

Nepal Public Land Transport Survey 2013

A Statistical Report



Central Bureau of Statistics

National Planning Commission Secretariat

Government of Nepal

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Abbreviations and Acronyms

BS	Bikram Sambat
BSO	Branch Statistical Office
CBS	Central Bureau of Statistics (Nepal)
CSPro	Census and Survey Processing
GDP	Gross Domestic Product
ISIC	International Standard Industrial Classifications of All Economic Activities
NPISH	Non-Profit Institutions Serving the Households
PSU	Primary Sampling Unit
SSU	Secondary Sampling Unit
STATA	Statistical Analysis
VDC	Village Development Committee

Chapter I

Survey Methodology

1.1 Introduction

Nepal is a country with more than three-quarter of the population inhabited in rural areas. Due to the recent expansion of different types of roads in Nepal, 73 out of 75 districts are connected with the road network. About 1.6 million land transport vehicles have been registered in Nepal¹ by the end of Fiscal Year 2069-70 BS (15 July 2013). The total length of the road in Nepal is 25133 km including well-surfaced (7799 km), graveled (6830 km) and earthen (10504 km) roads².

The Nepal Public Land Transport Survey 2013 is designed to collect information on one of the fast-growing sectors of trade-in services. This sector is extracted from Section H (Transport and Storage) of the International Standard Industrial Classifications of All Economic Activities (ISIC) Revision IV. The ISIC is the international reference classification of productive activities. The division 49 under Section H deals with "Land transport and transport via pipelines". The group 492 is focused to "Other land transport" which includes all land-based transport activities other than rail transport. This survey covers three classes under this group, 4921 (Urban and suburban passenger land transport), 4922 (Other passenger land transport) and 4923 (Freight transport by road) of ISIC 2008. Non-mechanized land transport services of passenger transport by man- or animal-drawn vehicles such as bicycle, rickshaw, carts, mules, horses, etc. are excluded from the survey.

Since the survey is focused on the trading aspect, the private, government, corporation, diplomatic, institutional and the service-oriented vehicles belonging to Non-Profit Institutions Serving the Households (NPISH) are not covered in this survey. The public vehicles incorporates both the passenger and freight vehicles with the number plate having black background and white alphabets (for public) and green background and white alphabets (for tourist). They include vehicles used for the public purposes such as taxi, jeep, van, pickup, tipper, tempo, auto rickshaw, power tiller, tractor, microbus, minibus, mini truck, bus, truck, lorry, water tanker, petrol tanker and any type of tourist vehicles. Ambulances, cranes, dozers, rollers and fire brigades are not included in the survey.

¹ Department of Transport Management, Ministry of Physical Infrastructure and Transport

² Thirteenth Development Plan, National Planning Commission

1.2 Background

One of the major concerns of the Government of Nepal is to strengthen the economic statistics for evidence-based policy. To make Gross Domestic Product (GDP) estimation more realistic, the secondary data sources that it uses need to be frequently updated. The survey of public land transport is the continuation of the backing up of the data required for the national accounts estimates in Nepal. The Trade Statistics Section of the CBS has carried out the Distributive Trade Survey of Nepal in 2008 and Freight Margin Survey in 2011 to serve for this purpose. The two surveys Private Educational Institution Survey 2014 and the survey dealing with the repair and maintenance of vehicles are in pipelines to support the generation of trade in services statistics in Nepal.

The Nepal Land Transport Survey 2013 envisages to capture the input and the output from the public land transport sector. Many sectors of industries are affected by the land transport sector in Nepal as this plays key role in the fluctuations of prices of goods.

1.3 Objectives of the Survey

Nepal Public Land Transport Survey 2013 was carried out for the first time in Nepal for such a large scale. However, a small study on public land transport had been conducted in 2003-04. The overall objective of this survey was to generate statistics required for the contribution of public land transport service to the national economy.

The survey was designed with the following specific objectives:

- (i) To estimate the contribution of public land transport service to the national economy;
- (ii) To analyze the impact of employment at the national level by the transport sector;
- (iii) To update the data and pattern of land transport sector required for the GDP estimation
- (iv) To fill data gap felt in the transport services
- (v) To provide relevant statistics required for the development of transport sector to planners, policy makers and researchers.

1.4 Scope and Coverage

With the objectives mentioned above, the public land transport survey was carried out to estimate the major expenditure components of transport service at national level by type of vehicles. The key survey results are representative to the following 10 types (groups) of vehicles:

1. Bus/Minibus
2. Truck/Minitruck/Tipper
3. Taxi
4. Jeep/Van
5. Microbus
6. Tempo
7. Tractor/Power tiller
8. Tourist vehicles
9. Water tanker
10. Petrol Tanker

The scope of the survey was covered in the following topics of public vehicles:

1. Introductory Information

It has questions on transport entrepreneur such as name, address, type of the vehicle operated, plate number of the vehicle, country and model number of vehicle manufactured, years of the operation, frequency of the operation of the vehicle, etc.

2. Number of Regular Employees in Vehicle

This section covers the information on employment. Five types of employees were identified. They are classified by paid, unpaid, contract basis with gender disaggregation. The types of employees classified were Manager/Entrepreneur, Driver, Conductor, Helper and Others.

3. Expenditure on Transport Employees

The information on salary, allowance and other benefits provided to regular employees of the vehicle were recorded in this section.

4. Operating and Other Expenditures

In this section, the information on operating and other expenditures were covered. Expenditures incurred on operating business during the reference period were covered under operating expenditure. It included expenditures on fuel, lubricants, spare parts, repair and maintenance, rent, different organizational and operational fees.

Other expenditures covered miscellaneous expenditure incurred during the reference period. They were insurance premiums, commissions, compensations and donations.

5. Financial Description

The information on financial transaction made during the reference period was captured in this section. It constitutes loans taken and given, interest received or given and any other type of financial transactions made.

6. Capital Expenditure

The information on the capital expenditure and property gained during the reference period was collected in this section. It included vehicle, garage/building, main engine, tyre/tube, body building, capital repair and maintenance, machine/equipment and other items. It covered both the purchased/additional cost and the cost of sold/deducted during the reference period.

7. Tax, Royalty, Fee

The information on the taxes, royalties, and fees paid to the government and other institutions during the reference period was collected under this section. It included vehicle tax, road tax, enterprise registration, renewal and permit fees, local government fees, route permit fees paid to the government, and other indirect taxes, royalties, fees, etc.

8. Income from Enterprise

This section included questions on income of transport entrepreneur from the sale of services during the reference period. It covered income from sale of transport services (fare), income from contract and other income.

The other income included income from secondary activities of the transport entrepreneur during the reference period. It covered income from renting out building, renting out vehicle, amount received from compensation, claim of vehicle insurance, etc.

