year -1
Total sales	000s LCUs	000s LCUs
Total purchases of raw material and intermediate goods used in production	000s LCUs	000s LCUs
Total purchase of finished goods for re-sale	000s LCUs	000s LCUs
Total cost of labor, including wages, salaries and bonuses	000s LCUs	000s LCUs
Electricity	000s LCUs	000s LCUs
Fuel	000s LCUs	000s LCUs
All other costs, i.e.: utilities, transport, overhead expenses, etc	000s LCUs	000s LCUs

Total sales is the value of all sales including manufactured goods and goods the establishment has bought for trading. If a firm makes blue jeans and also imports blue jeans to sell, total sales is the value of all blue jeans sold, both produced and imported.

Purchase of raw materials and intermediate goods are all the costs of the raw materials and intermediate goods purchased during the fiscal year, whether or not they were used in production

Total cost of labor, including wages, salaries and benefits is the total wages and all benefits, including food, transport, social security (i.e. pensions, medical insurance, unemployment insurance).
H 3-237A

Total Inventory of finished goods held at end of fiscal year includes all finished held in inventory on the final business day of the fiscal year.

- What was the net book value of the following at the end of last fiscal year?

	Fiscal Year 0	Fiscal Year -1
Machinery and equipment (including transport)	000s LCUs	000s LCUs
Land, buildings and leasehold improvements	000s LCUs	000s LCUs

- Whether you rent or own your land, buildings, and machinery and equipment, at the end of 2004, if you had to purchase back the following in its current condition, how much would it have cost?

	Value in thousands of Local Currency Units Last Fiscal Year
Machinery and equipment (including transport)	000s LCUs
Land, buildings and leasehold improvements	000s LCUs

APPENDIX II

a) Revision to the Core Investment Climate Survey

1. We propose to separate "transport" from "All other costs." Inadequate transport infrastructure and services often impose high costs on firms. If that is the case, data on transport costs will help policy makers to identify whether transport is a priority area of reform. Transport costs could be expressed as a percentage of the total for comparisons – between establishments, locations or over time - indicating changes in the impact of transport constraints. It may be appropriate to combine "electricity" and "fuel" as "energy (excluding fuel used for transport)."

Q9.	Please provide the following information about this establishment (in thousands of local currency units):	
	Fiscal Year 0	Fiscal Year -1
Total sales	000s LCUs	000s LCUs
Total purchases of raw material and intermediate goods used in production	000s LCUs	000s LCUs
Total purchase of finished goods for re-sale	000s LCUs	000s LCUs
Total cost of labor, including wages, salaries and bonuses	000s LCUs	000s LCUs
Electricity	000s LCUs	000s LCUs
Fuel (excluding fuel used for transport)	000s LCUs	000s LCUs
Transport	000s LCUs	000s LCUs
All other costs, i.e.: utilities, overhead expenses, etc	000s LCUs	000s LCUs

2. The question below is ok. It could to be complemented in the ICA surveys. (See 3.1 under the "Additional Questions to the ICA Surveys.")

Q.7.	How problematic are these different factors to the operation and growth of this establishment?					
	No obstacle	Minor obstacle	Moderate obstacle	Major obstacle	Very Severe Obstacle	Don't Know
Transportation	0	1	2	3	4	5

b) Additions to the Core Investment Climate Survey

1. The following set of four questions is important to determine the nature of transport demands for different businesses.
 - a. Does your firm export products to oversea markets? (yes/no)
 - b. Does your firm import goods from overseas? (yes/no)
 - c. Does your firm market goods and/or services domestically? (yes/no)
 - d. Does your firm procure domestic goods and/or services? (yes/no)

2. The following question reflects firms' reponses to the quantity and quality of available transport services. By doing so, it indicates to policy makers whether the government should implement measures to strengthen competition and encourage better management of services, for instance by fostering the development of shipping and other transport agents.

In the last fiscal year, how did you meet the largest part of your establishment's transport needs?

