ANNEX 2.1: TECHNICAL GLOSSARY

Section A: Indicator Technical Glossary

Some of the relevant terminology is included below:

1. What is an Indicator?

One definition is that an Indicator is 'a number or ratio (value on a scale of measurement) derived from series of observed facts, which can reveal relative changes as a function of time'.

2. What is an Information System?

An Information System (IS) is the system of persons, data records and activities that process the data and information in a given organization, including manual processes or automated processes.

3. What is the nature of an Indicator Framework?

A Framework is a basic conceptual structure used to solve a complex issue.

4. What is the nature of monitoring?

Monitoring can be defined as:

"A continuing function that uses systematic collection of data on specified indicators to provide management and the main stakeholders of an ongoing development intervention with indications of the extent of progress and achievement of objectives and progress in the use of allocated funds".

See Organisation for Economic Co-operation and Development (OECD), *Glossary of Key Terms in Evaluation and Results Based Management*). Thus monitoring embodies the regular tracking of inputs, activities, outputs, outcomes and impacts of development activities at the project, program, sector and national levels. This includes the monitoring of a country's progress against the millennium development goals (MDG's), or other national measures of development success, such as approved national transport policies.

5. What is the nature of evaluation?

This is a time-bound exercise that attempts to assess systematically and objectively the relevance, performance and success, or the lack thereof, of ongoing and implemented policies. Evaluation is undertaken selectively to answer specific questions to guide decision-makers and/or programme managers, and to provide information on whether underlying theories and assumptions used in policy development were valid, what worked and what did not work and why. Evaluation commonly aims to determine the relevance, validity of design, efficiency, effectiveness, impact and sustainability of policies.

6. Baseline study

Efficient monitoring and evaluation will not be possible without baseline data. A collection of baseline data should be conducted before policies are implemented, and this data collection will constitute the beginning of the M&E process.

A baseline study could start out with a national consultation, or make use of existing national data gathering efforts. It should contain both qualitative and quantitative information.

It was considered important to establish quite a wide baseline of information to ensure that there would be a capacity to undertake the monitoring function in due course, as Government policies and the economic climate change.

In the TSIF Study, the Baseline Survey results have been presented in Annex 4.1 [Tables 1-9 inclusive]. In the Roads and Road Transport, and the 'non-roads' sub-sectors (Maritime, Aviation, Aviation, Pipeline, etc) the Baseline survey identified some 341 indicators which could form a useful pool of data, from which the subsequent definition of more targeted and focused 'core' indicators becomes possible.

It is noted that in the Socio-economic and Roads Socio-economic domains, baseline survey indicator data (for the 45 indicators identified) are currently un-available.

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7. Core Indicators within the Baseline study

The Core Indicators are the most basic elements of the transportation indicators. They can be detailed and they include a variety of measurements, currencies, ratios, and percentages, as well as diverse sources for the information. At the national or sub-national

level there is a need to characterise the performance and impact of the transport sector, reflecting all significant contributions by different modes. The performance and impact indicators for transport combine elements from several categories of data. These can provide a qualitative and analytic picture of how a country's transportation system contributes to the national economy and to social and environmental objectives.

From the wider baseline, it was considered important to ensure that the core indicators (numbering 208 in total) were selected by means of identifying linkages to the Vision 2030 and National Transport Policy objectives. (Some linkages with SSATP indicators were also identified). The core baseline indicators are summarized in Annex 4.1 [Table 10].

8. Headline Indicators

The essential purpose of identifying 'headline' transport indicators is to help restore a balanced view at the national, regional and global levels of the key role of transport services in reducing poverty, facilitating growth and contributing to achievement of the Vision 2030 and Millennium Development Goals.

Transport sector management has committed to strengthening sector indicators in line with the infrastructure development goals and the VISION 2030. The ToR requires determination of a few simple key indicators that require little effort and resources to collect and disseminate.

For instance, an important "headline indicator" (established also by the SSATP Transport Indicator Framework) is for rural accessibility. "Sustainable access to rural transport" measures the number of people who live within 2 km of an all-season road. This Headline indicator identifies linkages between transport sector data and poverty data[1].

Other important headline indicators proposed include road condition (percentage of A and B Class Network roads in "good" condition. These indicators are regarded as a useful proxy for service delivery. The headline indicators are summarized in Table 5.1.

[1] For instance, results from 31 countries representing 83 percent of the total rural population in all IDA countries show that, on average, 64 percent of rural dwellers have access to the transport network.

Section B: Website Technical Glossary

Some of the relevant terminology is included below:

CMS – Content Management System

A web based interface, which allows non technical staff to alter and update the content of a website, without having to know or touch any html, or other, code.

PHP – Php Hypertext Preprocessor

(A recursive Acronym!) This is a commonly used scripting language, which enables you to build dynamic websites by connecting to databases, etc. KRB's website uses it.

JOOMLA –

A website template system, which enables you to easily build professional sites, and also contains its own CMS. Written in PHP. The Aviation Authority site appears to use Joomla.

Platform Independence

A piece of software that runs on any computer system, windows, Mac, sun, Linux, etc.

MYSQL

A database that is often used to drive websites, which has been optimized for speed. There are many other databases, such as postgres, oracle, etc.

Asp = Active Server Pages

This is a Microsoft product.