

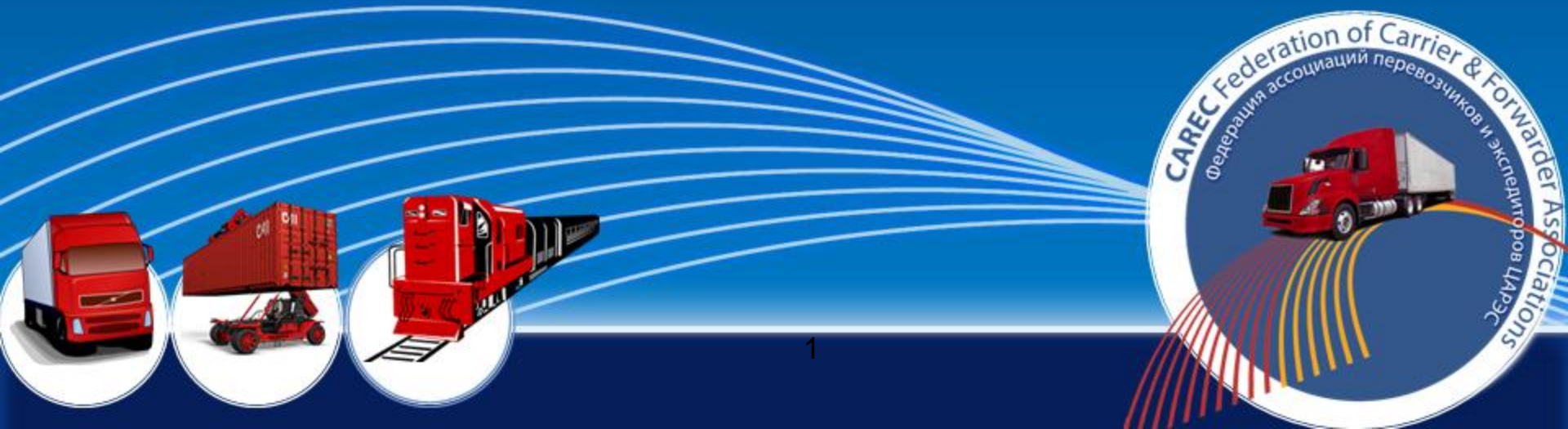
CAREC Federation of Carrier and Forwarder Associations

THIRD ANNUAL MEETING

4-5 December 2012; Bangkok, Thailand

Review of CPMM

By: Max Ee



Tables of Contents

1 CAREC Six Corridors

2 CPMM 2011 Review

3 CPMM 2012 (Q1,2 and 3)

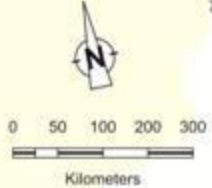
4 Special Topics

5 CPMM Interactive Website

6 Comments and Feedback



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1

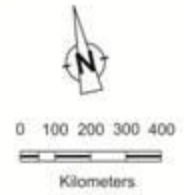


- ★ National Capital
 - Provincial Capital
 - City/Town
 - Road
 - +—+— Railway
 - Cross Border Point
 - - - International Boundary
- Boundaries are not necessarily authoritative.

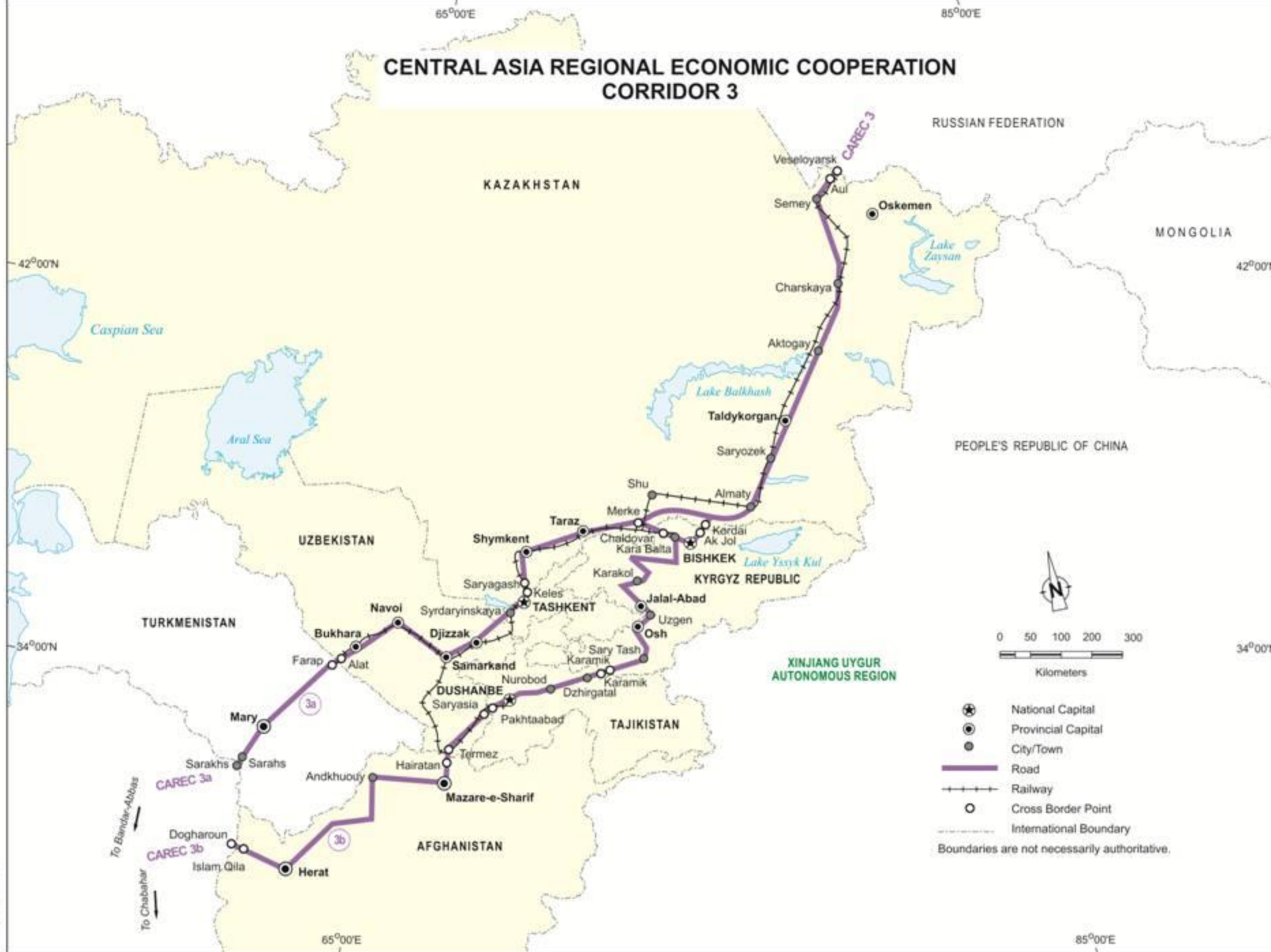
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 2



- ★ National Capital
 - Provincial Capital
 - City/Town
 - Road
 - +—+— Railway
 - Cross Border Point
 - - - International Boundary
- Boundaries are not necessarily authoritative.