 - (a) With in-house transport capacity;
 - (b) Direct contracting of transport services
 - (c) Through agents for transport services

c) Additional Transport Questions for the Investment Climate Assessment Regional Surveys

Q.1.	In the last fiscal year, if this establishment exported goods directly , what was the average number of days that it took from the time your goods arrived at their point of exit (e.g., port, airport) until the time these goods cleared customs?
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1. In addition to the existing question above, the following question identifies the efficiency at the port as opposed to customs clearance. It generates an important indicator with a policy relevance to the port sector. The problem is that the response rate for the above question on customs has been already low, and the majority of the firms may not be able to answer this question either.

In the last fiscal year, when this establishment exported goods directly, what was the average number of days that it took from the customs clearance to completion of loading onto the vessel?

2. The following questions help policy makers to identify the constraints on within-country transport.
- 2.1. In the last fiscal year, what was the delivery point (warehouse, distribution centre) for the largest volume of your domestic sales or the gateway port (sea/air/river) for the largest volume of your international shipment? (name/km)
- 2.2. In the last fiscal year, what was the most common mode of transport to ship your goods and/or services to the delivery point (warehouse, distribution centre) for the largest volume of your domestic sales or the gateway port (sea/air/river) for the largest volume of your international shipment? (Note: If a firm used mixed transport modes, take the one that it used more.)
- a) Road
 - b) Rail
 - c) Water Transport
 - d) Air
- 2.3. In the last fiscal year, what was the average number of hours that it took to ship your goods/services to the delivery point (warehouse, distribution centre) for the largest volume of your domestic sales or to the gateway port (sea/air/river) for the largest volume of your international shipment?
- 2.4. In the last fiscal year, what was the longest number of hours that it took to ship your goods to the delivery point (warehouse, distribution centre) for the largest volume of your domestic sales or to the gateway port (sea/air/river) for the largest volume of your international shipment?
3. The following question is important because it reveals which components of transport services are perceived as obstacles and need improvements.
- 3.1. How problematic are these different factors of transport services to the operation of this establishment ?

	No obstacle	Minor obstacle	Moderate obstacle	Major obstacle	Very Severe Obstacle	Don't Know
Loss of goods	0	1	2	3	4	5
Damage of goods	0	1	2	3	4	5
Unreliable timing of collection	0	1	2	3	4	5
Unreliable time of delivery	0	1	2	3	4	5
Excessive costs of transport	0	1	2	3	4	5
Other (specify)	0	1	2	3	4	5

4. Alternatively, the following questions can provide more objective data on the issues covered in question 3.1:
 - 4.1. In the last fiscal year, what percentage of your domestic sales arrived late at the final destination in comparison with your planned schedule?
 - 4.2. In the last fiscal year, what percentage of your exported goods arrived late at the final destination in comparison with your planned schedule?
 - 4.3. In the last year, what percentage of the value of the goods shipped for domestic sales was lost or damaged?
 - 4.4. In the last year, what percentage of the value of the goods shipped for direct export was lost or damaged?
 - 4.5. Have you received compensation by the transport provider for the loss and damage?

APPENDIX III

a) New Global Core Survey (Adopted by LAC & AFR)

- Is the **transportation** of goods, supplies and inputs “No Obstacle,” a “Minor Obstacle,” a “Major Obstacle,” or a “Very Severe Obstacle” to the current operations of this establishment?
- Please tell me the three that you think are currently the biggest problems, beginning with the most difficult obstacle of all. The list includes “transportation,” and ranks include “most serious obstacle,” “Second most serious obstacle,” and “Third most serious obstacle.”

b) New Questions in Manufacturing Module for LAC

- What was the most important factor in deciding to locate the establishment at this current site?