9. Miscellaneous

The miscellaneous section of the questionnaire included questions on the type of the distance the vehicle was operated and the operational age of the vehicle. The information on the respondent, enumerator and supervisor of the survey were also collected in this section.

1.5 Sampling Design

The sampling design adopted in Nepal Public Land Transport Survey 2013 was stratified cluster sampling. There 10 strata on 3 domains of the sample selection were:

Domain: 3 Ecological belts (Mountains, Hills and Plains)

Strata: 10 strata of vehicle types as mentioned above

Final selection : vehicle entrepreneur represented by unique vehicle number

Domains of selection

The origin of the vehicle for the survey purpose is considered as the district where it is registered in the respective associations based on its type. For this purpose, three domains were created: the Mountains, the Hills and the Plains. For each domain, the number of vehicles were selected and distributed by its type. In many domains, all type of vehicles were not selected as some of them were absent in the particular domain. For the vehicle type Bus/Minibus, Jeep/Van and Tractor/Power tiller, three domains of the Mountains, Hills and Tarai was maintained. Tourist vehicles (taxi, bus) and Water tanker were found only in the Hills domain. However, for other vehicle types, the Mountains and Hills were merged to a single domain due to the insufficient population size as a result of rare presence of vehicle associations in mountainous districts.

Selection of Strata

From each domain selected, 10 types of vehicles were selected proportionately. The number of vehicles to be selected were fixed at some percentage by each type and domain as far as possible.

Final selection

From each domain selected, an exhaustive listing of vehicles was prepared based on the type of the vehicle where the vehicles registered in districts were sorted from east to west as explicit stratification. From each domain certain percentages of vehicles were selected with systematic sampling ordered by district.

Sampling Frame

The sampling frame for Nepal Public Land Transport Survey 2013 is prepared from the team of 33 Branch Statistical Offices (BSOs) and the Trade Statistics Section of the CBS. Each BSO collected the list of all the public vehicles and their relevant information, by their type. The type of the vehicles had been classified based on the income/expenditure pattern of them so as to minimize the average value within each type of vehicle. This classification does not exactly fit to the classification adopted by the Department of Transport Management for the registration purpose, which is a bit aggregated form based upon the size of the vehicle.

1.6 Field Work

Field Staff

The field staffs were selected from Central Bureau of Statistics and Branch Statistical Offices. The officers of BSO were also deputed for the district level supervision of the respective districts. The officers of Trade Statistics Section made the overall central supervision.

Training of Field Staff

As training is very important in any sort of economic surveys, an intensive training was imparted to the staff involved in public land transport survey. Firstly, a master training was organized for the head of the Branch Statistics Offices by Trade Statistics Section on the third week of January 2013 (16-19 January) at Butwal (Rupandehi) and on the fourth week of January 2013 (27-30 January) at Itahari (Sunsari) for the officers involved in the survey. The officers were trained and briefed on:

- (i) importance of transport sector on national accounting and the contribution of transport services to GDP
- (ii) sample selection and field operation
- (iii) concepts and definitions used in the survey questionnaire, and
- (iv) responsibilities of the officers to be involved in the survey.

They were also given the guidelines for training to district officers, field supervisors and enumerators. The officers of CBS participated in the training program.

The second level training was organized in two places. The intensive training for district supervisors and enumerators was organized by Trade Statistics Section at Itahari (Sunsari), and Butwal (Rupandehi). The duration of the training was 3 days each (22-22 January 2013) at

Butwal (Rupandehi) and (31 January-2 February 2013) at Itahari (Sunsari) for the field supervisors and enumerators. The supervisors and enumerators were also briefed and trained to fill up different questionnaires designed for the survey work. They were given guidelines in the training to maintain consistency of procedures employed and uniformity of concepts and definitions used. Each supervisor and enumerator was provided instructions manuals for their better understanding of the objectives of conducting the survey.

Field Enumeration

Nepal Public Land Transport Survey 2013 was carried out in 6 months. The management of the field work team was done by the BSOs.

Field Supervision

An intensive supervision over the field work was carried out by the supervisory staff comprising district level officers and supervisors. In addition, field supervision was carried out to various districts by the officers and supervisors of trade statistics section of CBS.

Reference Period

The reference period of the survey was the last fiscal year preceding the interview with the transport entrepreneur 2011/12 (2068/69 BS).

1.7 Vehicle Listing

A complete vehicle listing was done prior to the main enumeration work. The following information was collected in the listing of the households:

1. Vehicle Serial Number
2. Name of District
3. Name of Transport Entrepreneurs' Association
4. Zone Code mentioned in the Plate Number of the Vehicle
5. Vehicle Number mentioned in the Plate Number of the Vehicle
6. Name of Entrepreneur
7. District of Entrepreneur
8. VDC/Municipality of Entrepreneur
9. Ward Number of Entrepreneur
10. Telephone Number of Entrepreneur

11. Mobile Phone Number of Entrepreneur

12. Type of Vehicles

Code of Types of Vehicles

1. Bus/Minibus
2. Truck/Minitruck/Tipper
3. Taxi
4. Jeep/Van
5. Microbus
6. Tempo
7. Tractor/Power tiller
8. Tourist vehicles³ (Taxi)
9. Tourist vehicles (Bus)
10. Water tanker
11. Petrol tanker

1.8 Data Management

After data collection, inconsistency checks and error removing were done to improve the quality of the survey data. The procedure of editing was done by the staff of Trade Statistics Section of CBS for maintaining the quality of compiled and processed data. The computer programming for data entry, editing and tabulation for the public transport survey was done using the software packages CPro and STATA.

Data Entry

The staff of Trade Statistics Section of CBS and some enumerators involved in survey were involved in the data entry. The quality of the data was maintained by checking the filled-in questionnaires on sample basis. The data entry work was completed within a month.

Data Editing and Cleaning

It was a time-consuming work but editing ensured the data were of a high quality. The editing was designed to identify several types of error such as missing data, inconsistencies (e.g. type of vehicles and identification of the vehicle represented by plate number, etc.)

³ The tourist taxi and tourist bus was combined to tourist vehicles later during the field enumeration.

Output Tables

The computer program was designed to produce a set of output tables for each type of the vehicle. The interpretation of the tables are made except that of income and expenditure questions.

1.9 Survey Limitations

The survey was designed based on the available lists of the vehicles prepared by the Branch Statistical Offices during listing operation. Later the survey frame was updated using the number of vehicles registered in the Transport Management Department. It provided the weights of the vehicles by its type. Due to the small size of the sample, the results could not be representative in the sub-national level.