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 3



RUSSIAN FEDERATION

MONGOLIA

PEOPLE'S REPUBLIC OF CHINA

TURKMENISTAN

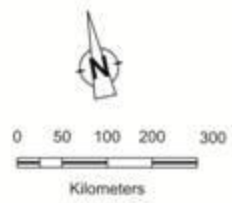
UZBEKISTAN

KYRGYZ REPUBLIC

TAJIKISTAN

AFGHANISTAN

XINJIANG UYGUR AUTONOMOUS REGION



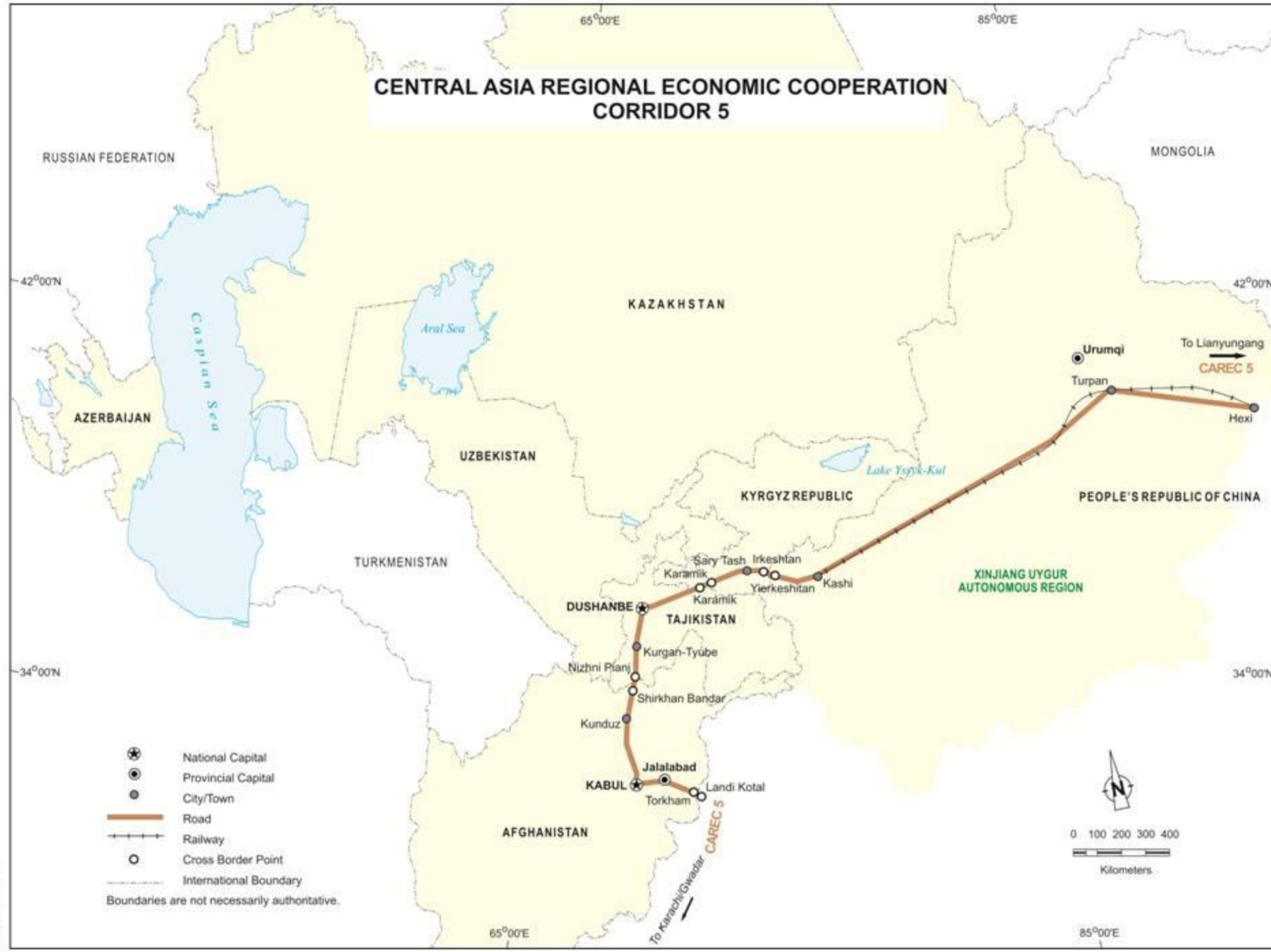
- ★ National Capital
 - Provincial Capital
 - City/Town
 - Road
 - +—+—+ Railway
 - Cross Border Point
 - - - - International Boundary
- Boundaries are not necessarily authoritative.

To Bandar-Abbas
To Chabahar

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 5



RUSSIAN FEDERATION

MONGOLIA

42°00'N

42°00'N

AZERBAIJAN

UZBEKISTAN

KAZAKHSTAN

KYRGYZ REPUBLIC

PEOPLE'S REPUBLIC OF CHINA

TURKMENISTAN

XINJIANG UYGUR
AUTONOMOUS REGION

34°00'N

34°00'N



National Capital



Provincial Capital



City/Town



Road



Railway



Cross Border Point

International Boundary

Boundaries are not necessarily authoritative.



0 100 200 300 400



Kilometers

65°00'E

85°00'E

CARS 11-44567 AV

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6

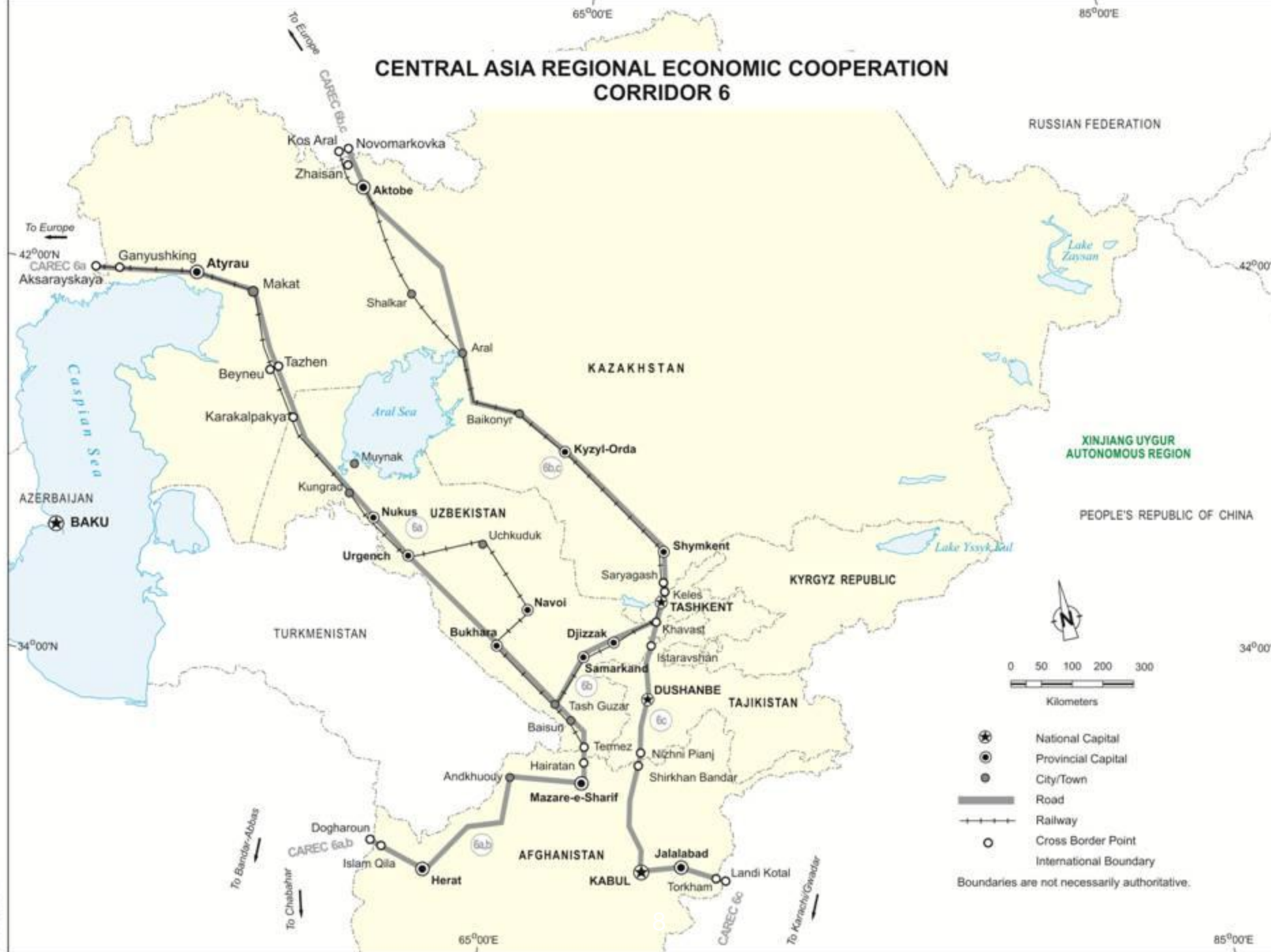


Table of Contents

1 CAREC Six Corridors

2 CPMM 2011 Review

3 CPMM 2012 (Q1,2 and 3)

4 Special Topics

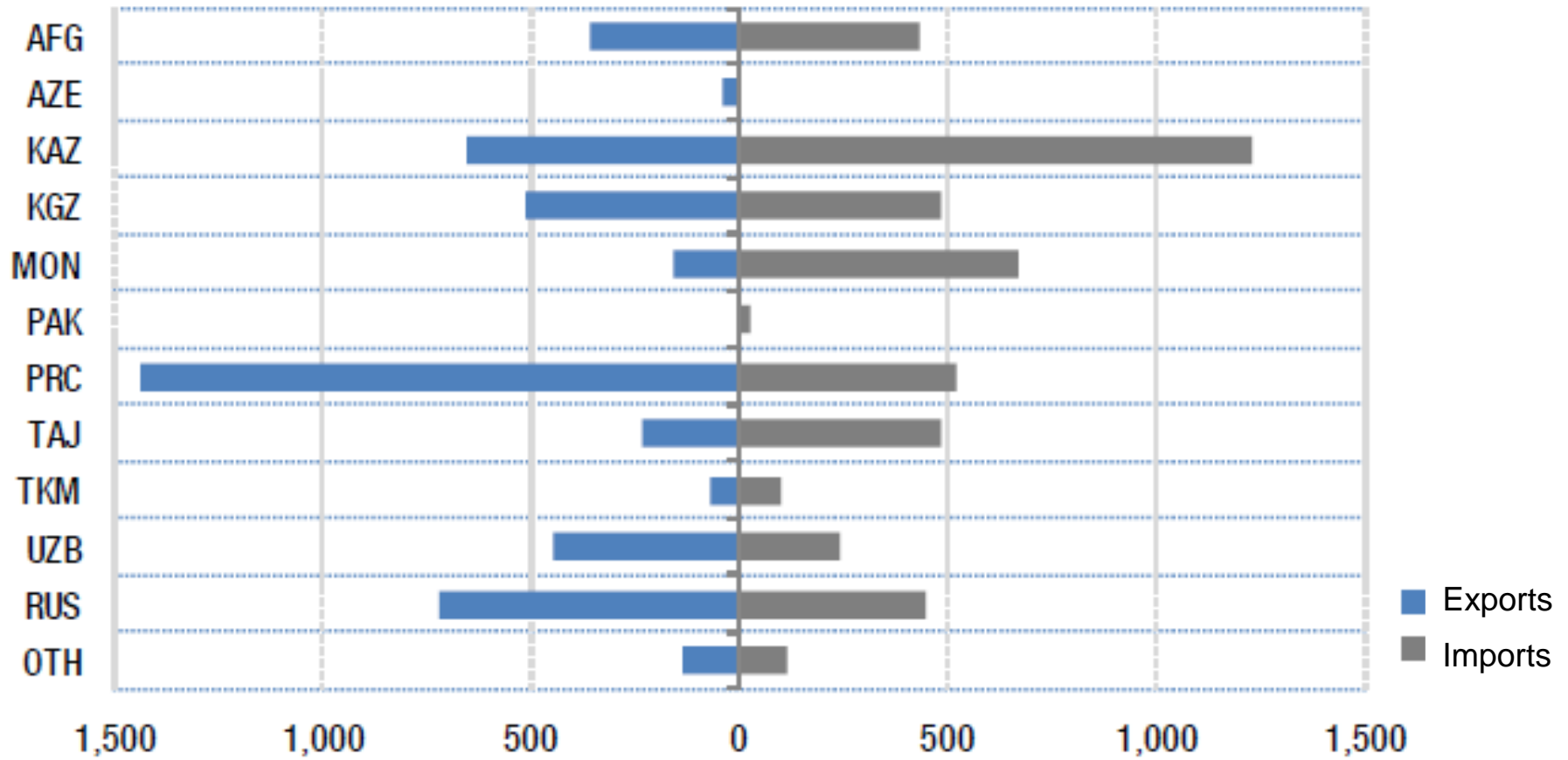
5 CPMM Interactive Website

6 Comments and Feedback



CPMM 2011 Review

Export and Import by Countries



Trade Facilitation Indicators (TFI)