	Important Factor
Accessibility to outputs and inputs markets	1
Workforce education, skills and working habits	2
Access to Means of Transportation (e.g. roads, ports, airports)	3
Tax Exemptions and other Local Government Benefits or Concessions	4
Quality of Public Services (e.g. water, electricity, etc.)	5
The owner(s) or major shareholder(s) are from this city	6
Other, SPECIFY _____	7

- If you could relocate this establishment to another site, what is the most important factor that you would take into consideration when considering other sites?

	Important Factor
None, would not relocate	1
Accessibility to outputs and inputs markets	2
Workforce education, skills and working habits	3
Access to Means of Transportation (e.g. roads, ports, airports)	4
Tax Exemptions and other Local Government Benefits or Concessions	5
Quality of Public Services (e.g. water, electricity, etc.)	6
Other, SPECIFY _____	7

- What is the main reason for never having exported?

	Main reason
Administrative procedures for exporting (e.g. licenses, permits, customs)	1
Transport and logistic costs	2
Tariffs, quotas or other barriers to entry in export markets (e.g. sanitary regulations)	3
Distribution channels in export markets	4
Access or cost of export finance	5
Production costs and/or quality of products not competitive in foreign markets	6
Not applicable since we expanded exports	7

- In fiscal year **[insert date of the last complete fiscal year]**, did this establishment use its own transport to make shipments to its customers?

- In fiscal year **[insert date of the last complete fiscal year]**, what percent, in terms of annual revenue, of shipments to its customers were transported by this establishment's own transport?
- In fiscal year **[insert date of the last complete fiscal year]**, what was the name of the primary destination (in terms of sales) of this establishment's main product?
- In fiscal year **[insert date of the last complete fiscal year]**, did this establishment transport the main product to the primary destination using third party providers?
- If the primary destination is abroad, what is the name of the point of exit for the last shipment of the main product?
- For the last shipment of the main product to the primary destination, what was the mode of transportation used to deliver the establishment's main product to the mentioned primary destination?

Road	1
Rail	2
Air	3
River Transport	4
Maritime Transport	5
A combination of the above. SPECIFY _____	6

- For the last shipment to the primary destination of the establishment's main product, what was its *size*?
- What was the *transportation cost* for the last shipment of the establishment's main product to its primary destination?
- What was the *total value* of the last shipment of the establishment's main product to its primary destination?
- If the primary destination is outside the country, what's included in that value?

FAS (Free Alongside)	1
FOB (Free on Board)	2
CIF (Cost, Insurance, and Freight)	3
None	4
Don't know	-9

- For the last shipment, how long did it take to transport the last shipment of the establishment's main product to its primary destination, from the time the product left the establishment until it was delivered to the client?
- For fiscal year **[insert date of the last complete fiscal year]**, please provide the following information about this establishment (in thousands of local currency units):

Total annual revenue
Total annual cost of labor (including wages, salaries, bonuses, social payments)
Total annual cost of raw materials and intermediate goods used in production
Total annual costs of electricity (from public grid only)
Total annual costs of communications services
Total annual costs of fuel
Total annual costs of transport for goods and workers (not including fuel)
Total annual costs of water
Total annual cost of rental of land/buildings, equipment, furniture

c) New Questions in Manufacturing Module for AFR

- In fiscal year **[insert date of the last complete fiscal year]**, did this establishment use its own transport to make shipments to its customers?
- In fiscal year **[insert date of the last complete fiscal year]**, what percent of shipments, in terms of all annual shipments to customers, were transported by this establishment's own transport?
- In fiscal year **[insert date of the last complete fiscal year]**, what was the main point of origin of the main production input that this establishment needed to be transported in *by road*? In the case of imported inputs, what was the point of entry into this country?
- For the last *road* shipment of the main production input from the main point of origin, what was the cost of transporting this input? In the case of imported inputs, what was the cost of transporting this input by road from the point of entry into this country?
- For the last *road* shipment of the main production input from the main point of origin, how long did it take to transport the last shipment of this input from its point of origin to this establishment? In the case of an imported input, how long did it take to transport the last shipment from its point of entry to this country to this establishment?