1.10 Lessons Learned

The complete list of the vehicles was the major challenge for the survey sample design. As the list was prepared based on their operation and affiliation to their respective association of the vehicles rather than their registration, the source of the list was the different vehicle associations which couldn't furnish enough information needed for the stratification as envisaged.

Chapter II

Introductory Information

This chapter presents introductory tables on geographic distribution of the public land transport vehicles, origin and age of manufacturing of the vehicles, age and distance of operation of the vehicles, regularly employed individuals by type of vehicles and problems and suggestions reported by the transport entrepreneurs.

Table 1: Distribution of public land transport vehicles by type

Type of Vehicle	Total	Sample	Percent
Bus/Minibus	37995	459	32.1
Truck/Minitruck/Tipper	26218	394	22.1
Taxi	7758	173	6.5
Jeep/Van	11159	189	9.4
Microbus	8182	151	6.9
Tempo	5084	62	4.3
Tractor/Power tiller	16387	219	13.8
Tourist vehicle	877	19	0.7
Water tanker	818	14	0.7
Petrol tanker	4066	56	3.4
Total	118544	1736	100

Table 1 presents the distribution of the public land transport vehicles by their types. The total number of vehicles that are operated throughout the country in the reference year 2011/12 (Fiscal Year 2068/69 Bikram Sambat), the sample of the vehicles selected by type and the percentage distribution of the sample are presented in the table. The total number vehicles under operation is 118,544 and 1,736 vehicles representing from 10 subgroups created for the survey purpose are selected for the enumeration. About one-third of the vehicles under selection are buses and minibuses. The trucks, minitrucks and tippers are the second common public transport vehicles. Around 1.5 percent of the estimated public vehicles were selected for the interview with the transport entrepreneurs in the survey.

Table 1A: Distribution of sampled vehicles by ecological belt

Type of Vehicle	Mountains		Hills		Tarai		Total	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Bus/Minibus	12	0.9	234	52.6	213	46.4	459	100
Truck/Minitruck/Tipper	0	0.0	267	55.7	127	44.3	394	100
Taxi	0	0.0	143	77.1	30	23.0	173	100
Jeep/Van	16	4.0	132	58.4	41	37.6	189	100
Microbus	0	0.0	118	57.0	33	43.1	151	100
Tempo	0	0.0	33	34.6	29	65.4	62	100
Tractor/Power tiller	10	2.0	72	25.2	137	72.8	219	100
Tourist vehicle	0	0.0	19	100.0	0	0.0	19	100
Water tanker	0	0.0	14	100.0	0	0.0	14	100
Petrol tanker	0	0.0	37	66.1	19	33.9	56	100
Total	38	1.0	1069	52.3	629	46.7	1736	100

Table 1A presents the distribution of the public vehicles by ecological belt. The origin of the vehicle is the place where they are registered or mainly operated considering the unit of registration or operation as the district. There were negligible number of vehicles in the Mountains whereas they were almost equally distributed to the Hills and the Tarai, Only Bus/Minibus, Jeep/Van and Tractor/Power tiller were found to be registered in the Mountains. Tourist vehicles and Water taker were found only in the Hills. Tractor/Power tiller and Tempo are more common to Tarai.

Table 2: Distribution of vehicles by country of manufacturing

Country	Percent
India	89.0
Japan	4.5
Nepal	2.4
South Korea	1.3
China	1.2
Germany	0.6
Indonesia	0.5
Other	0.6
Total	100

There were 89 percent of the vehicles that were running during the reference year 2011-12 had been manufactured in India. Japan stood the second in terms of the country of manufacturing. More than two percent of the vehicles that were under operation were manufactured in Nepal.

Table 3: Average years of vehicles since manufactured and operated by type

Type of Vehicle	Manufactured (years)	Operated (years)
Bus/Minibus	7.4	6.6
Truck/Minitruck/Tipper	6.7	6.3
Taxi	10.2	9.0
Jeep/Van	10.5	9.1
Microbus	7.2	6.5
Tempo	14.7	13.5
Tractor/Power tiller	5.2	4.6
Tourist vehicle	20.9	20.5
Water tanker	11.2	10.7
Petrol tanker	10.6	9.8
Total	8.0	7.2

In Nepal, mean years of vehicles that are operated since manufactured is 8. Tourist vehicles were found to be the oldest in terms of years of manufacturing (20.9 years). Tractors and power tillers were found to be the newest ones (5.2 years) based on different types of vehicles sampled. The average age of operation of the running public vehicles was found to be 7.2 years. The oldest age of the vehicles were the tourist vehicles (buses) and the newest ones were tractor/power tiller. The survey had not accommodated the newly arrived taxis at the Tribhuvan International Airport.

Table 4: Average number of days the vehicle is operated in a reference year

Type of Vehicle	Mean	Median
Bus/Minibus	231	240
Truck/Minitruck/Tipper	222	231
Taxi	286	300
Jeep/Van	246	250
Microbus	277	288
Tempo	291	300
Tractor/Power tiller	232	240
Tourist vehicle	267	300
Water tanker	317	315
Petrol tanker	136	120
Total	238	240

The mean period of operation of the public transport vehicles in Nepal is 238 days in a year. The median value of the operation was 240 days, which is very close to the mean value of operation. Water tankers were found to be the most operated vehicles (317 days) whereas petrol tankers were operated 136 days in a reference year.

Table 5: Number of vehicles per transport entrepreneur by vehicle type

Type of Vehicle	Mean	Maximum
Bus/Minibus	1.8	60
Truck/Minitruck/Tipper	2.2	22
Taxi	1.3	7
Jeep/Van	1.2	13
Microbus	1.4	7
Tempo	2	13
Tractor/Power tiller	1.2	6
Tourist vehicle	1.2	4
Water tanker	2.7	8
Petrol tanker	5.4	50
Total	1.8	60

The mean number of similar types of vehicles owned by the transport entrepreneurs was 1.8 for the reference year. Petrol tanker was the vehicle, which was owned most by a single entrepreneur. The maximum value of the number of the vehicles was as high as 60 for some types of vehicles, especially the bus or minibus as observed in the sampled entrepreneurs.

Table 6: Distribution of the distance mainly travelled by vehicles

Type of Vehicle	<i>Percent</i>			Total
	Short (≤25 km)	Medium (26-100 km)	Long (>100 km)	
Bus/Minibus	18.4	37.1	44.5	100
Truck/Minitruck/Tipper	6.6	20.4	73.0	100
Taxi	68.4	30.3	1.3	100
Jeep/Van	42.8	48.2	9.0	100
Microbus	37.9	36.9	25.3	100
Tempo	95.5	4.5	0.0	100
Tractor/Power tiller	54.8	41.5	3.7	100
Tourist vehicle	73.7	5.3	21.1	100
Water tanker	50.0	50.0	0.0	100
Petrol tanker	7.1	17.9	75.0	100
Total	31.3	32.4	36.3	100

Almost one-third of the vehicles were found to be operated each in short (less than or equal to 25 kilometers), in medium (26 to 100 kilometers), and long (more than 100 kilometers) distance. Tempo and water tanker were found to be operated only to the short and the medium distances whereas three-fourth of the petrol tanker, truck, minitruck and tipper were under operation for the long distance during the reference year.