	Indicator	2010			2011		
		Mean	Median	Margin	Mean	Median	Margin
TFI1	Time to Clear a Border Crossing Point (in hours)	8.7	4.1	± 0.4	7.9	4.1	± 0.5
TFI2	Cost Incurred at Border Crossing Clearance (in US\$)	186	114	± 4	156	90	± 4
TFI3	Cost Incurred to Travel a Corridor Section (in US\$, per 500km per 20 ton)	712	405	± 29	959	637	± 27
TFI4	Speed to Travel on CAREC Corridors (in kph), SWD	23.5	22.6	± 1.9	21.9	20.2	± 1.6
SWOD	Speed without Delay (in kph)	35.2	37.5	± 3.3	38.0	39.9	± 2.1



Comparing Trade Facilitation Indicators

Code	Trade Facilitation indicators (TFI), 2011	2011			2012		
		General	Road	Rail	General	Road	Rail
TF1	Time taken to clear a border crossing point (hr)	8.5	6.0	23.9	11.1	9.1	24.5
TF2	Cost incurred at border crossing clearance (US\$)	\$162	\$151	\$243	\$156	\$144	\$282
TF3	Cost incurred to travel a corridor section (per 500km, per 20-ton cargo)	\$946	\$1,046	\$514	\$973	\$1,037	\$646
TF4	Speed to travel on CAREC Corridors (kph), SWOD	37.7	43.0	29.4	37.8	39.1	34
	Speed to travel on CAREC Corridors (kph), SWD	20.9	24.5	15.2	23.4	26.3	14.8

Code	Trade Facilitation indicators (TFI), 2011	General	Road	Rail
TF1	Time taken to clear a border crossing point (hr)	↑	↑	↑
TF2	Cost incurred at border crossing clearance (US\$)	↓	↓	↑
TF3	Cost incurred to travel a corridor section (per 500km, per 20-ton cargo)	↑	↓	↑
TF4	Speed to travel on CAREC Corridors (kph), SWOD	↑	↓	↑
	Speed to travel on CAREC Corridors (kph), SWD	↑	↑	↓



Speed Analysis (All Corridors)

SWOD SWD



Observations

1. Corridor 1 had the highest speed

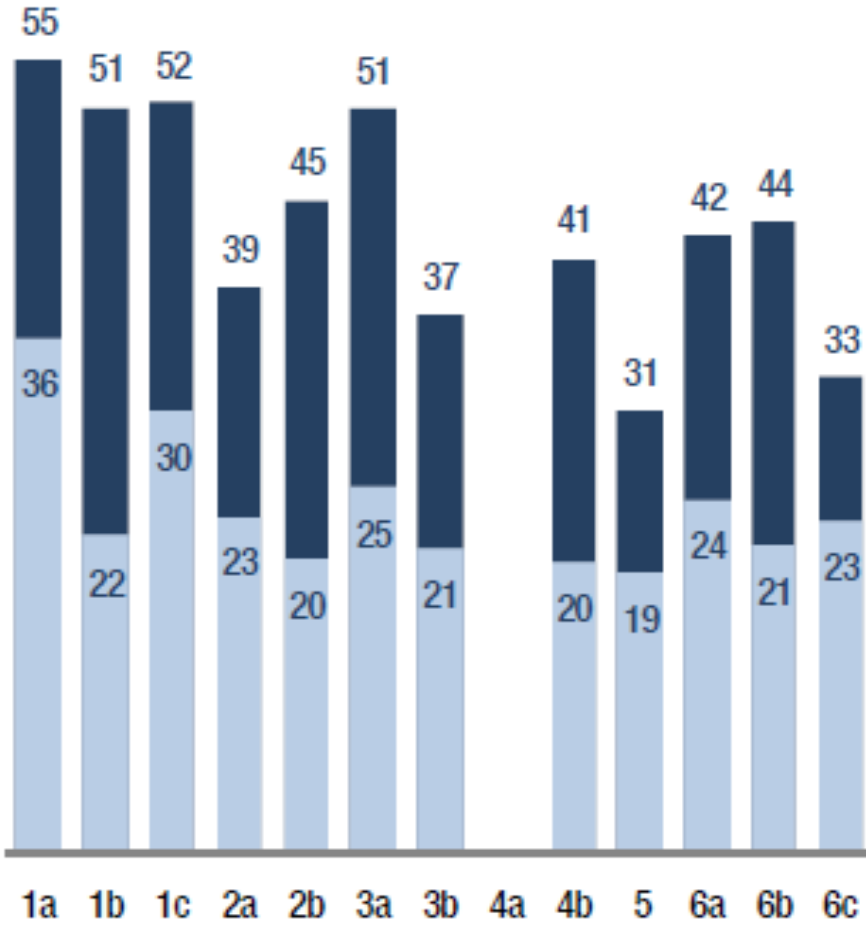
2. Corridor 5 had the lowest speed

3. Corridor 4 had the largest % drop in speed



Speed Analysis (All Sub-Corridors)

SWOD  SWD 



Observations

Comparison	Sub-corridors
Top 3 (lowest SWOD)	3b, 5, 6c
Top 3 (lowest SWD)	2b, 4b, 5
Top 3 (largest drop in speed)	1b, 2b, 6b



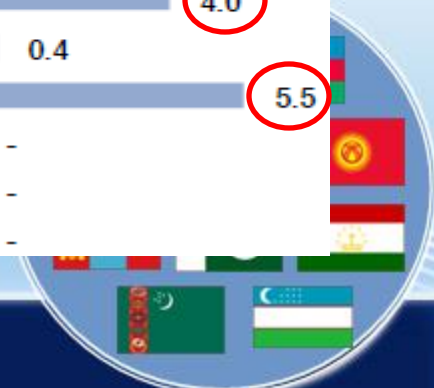
Reasons for Road Delays (Frequency)

Road	Count							Overall	Count
	Corridors								
	Overall	1	2	3	4	5	6		
A. Border Security / Control	6,908	2,221	1,062	910	954	545	1,216	6,908	
B. Customs (Single Window)	46	-	46	-	-	-	-	46	
C. Customs Clearance	6,839	2,106	1,130	944	935	581	1,143	6,839	
D. Health / Quarantine	4,217	1,355	756	555	641	268	642	4,217	
E. Phytosanitary	4,341	1,183	431	792	914	311	710	4,341	
F. Veterinary Inspection	2,606	950	234	512	471	168	271	2,606	
G. Visa/Immigration	2,365	957	389	291	359	344	25	2,365	
H. GA/Traffic Inspection	1,156	373	295	65	250	17	156	1,156	
I. Police Checkpoint / Stop	2,663	743	586	514	153	118	549	2,663	
J. Transport Inspection	2,489	945	358	422	101	87	576	2,489	
K. Weight/Standard Inspection	3,435	1,379	565	385	540	81	485	3,435	
L. Vehicle Registration	3,074	776	483	389	954	178	294	3,074	
M. Emergency Repair	129	54	12	17	9	1	36	129	
N. Escort / Convoy	26	7	4	6	3	1	5	26	
O. Loading / Unloading	1,914	293	160	99	593	335	434	1,914	
P. Road Toll	853	182	314	38	270	25	24	853	
Q. Waiting/ Queue	4,241	1,275	854	480	591	200	841	4,241	
R. Change of Railways Gauge	-	-	-	-	-	-	-	-	
S. Classification of Trains	-	-	-	-	-	-	-	-	
T. Technical Inspection	-	-	-	-	-	-	-	-	



Reasons for Road Delays (Average Values)

Road	Average, in hours							Average, in hours
	Overall	Corridors						
		1	2	3	4	5	6	
A. Border Security / Control	0.6	0.3	0.6	0.5	0.4	2.3	0.8	0.6
B. Customs (Single Window)	1.1	-	1.1	-	-	-	-	1.1
C. Customs Clearance	1.8	1.8	1.8	1.5	2.5	1.4	1.6	1.8
D. Health / Quarantine	0.5	0.6	0.5	0.2	0.3	0.6	0.5	0.5
E. Phytosanitary	0.3	0.2	0.3	0.3	0.3	0.5	0.6	0.3
F. Veterinary Inspection	0.2	0.2	0.3	0.2	0.3	0.2	0.3	0.2
G. Visa/Immigration	0.2	0.2	0.2	0.3	0.1	0.2	0.5	0.2
H. GAI/Traffic Inspection	0.3	0.3	0.3	0.3	0.3	0.4	0.5	0.3
I. Police Checkpoint / Stop	0.3	0.3	0.3	0.3	0.2	0.2	0.4	0.3
J. Transport Inspection	0.4	0.3	0.4	0.3	0.3	0.2	0.6	0.4
K. Weight/Standard Inspection	0.3	0.2	0.4	0.5	0.2	0.4	0.6	0.3
L. Vehicle Registration	0.3	0.2	0.3	0.3	0.2	0.2	0.5	0.3
M. Emergency Repair	1.7	1.4	3.8	1.0	2.0	1.8	1.6	1.7
N. Escort / Convoy	2.2	2.4	0.9	2.1	2.6	0.2	3.2	2.2
O. Loading / Unloading	4.0	5.3	7.6	4.0	5.6	1.3	1.7	4.0
P. Road Toll	0.4	0.6	0.7	0.5	0.1	0.1	0.5	0.4
Q. Waiting/ Queue	5.5	6.5	6.5	5.7	1.2	10.1	5.1	5.5
R. Change of Railways Gauge	-	-	-	-	-	-	-	-
S. Classification of Trains	-	-	-	-	-	-	-	-
T. Technical Inspection	-	-	-	-	-	-	-	-



Reasons for Rail Delays (Frequency)

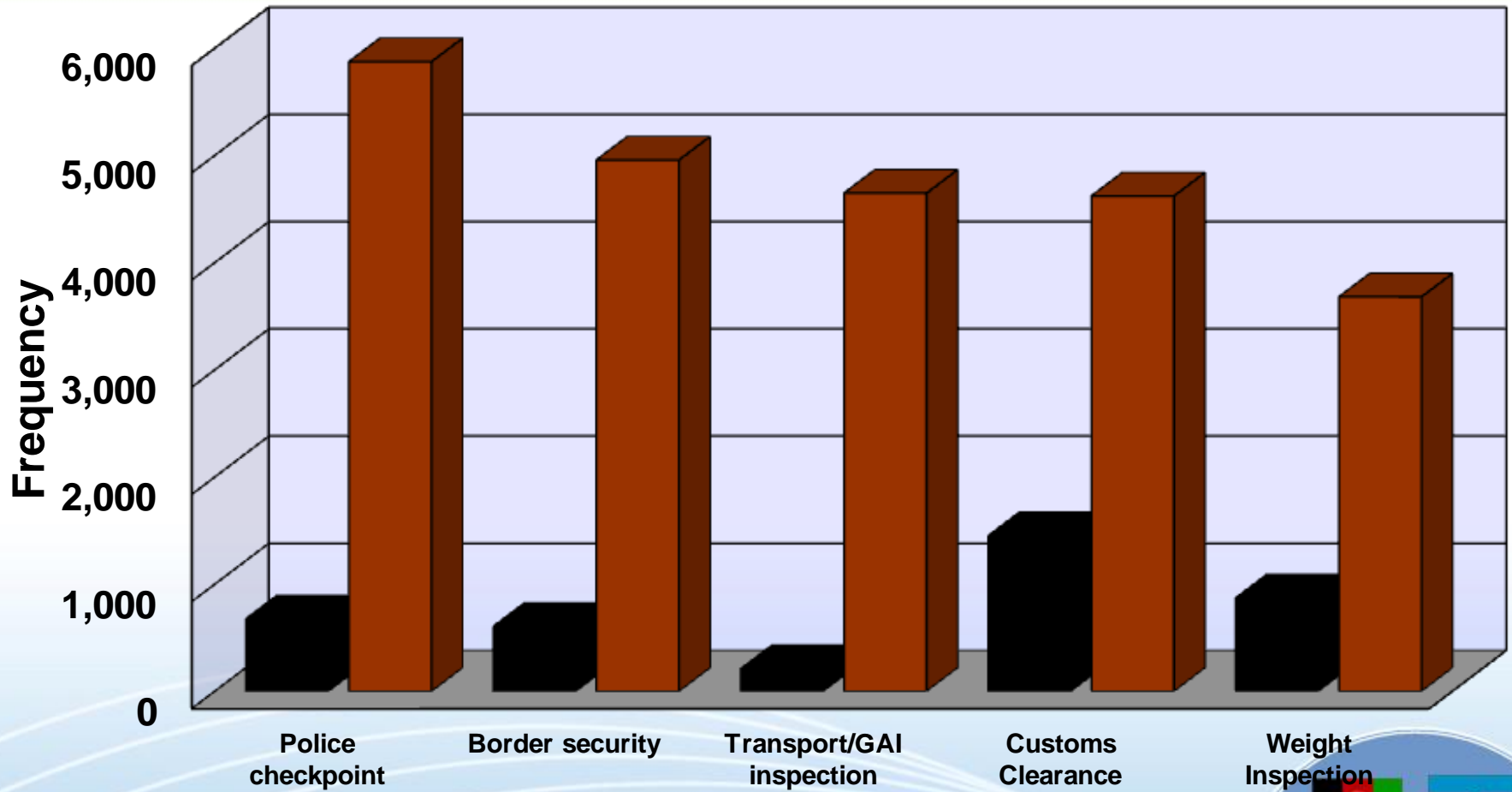
Rail	Overall	1	2	3	4	5	6	Count
A. Border Security / Control	129	128	-	-	-	-	1	129
B. Customs (Single Window)	-	-	-	-	-	-	-	
C. Customs Clearance	459	314	-	4	141	-	-	459
D. Health / Quarantine	-	-	-	-	-	-	-	
E. Phytosanitary	-	-	-	-	-	-	-	
F. Veterinary Inspection	-	-	-	-	-	-	-	
G. Visa/Immigration	-	-	-	-	-	-	-	
H. GA/Traffic Inspection	-	-	-	-	-	-	-	
I. Police Checkpoint / Stop	-	-	-	-	-	-	-	
J. Transport Inspection	-	-	-	-	-	-	-	
K. Weight/Standard Inspection	-	-	-	-	-	-	-	
L. Vehicle Registration	-	-	-	-	-	-	-	
M. Emergency Repair	3	3	-	-	-	-	-	3
N. Escort / Convoy	-	-	-	-	-	-	-	
O. Loading / Unloading	263	141	9	-	110	-	3	263
P. Road Toll	-	-	-	-	-	-	-	
Q. Waiting/ Queue	617	247	8	7	347	-	8	617
R. Change of Railways Gauge	313	61	-	-	252	-	-	313
S. Classification of Trains	234	190	22	7	-	-	15	234
T. Technical Inspection	33	25	5	1	-	-	2	33
U. Commercial Inspection	-	-	-	-	-	-	-	
V. Load Protection	-	-	-	-	-	-	-	
W. Security Services	-	-	-	-	-	-	-	



Reasons for Rail Delays (Average Values)

Rail	Overall	1	2	3	4	5	6	Average, in hours
A. Border Security / Control	4.0	4.0	-	-	-	-	1.1	4.0
B. Customs (Single Window)	-	-	-	-	-	-	-	-
C. Customs Clearance	9.7	3.7	-	0.7	23.2	-	-	9.7
D. Health / Quarantine	-	-	-	-	-	-	-	-
E. Phytosanitary	-	-	-	-	-	-	-	-
F. Veterinary Inspection	-	-	-	-	-	-	-	-
G. Visa/Immigration	-	-	-	-	-	-	-	-
H. GA/Traffic Inspection	-	-	-	-	-	-	-	-
I. Police Checkpoint / Stop	-	-	-	-	-	-	-	-
J. Transport Inspection	-	-	-	-	-	-	-	-
K. Weight/Standard Inspection	-	-	-	-	-	-	-	-
L. Vehicle Registration	-	-	-	-	-	-	-	-
M. Emergency Repair	14.3	14.3	-	-	-	-	-	14.3
N. Escort / Convoy	-	-	-	-	-	-	-	-
O. Loading / Unloading	7.3	3.3	6.1	-	12.7	-	3.9	7.3
P. Road Toll	-	-	-	-	-	-	-	-
Q. Waiting/ Queue	29.6	33.2	3.8	4.7	28.8	-	2.2	29.6
R. Change of Railways Gauge	34.9	11.1	-	-	40.6	-	-	34.9
S. Classification of Trains	7.0	8.2	1.9	2.8	-	-	1.7	7.0
T. Technical Inspection	0.5	0.6	0.2	0.8	-	-	0.4	0.5
U. Commercial Inspection	-	-	-	-	-	-	-	-
V. Load Protection	-	-	-	-	-	-	-	-
W. Security Services	-	-	-	-	-	-	-	-

Unofficial Payments



■ Official ■ Unofficial



Most Frequency Crossed BCPs (Road, 2011)

	BCP	Country	Corridor	Entering	Exiting	Avg Duration, in hours	Major contributors to delays (hours)	Avg Cost, in US\$	Major contributors to cost (US\$)
1	Erenhot	PRC	4B	MON	PRC	7.5	Loading/unloading (9.0), customs clearance (4.0)	109	Customs clearance
2	Kordai	KAZ	3	KAZ	KGZ	4.5	Waiting/queue (4.8)	161	Road Toll
3	Ak Zhol	KGZ	3	KAZ	KGZ	3.3	Loading/unloading (4.0), waiting/queue (2.9)	29	
4	Torkham	AFG	5, 6C	AFG	PAK	2.9	Waiting/queue (1.3)	183	Loading /unloading
5	Zamyn Uud	MON	4B	MON	PRC	7.7	Customs clearance (4.7), waiting (4.4), loading (3.2)	616	Customs clearance
6	Altanbulag	MON		MON	RUS	2.5	Loading/unloading (4.0)	4	
7	Khiyagt	RUS		MON	RUS	2.9			
8	Irkeshtan	PRC	2, 5	KGZ	PRC	12.4	Waiting (9.4), customs clearance (1.6)	154	Customs clearance
9	Irkeshtan	KGZ	2, 5	KGZ	PRC	12.0	Waiting (9.0), loading (5.4), customs clearance (1.5)	128	
10	Kordai	KAZ	3	KGZ	KAZ	2.7	Loading (7.0), waiting (3.1)	142	