Table 7: Average expected age (years) of vehicle as reported by the entrepreneur

Type of Vehicle	Mean (Minimum)	Mean (Maximum)	Mean (Average)
Bus/Minibus	18.0	24.0	21.0
Truck/Minitruck/Tipper	17.5	23.3	20.4
Taxi	17.9	24.7	21.3
Jeep/Van	17.0	23.7	20.3
Microbus	20.7	26.5	23.6
Tempo	21.6	27.1	24.4
Tractor/Power tiller	14.2	19.7	16.9
Tourist vehicle	27.7	32.3	30.0
Water tanker	23.3	27.6	25.5
Petrol tanker	24.3	32.4	28.4
Total	17.9	23.9	20.9

The expected minimum age of the all the public vehicles was 17.9 years and the maximum value for this was 23.9 maintaining the calculated average to be 20.9 years as reported by the transport entrepreneurs. The tractor and power tiller was reported to have the lowest age (16.9 years) and tourist vehicles and petrol tanker were found to be reported with highest age of operation.

Table 8: Distribution of problems/suggestions reported by transport entrepreneurs

Problems/Suggestions	Major Suggestions		Multiple Responses	
	No. of Entrepreneur	Percent	No. of Entrepreneur	Percent
Improve road condition	280	14.9	357	20.6
Stop strikes in transport sector	134	7.9	220	12.7
Urge traffic rules compliance	132	7.2	227	13.1
Adopt scientific fare system	86	5.7	134	7.7
Provide subsidy on fuel price	75	4.5	156	9.0
Reduce interest rate on transport loan	41	2.4	68	3.9
Ensure availability of fuel/spare parts	29	1.5	52	3.0
Limit fare discount to real student	25	1.4	72	4.1
Compensate from guilty in accident	23	1.3	46	2.6
Reduce insurance premium	7	0.5	20	1.2
Others	255	14.0	529	30.5
No problem/suggestion reported	649	38.7	649	37.4
Total	1736	100	1736 (2530)	100 (145.7)

There were many problems and suggestions reported by the public land transport entrepreneurs. Almost two-third of the transport entrepreneurs reported the problems and suggestions. About 15 percent of the entrepreneurs suggested to improve the condition of the roads. Almost 8 percent of them reported the restriction of strikes in transport sector and 7.2 percent reported the strict compliance of traffic rules. These are the problems as well as the solutions of the problems at transport sector. In multiple response analysis, the rank of the importance of the suggestions remains almost same as of main option except some category such as "Urge traffic rules compliance", "Limit fare discount to real student" and "Others" categories.

Table 9: Average and total number of regularly employed individuals by vehicle type

Type of Vehicle	Mean employees			Total employees		
	Male	Female	Total	Male	Female	Total
Bus/Minibus	2.913	0.004	2.917	110675	166	110840
Truck/Minitruck/Tipper	2.377	0.003	2.381	62324	92	62415
Taxi	1.190	0.011	1.200	9229	84	9313
Jeep/Van	2.037	0.004	2.041	22726	49	22776
Microbus	2.359	0.000	2.359	19304	0	19304
Tempo	1.234	0.023	1.257	6276	115	6391
Tractor/Power tiller	2.406	0.003	2.410	39429	57	39486
Tourist vehicle	1.158	0.000	1.158	1015	0	1015
Water tanker	2.571	0.000	2.571	2103	0	2103
Petrol tanker	2.232	0.000	2.232	9076	0	9076
Total	2.380	0.005	2.385	282158	562	282720

Number of regular employees in public land transport service includes manager/entrepreneur, driver, conductor, helper and others. There are 2.4 employees per vehicle. The highest number of employees is observed in Bus/Minibus, which is 2.9. Tourist vehicles, tempo and taxi each had the lowest number of employees nearly one per vehicle. Five out of thousand employees are found to be female in public land transport service. Altogether 282 thousand individuals were involved in public land transport sector regularly, the number of female being far below.

Table 10: Average number of regularly employed individuals per vehicle by distance travelled

Type of Vehicle	Short (≤25 km)	Medium (26-100 km)	Long (>100 km)
Bus/Minibus	2.5	2.8	3.2
Truck/Minitruck/Tipper	2.4	2.4	2.4
Taxi	1.1	1.3	1.6
Jeep/Van	2.0	2.0	2.1
Microbus	2.3	2.7	1.9
Tempo	1.2	2.0	
Tractor/Power tiller	2.4	2.4	2.8
Tourist vehicle	1.1	1.0	1.2
Water tanker	2.3	2.9	
Petrol tanker	2.0	2.1	2.3
Total	2.0	2.5	2.6

Average number of regularly paid employees is the highest for the vehicles operated in the long distance (more than 100 km distance), which is 2.6. In a short distance of 25 km or less, the average number stood at 2.5. The figure stands at 2 for the short distance vehicles running at less than or equal to 25 km.

Chapter III

Expenditure and Income of Transport Service

The expenditure and income section of the public land transport survey collects information on all the capital and recurrent expenditure made on the vehicles and the gross income derived from operating transport service including its ancillary activities. The average annual expenditures and incomes are derived based on the expenses/income made on particular items. This is expected to provide the average values of the items that make expenditure or income on them.

The mean values presented in the subsequent tables are the positive values of the items. Any values which were not incurred were treated as missing, not zero. So proper care should be taken while deriving the totals of these values and making interpretations based on this.

Table 11: Average annual expenditure on employees (Rupees) on different items by vehicle type

Type of Vehicle	Salary /Wage	Food allowance	Housing allowance	Daily allowance	Welfare fund	Other allowances	Item Total	Expenses per employee
Bus/Minibus	90463	109618	20071	183161	14274	5675	348599	147793
Truck/Minitruck/Tipper	114875	114717	24700	94618	9535	8470	274730	138262
Taxi	59958	40414	13264	75217	10871	4601	94255	80215
Jeep/Van	85778	66758	20492	62339	10362	4165	170550	121460
Microbus	102120	106563	20654	124542	15116	4832	259307	142333
Tempo	75030	41793	21600	60205	8600	1242	86527	90171
Tractor/Power tiller	102216	39992	20873	82710	6174	7159	190723	95207
Tourist vehicle	146389	37871		89760	1200	7000	121489	160700
Water tanker	118786	54167		175063		5034	305997	157106
Petrol tanker	101779	49720	15000	149345	3312	5448	260603	129664
Total	98374	92586	20551	130479	11392	6347	262418	130868

Table 11A: Total annual expenditure on employees (Percent) on different items by vehicle type

Type of Vehicle	Salary /Wage	Food allowance	Housing allowance	Daily allowance	Welfare fund	Other allowances	Item Total
Bus/Minibus	23.2	28.4	1.0	44.8	1.6	0.9	100
Truck/Minitruck/Tipper	41.5	28.3	0.4	26.5	1.0	2.3	100
Taxi	51.3	19.4	0.8	25.3	2.0	1.1	100
Jeep/Van	43.3	33.4	1.2	17.6	2.8	1.6	100
Microbus	36.5	31.6	0.8	28.6	1.7	0.9	100
Tempo	64.0	15.9	0.7	18.3	0.5	0.5	100
Tractor/Power tiller	51.0	13.9	0.9	31.4	0.9	2.0	100
Tourist vehicle	57.1	23.0	0.0	19.4	0.2	0.3	100
Water tanker	38.8	7.6	0.0	53.1	0.0	0.5	100
Petrol tanker	39.1	6.8	0.2	52.2	0.2	1.5	100
Total	34.4	26.1	0.8	35.8	1.4	1.4	100

Table 12: Average annual operational expenditure (Rupees) on different items by vehicle type

Type of Vehicle	Fuel	Lubricant	Spare parts	Repair/Maintenance	Rent	Membership fees	Frequent/Daily fees	Route permit fees	Environment test fees	Others	Item Total
Bus/Minibus	794005	34848	24977	19528	12997	17225	53946	12291	404	15136	939862
Truck/Minitruck/Tipper	1078662	47210	42287	26949	12711	11460	23496	11164	408	33034	1242910
Taxi	247724	14086	12996	9768	10997	5806	12300	2857	124	15320	302729
Jeep/Van	300638	25355	21847	12861	7217	18029	31886	10404	396	17318	410458
Microbus	524662	45552	28224	21049	11325	7835	49194	15931	286	17672	679619
Tempo	116708	9324	10332	8933	4699	14195	14344	8008	629	12336	173818
Tractor/Power tiller	360891	19103	17312	10919	15047	3384	11783	5270	737	52831	446577
Tourist vehicle	220308	17900	9512	4911	12750	14836	30888	70	464	3200	282011
Water tanker	693698	45778	34429	24586		12000	12480		339	2575	812801
Petrol tanker	680703	48719	29706	20931	16000	9761	20707	3144	515	15874	805609
Total	658437	33200	26470	18319	12075	11674	34557	10005	395	25037	786001

Table 13: Average annual other expenditure (Rupees) on different items by vehicle type

Type of Vehicle	Vehicle Insurance	Passenger Insurance	Bank Commission	Compensation	Donation /Gift	Other	Item Total
Bus/Minibus	23537	14129	27305	94617	6254	12621	71926
Truck/Minitruck/Tipper	22113		69490	55307	6983	17858	55703
Taxi	14856	6414	5869	10871	3070	3359	17190
Jeep/Van	16432	5535	13736	26755	4238	7491	28675
Microbus	20688	9109	32750	52668	5212	10258	51050
Tempo	5494	5477		15155	1658	3481	10423
Tractor/Power tiller	14991		5000	113079	4208	11524	43798
Tourist vehicle	21655	20194		20667	1317	52033	39435
Water tanker	16116			214600	7000	14837	100886
Petrol tanker	21626		30667	63917	6028	11580	45135
Total	20549	10895	31857	73679	5475	13211	51791

Table 14: Annual financial transaction (Rupees) by vehicle type

Type of Vehicle	Received/Purchased				Given/Sold			
	Loan	Interest	Other	Item Total	Loan	Interest	Other	Item Total
Bus/Minibus	621899	48000		622268	329240	216200	70000	220480
Truck/Minitruck/Tipper	665162		15700	665467	270005	303979		305102
Taxi	399518			399518		82542		82542
Jeep/Van	495811			495811	185000	186400		186371
Microbus	769909			769909		227980	60000	230002
Tempo	369363	48000		349271		127335		127335
Tractor/Power tiller	366119			366119	179155	139438		145830
Tourist vehicle	2240000			2240000		461547		461547
Water tanker						266000		266000
Petrol tanker	825000			825000		506750		506750
Total	579854	48000	15700	579088	238635	220376	65906	222230

Table 15: Annual amount of capital investment (Rupees) on different items by vehicle type

Type of Vehicle	Vehicle	Garage/ Building	Main engine	Tyre/ Tube	Body building	Capital repair	Machine/ Equipment	Other	Item Total
Bus/Minibus	1958270	40478	81542	103780	90812	52373	18151	16773	337374
Truck/Minitruck/Tipper	1809474	200000	81134	183036	61106	55962	20803	10298	286458
Taxi	1018328	20900	31458	20823	22763	16774	6291	9089	132193
Jeep/Van	1355812	277383	69964	52094	42228	36178	13133	22457	221810
Microbus	2770847	17345	85359	52576	29904	34933	11565	9731	204090
Tempo	564438	350000	106315	22408	18098	17267	9921	4204	155949
Tractor/Power tiller	1091081	23260	59314	54644	27810	27562	13606	6391	145143
Tourist vehicle	3200000		18900	27085	9500	13250		50000	251240
Water tanker			70000	94769	19750	56111	21000	12000	152643
Petrol tanker			53615	120107	109800	72552	13400	11800	207020
Total	1583324	102863	73693	98368	60644	44528	15784	13461	252371

Table 16: Annual amount of capital income (Rupees) by vehicle type

Type of Vehicle	Vehicle	Garage/ Building	Main engine	Tyre/ Tube	Body building	Capital repair	Machine/ Equipment	Other	Item Total
Bus/Minibus	744699	4000	5265	6513	8469	3307	2938	2365	39544
Truck/Minitruck/Tipper	650000		2216	5863	2500	4351	4879	2090	16608
Taxi	869003		14000	936					138559
Jeep/Van	2300000			1417	15812	935	800	2250	82291
Microbus	1250000		6991	1731	6500	788	2500		57048
Tempo				5500			1000		4000
Tractor/Power tiller	757880		5000	2657	3100	3000	1100		49220
Tourist vehicle									
Water tanker									
Petrol tanker				2850			2200		2800
Total	878560	4000	5257	4983	7930	3032	2694	2194	38576

Table 17: Taxes, royalties and fees paid annually to the Government (Rupees) by vehicle type