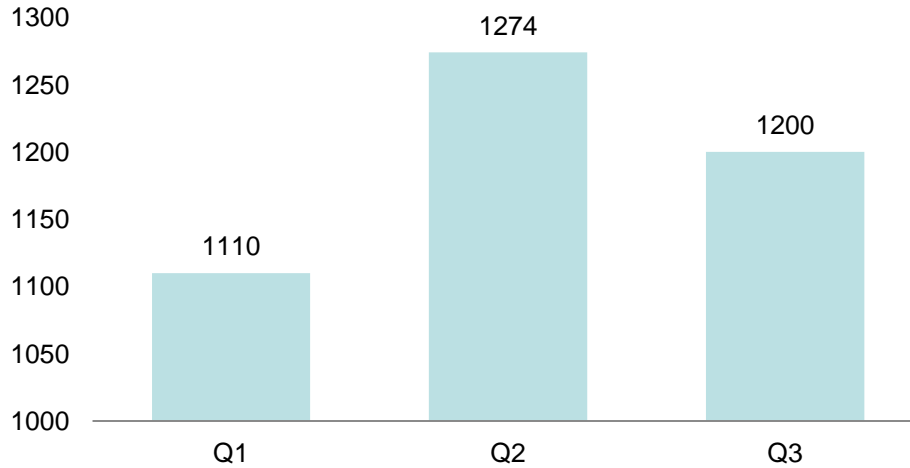
Most Frequency Crossed BCPs (Rail, 2011)

	BCP	Country	Corridor	Entering	Exiting	Avg Duration, in hours	Major contributors to delays (hours)	Avg Cost, in US\$	Major contributors to cost (US\$)
1	Ala Shankou	PRC	1A	KAZ	PRC	16.5	Waiting (31.7), classification of trains (18.4)	286	Loading, security services
2	Zamyn Uud	MON	4B	PRC	MON	11.8	Loading (12.9), Waiting (11.4)	320	Loading
3	Erenhot	PRC	4B	PRC	MON	45.1	Change of gauge (45.1)	140	Loading
4	Dostyk	KAZ	1A	KAZ	PRC	43.6	Waiting (44.9), change of gauge (11.9)	473	Customs clearance, change of gauge
5	Sukhbaatar	MON	4B	MON	RUS	21.8	Customs clearance (21.8)		
6	Naushki	RUS	4B	MON	RUS	43.6	Waiting (43.6)		
7	Erenhot	PRC	4B	MON	PRC	33.6	Waiting (34.1), customs clearance (31.4)		
8	Zamyn Uud	MON	4B	MON	PRC	30.5	Change of gauge (30.5)	105	
9	Dostyk	KAZ	1A	PRC	KAZ	17.5	Waiting (16.9)		
10	Aktau	KAZ	2A	AZE	KAZ	6.3	Loading (6.1)		

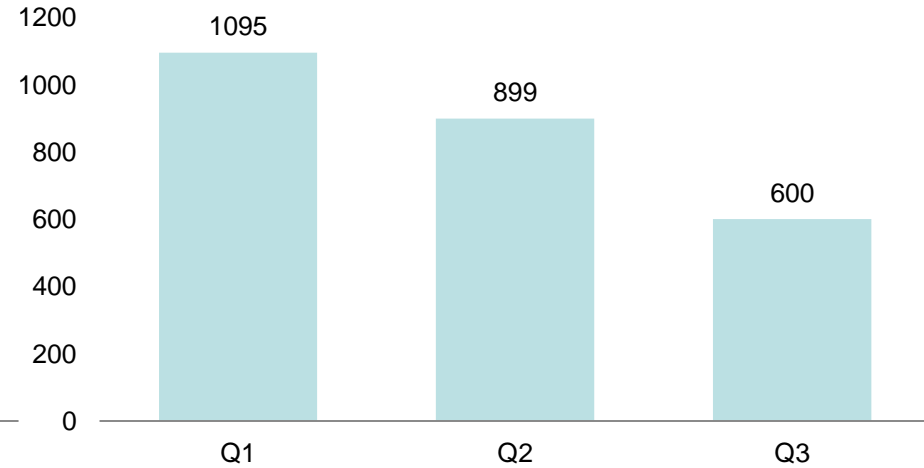


Comparisons 2011 vs. 2012

Quarterly CPMM Samples 2011



Quarterly CPMM Samples 2012



2011 : Total 3,584 samples

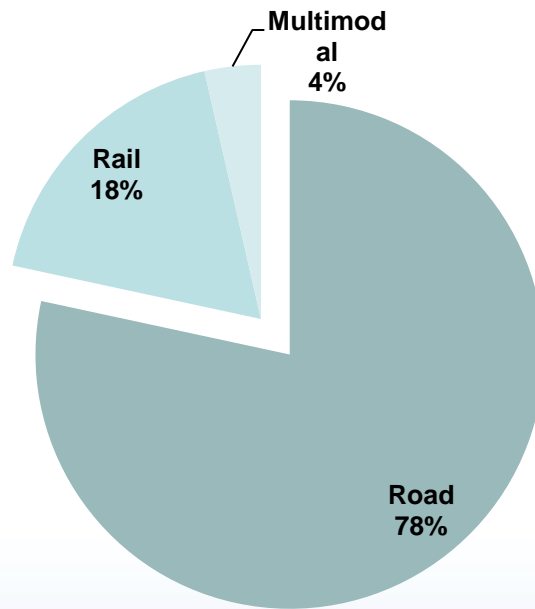
2012 : 2,594 samples

% change : - 27%

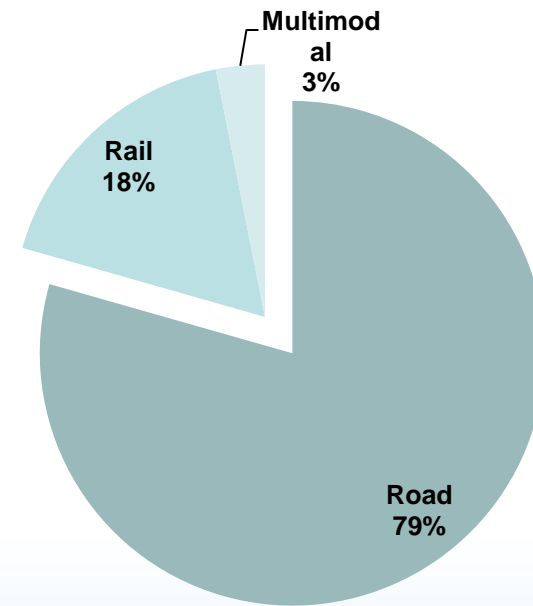


Comparing Modes of Transport

Mode of Transport, 2011



Mode of Transport, 2012

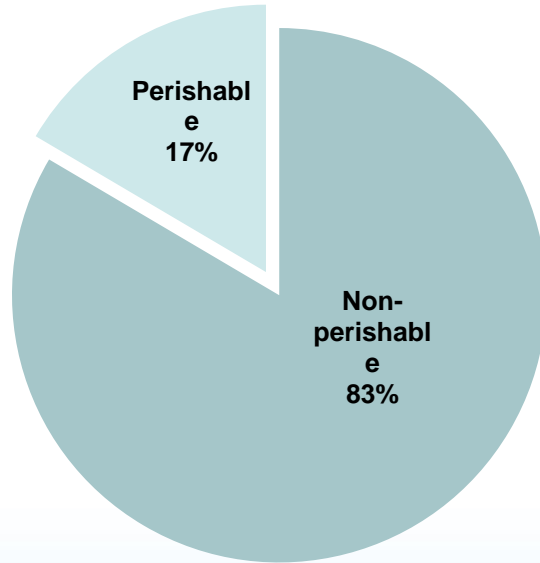


Mode of Transport was little changed. **Road transport** remains as the dominant transport in CPMM samples.

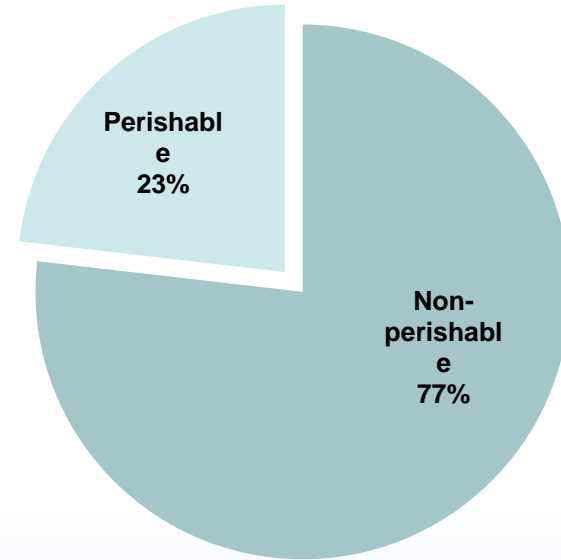


Comparing Perishables

Perishables, 2011



Perishables, 2012

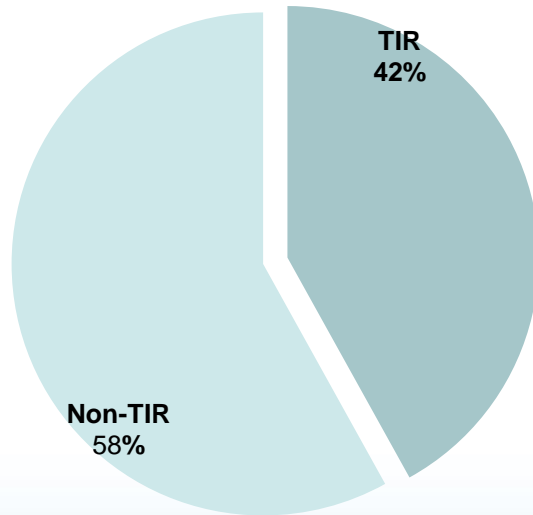


The proportion of shipments carrying perishables increased slightly in 2012. The movement of **fruits and vegetables** accounted for this behaviour.

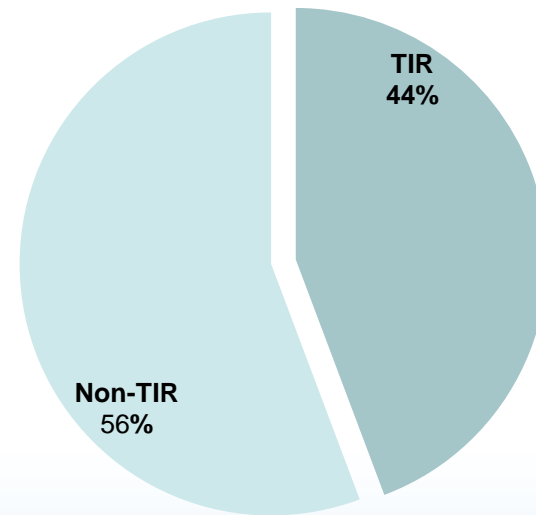


Comparing the Use of TIR

TIR, 2011



TIR, 2012

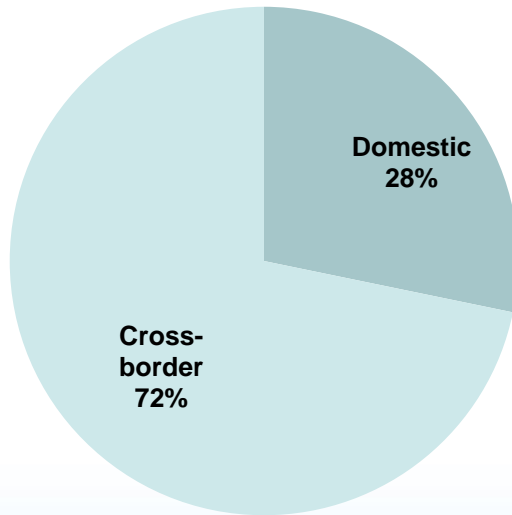


TIR accounted for more than **40%** of all road shipments.

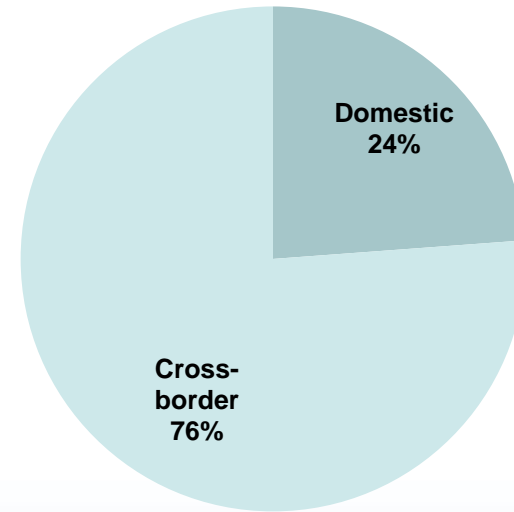


Comparing Cross-Border Shipments

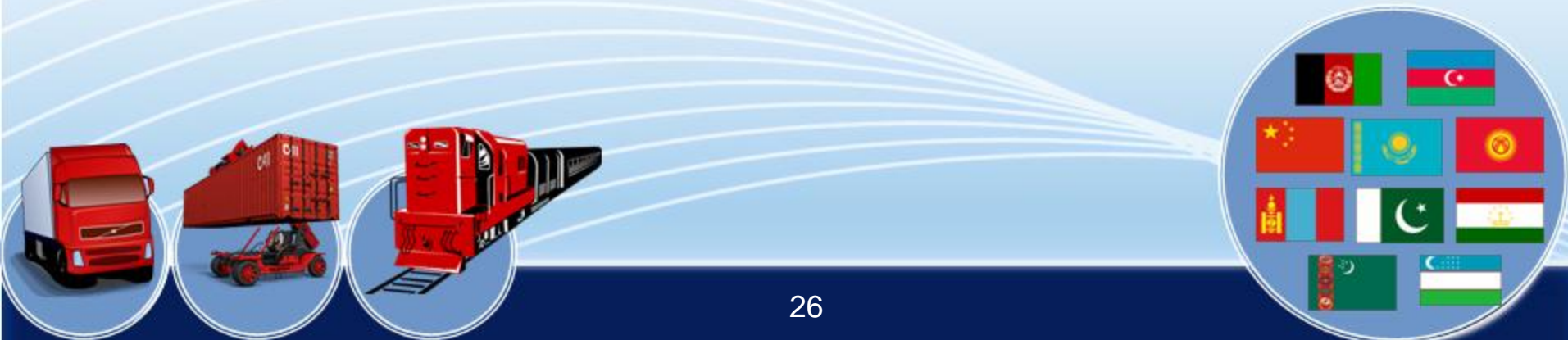
Cross Border, 2011



Cross-Border, 2012

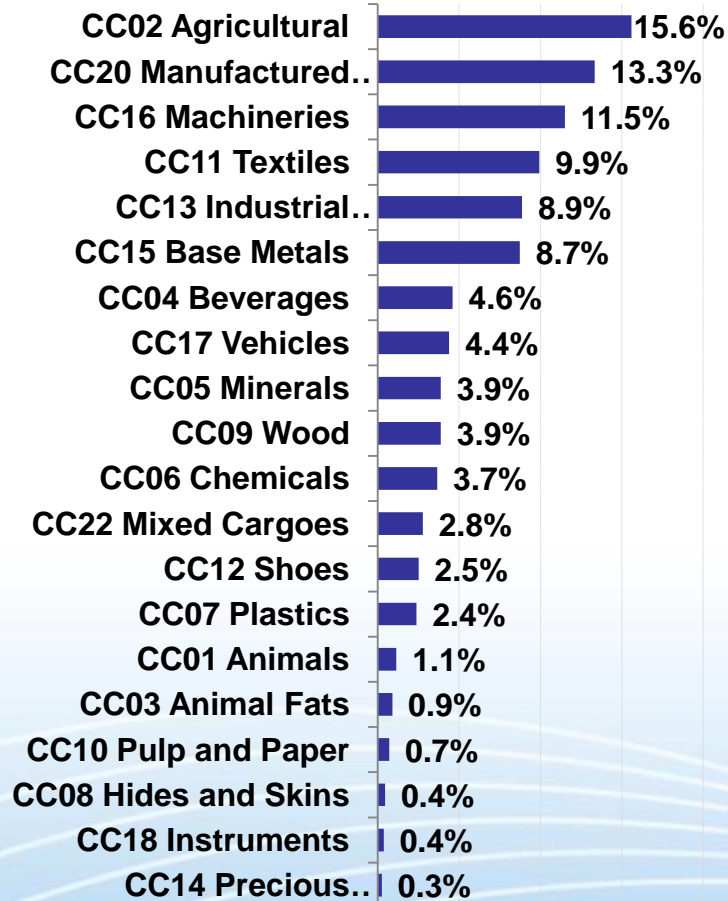


Three-quarters of all samples crossed at least one international border.



Comparing Products Transported

Products-In-Transit, 2011



Products-In-Transit, 2012



Table of Contents

1 CAREC Six Corridors

2 CPMM 2011 Review

3 CPMM 2012 (Q1,2 and 3)

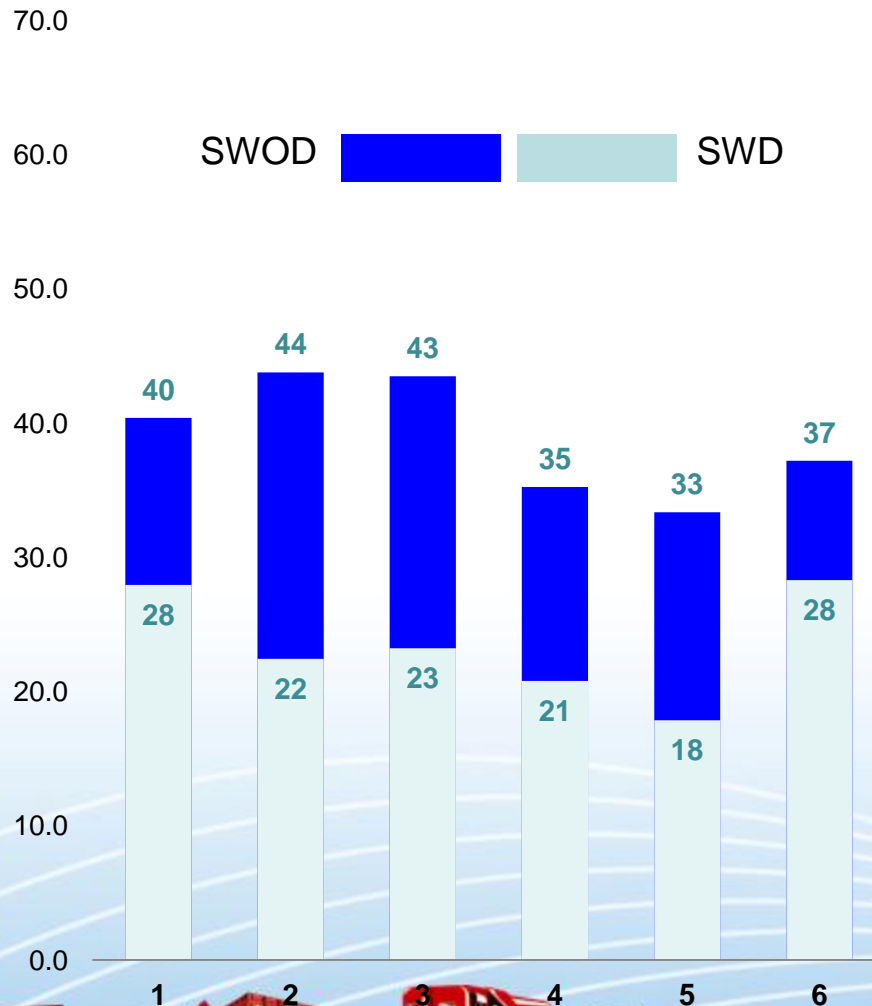
4 Special Topics

5 CPMM Interactive Website

6 Comments and Feedback



Speed Comparisons (Corridor)