Type of Vehicle	Vehicle tax	Road tax	Business fees	Local dev. tax	Route permit tax	Indirect tax	Item Total
Bus/Minibus	7279	11734	1491	6314	1803	3123	22278
Truck/Minitruck/Tipper	13522	10459	3146	13092	7154	6108	45343
Taxi	6358	3398	479	731	1106	902	9460
Jeep/Van	9140	6887	3454	4874	1876	2267	20628
Microbus	6220	11110	3598	6207	2317	4596	23237
Tempo	3492	1559	727	2496	924	1024	6265
Tractor/Power tiller	3787	5035	1094	38344	5567	57778	46536
Tourist vehicle	21456	11500	188	550			23104
Water tanker	14052	2000	1229	84160	4112	3889	52379
Petrol tanker	12546	14021	1205	5395	9649	27320	51016
Total	8496	9812	2045	12306	3532	7919	30318

Table 18: Annual income from the sale of services (Rupees) by vehicle type

Type of Vehicle	Transport service	Contract	Other	Item Total
Bus/Minibus	2008513	144701	65474	2031398
Truck/Minitruck/Tipper	2568339	46279	78584	2575737
Taxi	608750	100247	22778	624892
Jeep/Van	954082	32131	60316	965399
Microbus	1496701	129992	19784	1512971
Tempo	566588	6000	2195	567189
Tractor/Power tiller	1018446	186471	113936	1033206
Tourist vehicle	848200	2500		848332
Water tanker	1864514			1864514
Petrol tanker	1704117			1704117
Total	1688171	106127	59891	1701701

Table 19: Other annual income (Rupees) by vehicle type

Type of Vehicle	House rent	Vehicle rent	Compensation	Vehicle insurance	Other	Item Total
Bus/Minibus	107230	66322	52963	177668	28500	91837
Truck/Minitruck/Tipper	50000	50447	20251	101814	500000	73648
Taxi	28151	45489	11754	100000	6500	31819
Jeep/Van	60000	86899	17764	50000	60000	88664
Microbus	20000	50545	36240	118699	45000	66130
Tempo		12661	66500			19810
Tractor/Power tiller	18473	69388	53631	242833	118182	106361
Tourist vehicle	12000		7000			9500
Water tanker			50000			50000
Petrol tanker		483000	12000	200000		294500
Total	72153	68315	32855	147255	108499	85576

Annex I

Name List of Survey Team

Annex 1.1: Name list of the core team

S.No.	Name	Designation	Office
1	Uttam Narayan Malla	Director General	Central Bureau of Statistics (CBS)
2	Suman Raj Aryal	Deputy Director General	Economic Statistics Division, CBS
3	Kapil Prasad Timalsena	Statistics Officer	Trade Statistics Section, CBS
4	Shantwana Sharma	Statistics Officer	Trade Statistics Section, CBS
5	Bhim Bahadur Sakha	Statistics Assistant	Trade Statistics Section, CBS
6	Surya Tamang	Office Assistant	Trade Statistics Section, CBS

Annex 1.2: Name list of the survey report team

S.No.	Name	Designation	Office
1	Bikash Bista	Director General	Central Bureau of Statistics (CBS)
2	Suman Raj Aryal	Deputy Director General	Economic Statistics Division, CBS
3	Ram Hari Gaihre	Director	Trade Statistics Section, CBS
4	Nava Raj Lamsal	Director	Trade Statistics Section, CBS
5	Kapil Prasad Timalsena	Statistics Officer	Trade Statistics Section, CBS
6	Shantwana Sharma	Statistics Officer	Trade Statistics Section, CBS
7	Bhim Bahadur Sakha	Statistics Assistant	Trade Statistics Section, CBS
8	Prabha Pokharel	Statistics Assistant	Trade Statistics Section, CBS

Annex 1.3: Name list of heads of the Branch Statistics Offices involved in the survey training

S. No.	Name	Deputation	BSO	Training Centre
1	Ghan Shyam Sapkota	Supervisor	Baglung	Butwal, Rupandehi
2	Kapil Dev Joshi	Statistics Officer	Bajura	Butwal, Rupandehi
3	Pom Narayan Poudel	Statistics Officer	Banke	Butwal, Rupandehi
4	Laxman Kandel	Statistics Officer	Dang	Butwal, Rupandehi
5	Dan Bahadur Airi	Supervisor	Doti	Butwal, Rupandehi
6	Shiva Raj Neupane	Statistics Officer	Gorkha	Butwal, Rupandehi
7	Pramod Kumar Gurung	Supervisor	Jumla	Butwal, Rupandehi
8	Padam Raj Pandey	Statistics Officer	Kanchanpur	Butwal, Rupandehi
9	Aniruddha Prasad Upadhyay	Statistics Officer	Kapilbastu	Butwal, Rupandehi
10	Ram Bandhu Regmi	Statistics Officer	Kaski	Butwal, Rupandehi
11	Kamal Prasad Nepal	Statistics Officer	Palpa	Butwal, Rupandehi
12	Tulsi Ram Pokhrel	Statistics Officer	Pyuthan	Butwal, Rupandehi
13	Moti Ram Rokka	Supervisor	Surkhet	Butwal, Rupandehi
14	Jagu Lal Basyal	Director	Syangja	Butwal, Rupandehi
15	Lila Prasad Mishra	Director	Chitwan	Butwal, Rupandehi
16	Krishna Raj Pandey	Statistics Officer	Bhojpur	Itahari, Sunsari
17	Purna Bahadur Gharti Magar	Statistics Officer	Dhankuta	Itahari, Sunsari
18	Pravin Kumar Chaudhari	Supervisor	Dhanusha	Itahari, Sunsari
19	Vinaya Kumar Pandey	Statistics Officer	Mahottari	Itahari, Sunsari
20	Nanda Lal Sapkota	Statistics Officer	Makwanpur	Itahari, Sunsari
21	Ashok Kumar Bhattarai	Statistics Officer	Morang	Itahari, Sunsari
22	Tika Ram Mahato	Statistics Officer	Okhaldhunga	Itahari, Sunsari
23	Surya Kumar Kuinkel	Statistics Officer	Panchthar	Itahari, Sunsari
24	Nava Raj Poudel	Statistics Officer	Parsa	Itahari, Sunsari
25	Tika Ram Sharma	Statistics Officer	Sindhuli	Itahari, Sunsari
26	Bodh Prasad Acharya	Statistics Officer	Sunsari	Itahari, Sunsari
27	Subhas Adhikari	Statistics Officer	Udayapur	Itahari, Sunsari
28	Dinanath Lamsal	Statistics Officer	Kavre	Itahari, Sunsari
29	Dharma Ratna Bajracharya	Statistics Officer	Kathmandu	Itahari, Sunsari
30	Nava Raj Lamsal	Statistics Officer	Nuwakot	Itahari, Sunsari