Observations

1. Corridor 2 had highest SWOD

2. Corridor 1 and 6 had highest SWD

3. Corridor 2 had the largest % drop in speed



Speed Comparisons (Sub-Corridor)

70.0

SWOD  SWD 

60.0

50.0

40.0

30.0

20.0

10.0

0.0

54

50

39

44

44

41

45

35

33

37

46

35

1a

1b

1c

2b

3a

3b

4a

4b

5

6a

6b

6c

39

19

28

25

20

21

25

21

18

30





18

22



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1

Sub-Corridors with heavy traffic

-  Urumqi - Astana
-  Urumqi - Almaty
-  Urumqi - Bishkek
-  Almaty - Bishkek



Wood



Cheese



Chemicals



Fruits & Vegetables



Plywood



Electronics Equipment



Children Bicycle










Clothing



Furniture

Legend

-  National Capital
-  Provincial Capital
-  City/Town
-  Road
-  Railway
-  Cross Border Point
-  International Boundary

Boundaries are not necessarily authoritative.

Kilometers

CAREC Corridor 1

To use 1a/1c or 1b?

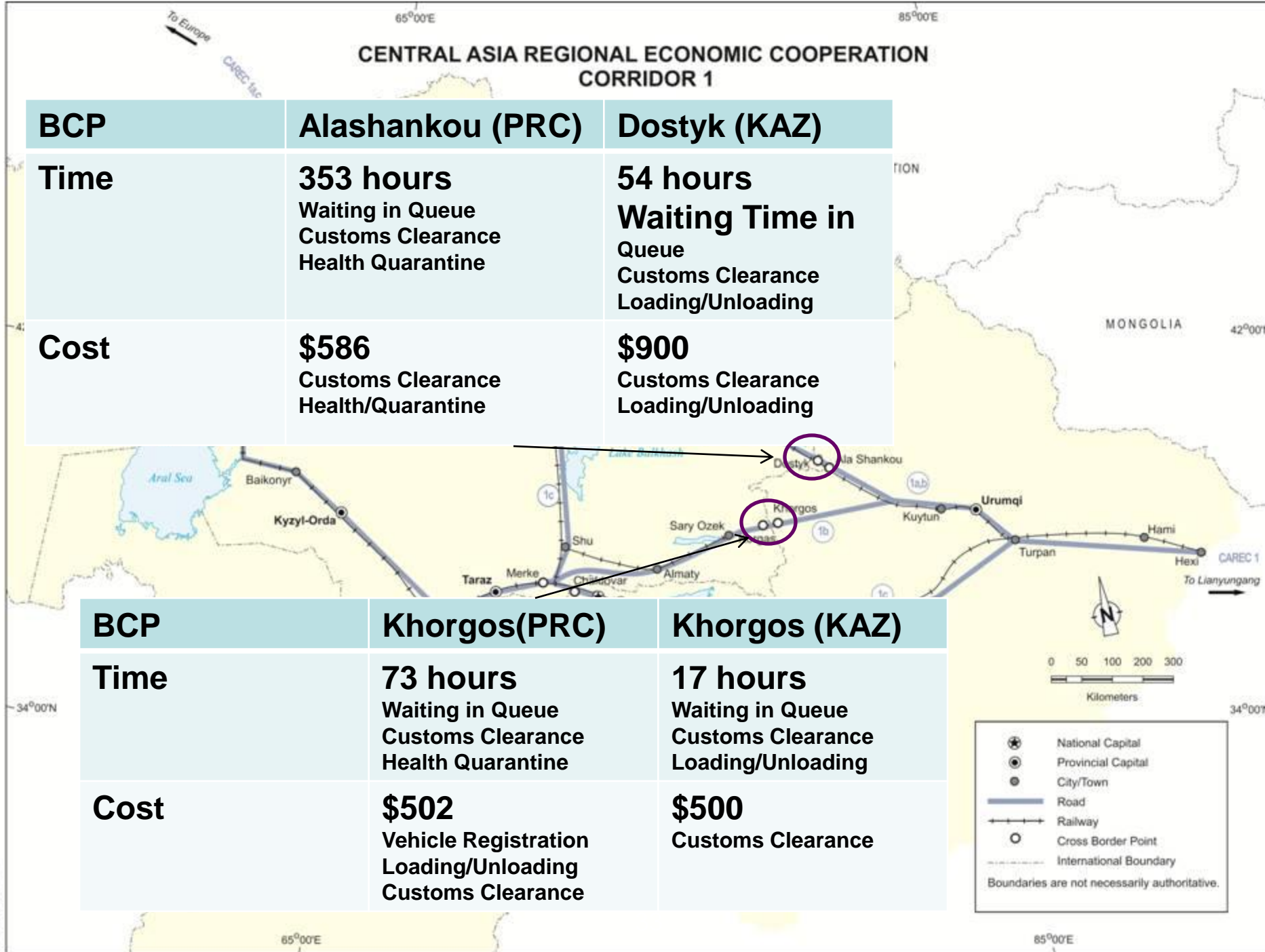
Factors	1a/1c	1b
Speed without delay	Similar	Similar
Speed with delay	High	Low
Key BCPs	Alashankou-Dostyk (PRC-KAZ)	Khorgos-Khorgos (PRC-KAZ)
Key Delays	Alashankou, Dostyk, Hutubi, Wusu Aktogay	Khorgos, Khorgos
Reasons for Delays	Waiting time Rail gauge change Customs clearance	Waiting Time Health Quarantine



**CENTRAL ASIA REGIONAL ECONOMIC COOPERATION
CORRIDOR 1**

BCP	Alashankou (PRC)	Dostyk (KAZ)
Time	353 hours Waiting in Queue Customs Clearance Health Quarantine	54 hours Waiting Time in Queue Customs Clearance Loading/Unloading
Cost	\$586 Customs Clearance Health/Quarantine	\$900 Customs Clearance Loading/Unloading

BCP	Khorgos(PRC)	Khorgos (KAZ)
Time	73 hours Waiting in Queue Customs Clearance Health Quarantine	17 hours Waiting in Queue Customs Clearance Loading/Unloading
Cost	\$502 Vehicle Registration Loading/Unloading Customs Clearance	\$500 Customs Clearance