Annex 1.4: Name list of enumerators and supervisors involved in the survey training

S.No.	Name	Deputation	BSO	Training Centre
1	Radhika Thapa Magar	Enumerator	Baglung	Butwal, Rupandehi
2	Ram Chandra Subedi	Enumerator	Baglung	Butwal, Rupandehi
3	Surendra Prasad Panta	Enumerator	Bajura	Butwal, Rupandehi
4	Lanka Bahadur Bom	Supervisor	Banke	Butwal, Rupandehi
5	Arun Vitu Upadhyay	Enumerator	Banke	Butwal, Rupandehi
6	Nirmal Regmi	Nayab Subba	Dang	Butwal, Rupandehi
7	Madhav Poudel	Kharidar	Dang	Butwal, Rupandehi
8	Tek Bahadur Gharti	Enumerator	Doti	Butwal, Rupandehi
9	Sita Ram Surseli	Kharidar	Gorkha	Butwal, Rupandehi
10	Janak Bahadur Bohara	Enumerator	Jumla	Butwal, Rupandehi
11	Shambhu Narayan Panta	Supervisor	Kanchanpur	Butwal, Rupandehi
12	Lal Bahadur Nepali	Kharidar	Kanchanpur	Butwal, Rupandehi
13	Kamal Poudel	Supervisor	Kapilbastu	Butwal, Rupandehi
14	Ram Chandra Wagle	Enumerator	Kapilbastu	Butwal, Rupandehi
15	Kalu Ram Mandal	Kharidar	Kapilbastu	Butwal, Rupandehi
16	Ram Prasad Wagle	Statistics Officer	Kaski	Butwal, Rupandehi
17	Govinda Poudel	Kharidar	Kaski	Butwal, Rupandehi
18	Surya Giri	Kharidar	Kaski	Butwal, Rupandehi
19	Dipak Koirala	Statistics Officer	Kathmandu	Butwal, Rupandehi
20	Krishna Chaulagain	Enumerator	Kathmandu	Butwal, Rupandehi
21	Mingma Sherpa	Kharidar	Nuwakot	Butwal, Rupandehi
22	Kanta Lal Chaudhari	Supervisor	Palpa	Butwal, Rupandehi
23	Shiva Sharma Parajuli	Enumerator	Pyuthan	Butwal, Rupandehi
24	Krishna Prasad Dhungana	Account	Surkhet	Butwal, Rupandehi
25	Rajendra Prasad Chaudhari	Supervisor	Surkhet	Butwal, Rupandehi
26	Surendra Raj Poudel	Supervisor	Syangja	Butwal, Rupandehi
27	Bishwa Darshan Dhungana	Supervisor	Chitwan	Itahari, Sunsari
28	Renu Ghimire	Supervisor	Chitwan	Itahari, Sunsari
29	Manu Pokharel	Enumerator	Bhojpur	Itahari, Sunsari
30	Kamal Kumar Lamichhane	Kharidar	Dhankuta	Itahari, Sunsari
31	Bij Kumar Yadam	Supervisor	Dhanusha	Itahari, Sunsari
32	Raj Kishor Shah	Supervisor	Mahottari	Itahari, Sunsari
33	Indira Neupane	Kharidar	Makwanpur	Itahari, Sunsari
34	Urmila Sahi	Supervisor	Makwanpur	Itahari, Sunsari
35	Ram Krishna Ghimire	Enumerator	Makwanpur	Itahari, Sunsari
36	Bishnu Prasad Adhikari	Supervisor	Makwanpur	Itahari, Sunsari
37	Tulasa Baral	Supervisor	Morang	Itahari, Sunsari
38	Mithila Adhikari	Kharidar	Morang	Itahari, Sunsari
39	Ramesh Shrestha	Enumerator	Morang	Itahari, Sunsari
40	Subas Adhikari	Enumerator	Okhaldhunga	Itahari, Sunsari
41	Nava Raj Shrestha	Supervisor	Panchthar	Itahari, Sunsari
42	Devi Prasas Humagain	Enumerator	Panchthar	Itahari, Sunsari

S. No.	Name	Deputation	BSO	Training Centre
43	Jaya Kisan Prasad Sonar	Supervisor	Parsa	Itahari, Sunsari
44	Nagendra Prasad Sah Teli	Kharidar	Parsa	Itahari, Sunsari
45	Ram Prit Yadav	Enumerator	Sindhuli	Itahari, Sunsari
46	Lok Nath Lamichhane	Kharidar	Sunsari	Itahari, Sunsari
47	Laxmi Prasad Dahal	Kharidar	Sunsari	Itahari, Sunsari
48	Bimal Prasad Poudel	Kharidar	Sunsari	Itahari, Sunsari
49	Dipak Bhattarai	Enumerator	Udayapur	Itahari, Sunsari
50	Hari Purusottam Ranjitkar	Supervisor	Kavre	Itahari, Sunsari
51	Sanjaya Yadav	Supervisor	Kavre	Itahari, Sunsari
52	Indira Devi Dahal	Supervisor	Nuwakot	CBS, Kathmandu
53	Hari Om Chaudhari	Supervisor	Nuwakot	CBS, Kathmandu
54	Bal Ram Lamsal	Enumerator	Udayapur	CBS, Kathmandu
55	Dinesh Shrestha	Enumerator	Kaski	CBS, Kathmandu
56	Indra Kala Subedi	Kharidar	Sindhuli	CBS, Kathmandu
57	Binita Chaudhari	Enumerator	Darchula	CBS, Kathmandu

Annex 1.5: List of Survey Materials distributed to Enumerators during Training

S. No.	BSO	No. of Sample	Number of Survey Instruments			Remarks
			Questionnaires	Manuals	Note Pads	
1	Baglung	39	76	6	5	
2	Bajura	2	4	2	5	
3	Banke	51	96	6	7	
4	Bhojpur	13	28	6	5	
5	Chitwan	66	130	6	7	
6	Dandeldhura	0	0	6	5	
7	Dang	48	104	6	7	
8	Darchula	0	0	6	5	
9	Dhankuta	10	20	6	5	
10	Dhanusha	21	34	6	5	
11	Doti	5	12	2	5	
12	Gorkha	32	64	6	5	
13	Jumla	8	18	6	5	
14	Kanchanpur	50	100	6	7	
15	Kapilbastu	193	254	6	7	
16	Kaski	198	386	6	7	
17	CBS	230	350	6	7	
18	Kathmandu	75	154	6	7	
19	Kavre	23	46	6	7	
20	Mahottari	8	18	2	5	
21	Makwanpur	289	578	6	10	
22	Morang	79	150	6	7	
23	Nuwakot	4	8	2	5	
24	Okhaldhunga	5	8	2	5	
25	Palpa	37	74	6	5	
26	Panchthar	26	50	6	5	
27	Parsa	60	126	6	7	
28	Pyuthan	8	16	6	5	
29	Rukum	0	0	6	5	
30	Sindhuli	2	4	2	5	
31	Sunsari	71	142	6	7	
32	Surkhet	31	60	6	5	
33	Syangja	27	54	6	5	
34	Udayapur	25	48	6	5	
Total		1736	3212	180	199	

Annex II
Enterprise Survey Questionnaire



Government of Nepal

National Planning Commission Secretariat

Central Bureau of Statistics

Nepal Public Land Transport Survey 2013

Reference Period: Fiscal Year 2011/12

All the information collected in this questionnaire will be confidential as per the Statistical Act 1958. They will be used collectively for statistical purposes only.

1. Introductory Information

1.1	Name of transport entrepreneur		
1.2	Type of vehicle selected (Code*)		
1.3	Plate number of vehicle selected		
1.4	Country of manufacturing/Model number of vehicle selected		
1.5	Name of affiliated Association/Committee		
1.6	Address of transport entrepreneur		
	1.6.1	District	
	1.6.2	VDC/Municipality	
	1.6.3	Ward number/Village, Tole	
1.7	Contact telephone/fax number of transport entrepreneur		
1.8	Email address of transport entrepreneur		
1.9	Starting year of operation of transport entrepreneurship		
1.10	Number of days of operation of vehicle in the reference period		
1.11	Number of similar types of vehicles operated in the reference period		

*Code of the types of vehicle

Type of vehicle	Code	Type of vehicle	Code	Type of vehicle	Code
Bus/Minibus	1	Truck/Minitruck/Tipper..	2	Taxi	3
Jeep/Van	4	Microbus	5	Tempo	6
Tractor/Power tiller	7	Tourist vehicle (Taxi) ...	8	Tourist vehicle (Bus) .	9
Water tanker	10	Petrol tanker	11		

District code		
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Form number			
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2. Employment: Number of regular employees in vehicle

S. No.	Type of employees	Paid		Unpaid		Contract		Total	
		Male	Female	Male	Female	Male	Female	Male	Female
2.1	Manager/ Entrepreneur								
2.2	Driver								
2.3	Conductor								
2.4	Helper								
2.5	Other								

3. Expenditure on transport employees: Salary, allowance and other benefits provided to regular employees of the vehicle

S. No.	Expenditure title	Annual expenditure
3.1	Salary/Wages (including festival allowance)	
3.2	Food allowance	
3.3	Housing allowance	
3.4	Daily/Trip allowance	
3.5	Welfare fund	
3.6	Other expenditure on employees	

4A. Operating expenditure: Expenditure incurred on operating business during the reference period

S. No.	Expenditure title	Annual expenditure
4.1.1	Fuel (Diesel, Petrol, etc.)	
4.1.2	Lubricants and other oils	
4.1.3	Minor spare parts	
4.1.4	Minor repair and maintenance	
4.1.5	Rent (Garage/Building)	
4.1.6	Organization membership fees	
4.1.7	Organization daily/frequent fees	
4.1.8	Route permit fees paid to transport entrepreneurs'	
4.1.9	Environment test fees	
4.1.10	Other operating expenditure	

4B. Other expenditure: Miscellaneous expenditure incurred during the reference period

S. No.	Expenditure title	Annual expenditure (Rs.)
4.2.1	Non-life (vehicle) insurance premium	
4.2.2	Passenger life insurance premium	
4.2.3	Bank commission	
4.2.4	Compensation	
4.2.5	Donation, gift	
4.2.6	Other (Specify) ...	

5. Financial transaction: Financial transaction made during the reference period

S. No.	Type of financial transaction	Received/Purchased annual expenditure (Rs.)	Given/Sold annual expenditure (Rs.)
5.1	Loan		
5.2	Interest		
5.3	Other		

6. Capital expenditure: Capital expenditure and property gained during the reference period

S. No.	Description	Purchased/Additional annual cost (Rs.)	Purchased/Deduced annual cost (Rs.)
6.1	Vehicle		
6.2	Garage/Building		
6.3	Main engine		
6.4	Tyre/Tube		
6.5	Body building		
6.6	Capital repair & maintenance		
6.7	Machine/Equipment		
6.8	Other		

7. Tax, royalty, fee: Tax, royalty, fee paid to the government and other institution during the reference period

S. No.	Description	Annual amount (Rs.)
7.1	Vehicle tax	
7.2	Road tax	
7.3	Enterprise registration, renewal and permit fee	
7.4	Local government fee	
7.5	Route permit fee (to the government)	
7.6	Other indirect tax, royalty, fee, etc.	

8A. Income: Income of transport entrepreneur from the sale of services during the reference period

S. No.	Description of income	Annual income (Rs.)
8.1.1	Income from the sale of transport service	
8.1.2	Income from contract	
8.1.3	Other (Specify) ...	

8B. Other income: Income of transport entrepreneur from other transport activities during the reference period

S. No.	Description of income	Annual income (Rs.)
8.2.1	Income from renting out building	
8.2.2	Income from renting out vehicle	
8.2.3	Amount received from compensation	
8.2.4	Amount received from claim of vehicle insurance	
8.2.5	Other (Specify) ...	

9. Miscellaneous

9.1 Which distance does your vehicle mainly travel during the reference year?

Short distance/Local level (Up to 25 k.m.)1

Medium distance (26 to 100 k.m.)2

Long distance (Greater than 100 k.m.)3

9.2 Normally, what is the operational age of your vehicle?

	Minimum	Maximum
Operational age (years)		

Name of respondent:
Designation:
Problems/Suggestions:

Name of enumerator:

Signature:

Date:

Name of officer/supervisor:

Signature:

Date:

Annex III

Listing Form of Transport Entrepreneurs' Vehicles

S. No.	District	Transport Entrepreneurs' Association	Plate No. of Vehicle		Name and Address of Transport Entrepreneur						Type of Vehicle	
			Zone Code	Vehicle Number	Name of Entrepreneur	District	VDC/NP	Ward No.	Telephone No.	Mobile Phone No.		

Type of Vehicle: 1. Bus/Minibus 2. Microbus (Diesel/Petrol/Gas) 3. Tempo (Diesel/Gas/Battery) 4. Taxi 5. Jeep/Van 6. Truck/Minitruck/Tipper
 7. Tractor/Power tiller 8. Tourist vehicle (Taxi) 9. Tourist vehicle (Bus) 10. Water Tanker 11. Petrol Tanker

Annex IV

Survey Glimpses



Training of heads of the Branch Statistics Offices involved in the survey