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 2

Sub-Corridors with heavy traffic
 ← Tashkent - Moscow
 ← Baku – Tbilisi



Machineries



Yoghurt



Yarn



Gypsum



Textiles

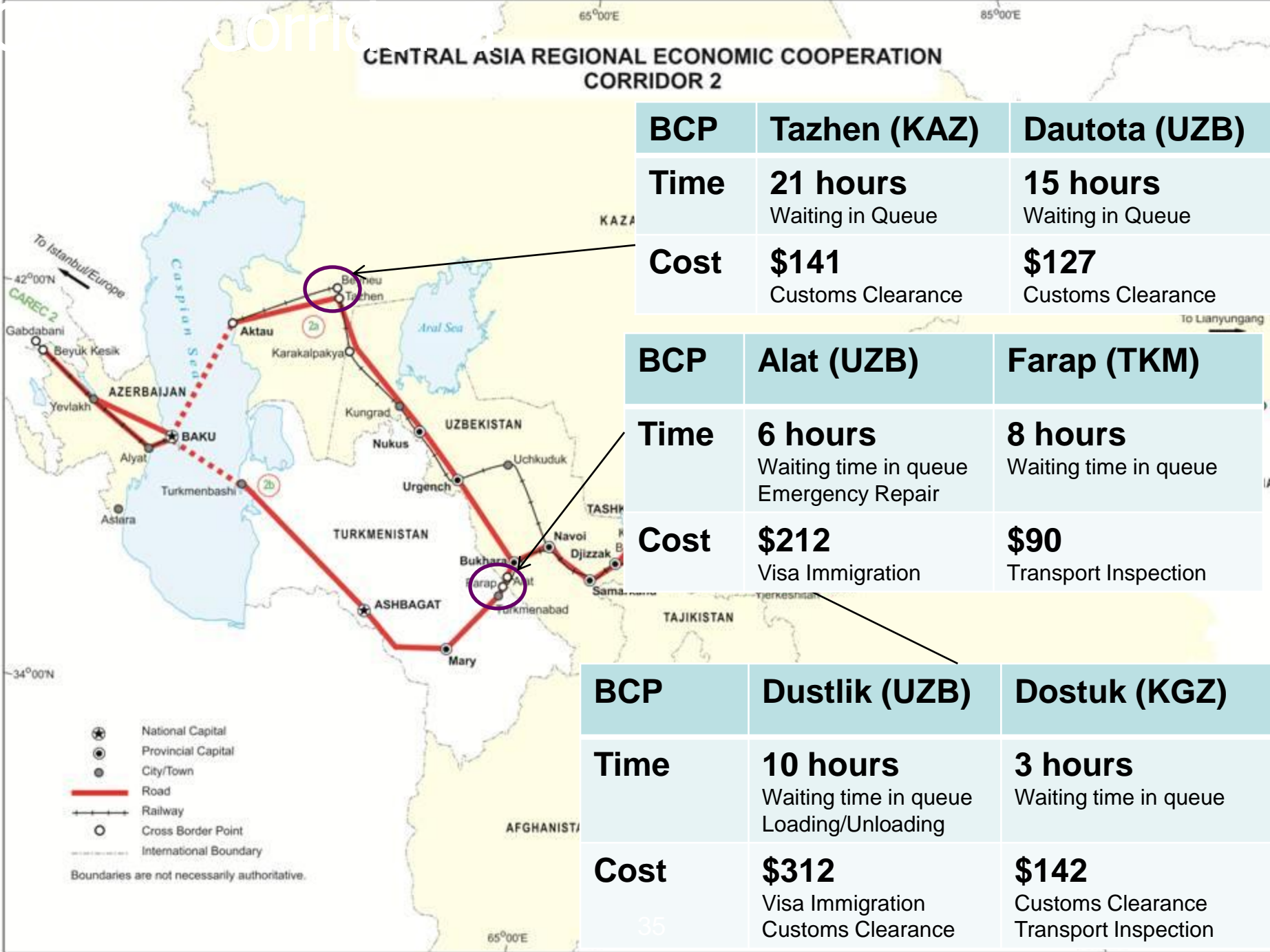


Beverages



corn

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 2






BCP	Tazhen (KAZ)	Dautota (UZB)
Time	21 hours Waiting in Queue	15 hours Waiting in Queue
Cost	\$141 Customs Clearance	\$127 Customs Clearance

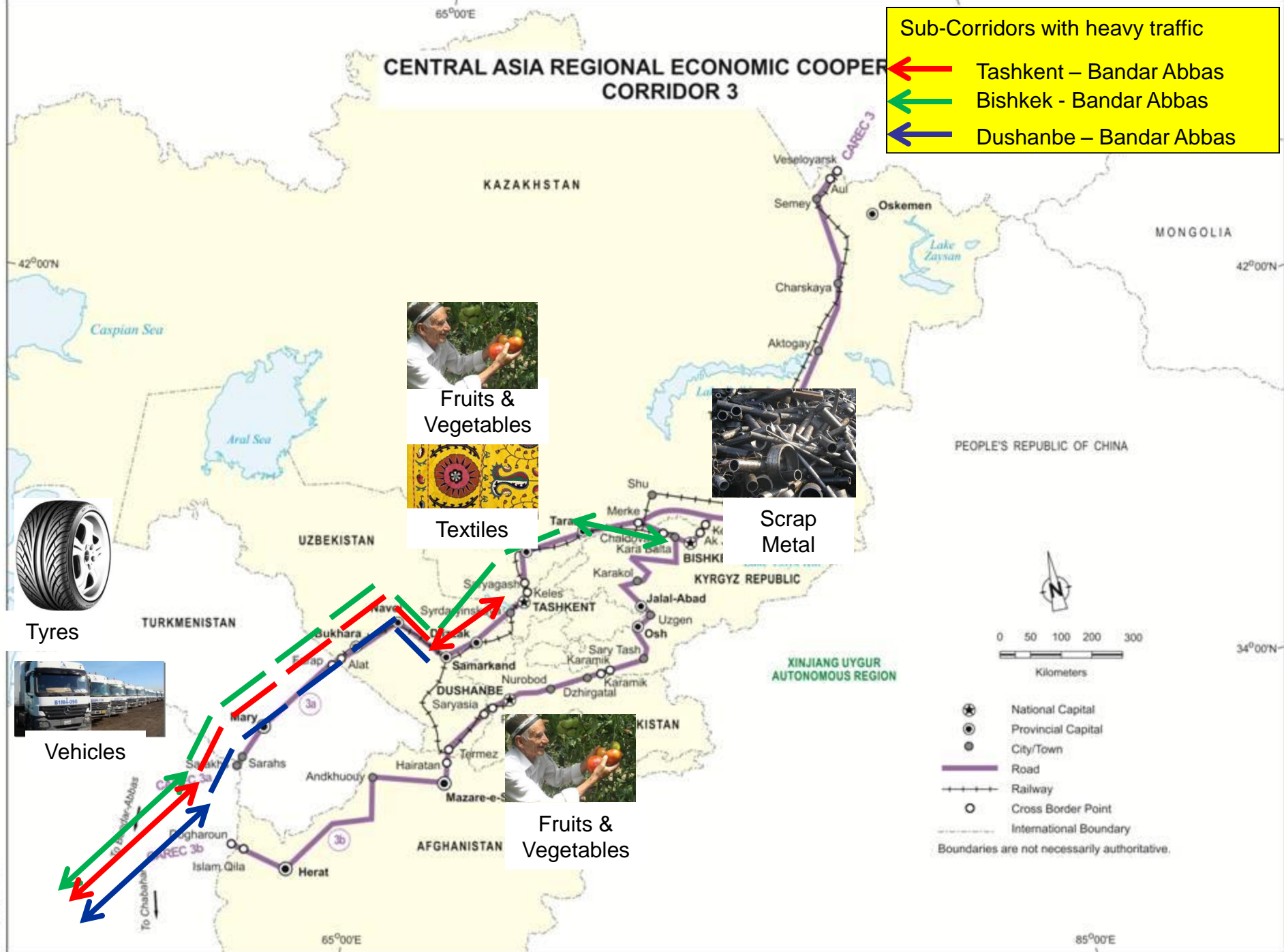
BCP	Alat (UZB)	Farap (TKM)
Time	6 hours Waiting time in queue Emergency Repair	8 hours Waiting time in queue
Cost	\$212 Visa Immigration	\$90 Transport Inspection

BCP	Dustlik (UZB)	Dostuk (KGZ)
Time	10 hours Waiting time in queue Loading/Unloading	3 hours Waiting time in queue
Cost	\$312 Visa Immigration Customs Clearance	\$142 Customs Clearance Transport Inspection

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 3

Sub-Corridors with heavy traffic

-  Tashkent – Bandar Abbas
-  Bishkek - Bandar Abbas
-  Dushanbe – Bandar Abbas



Fruits & Vegetables



Textiles



Scrap Metal



Tyres



Vehicles

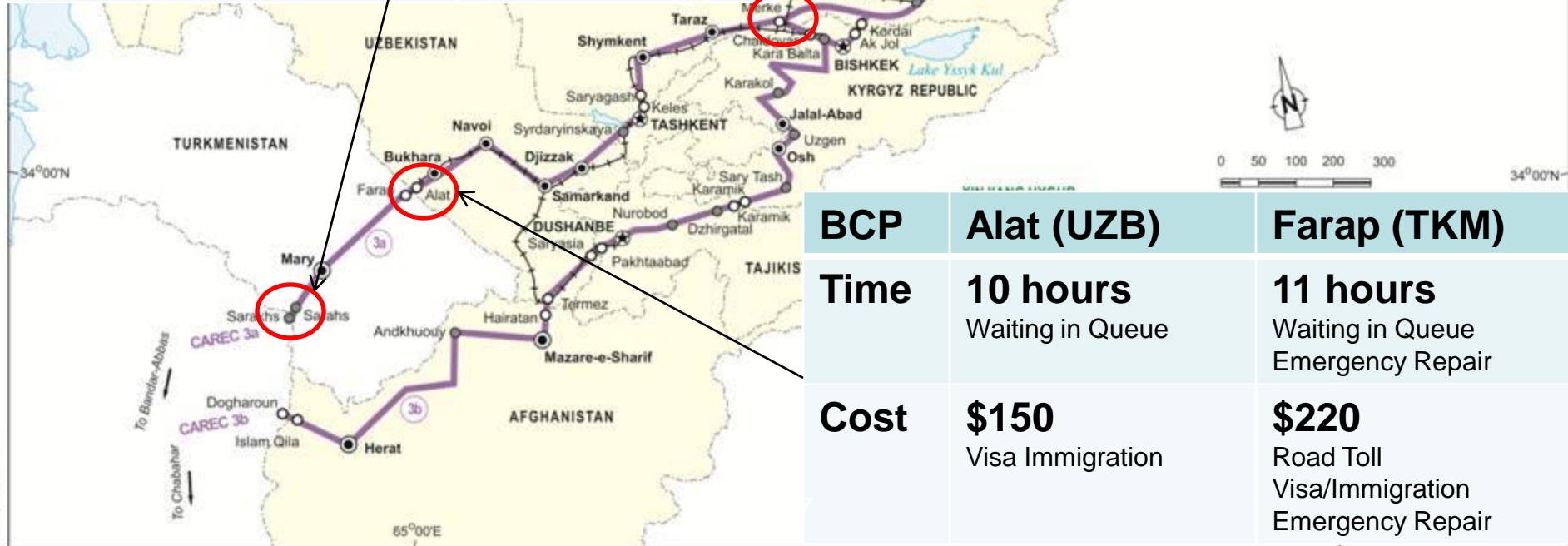


Fruits & Vegetables



BCP	Konysbaeva (KAZ)	Yallama (UZB)
Time	8 hours Waiting time in queue	9 hours Waiting time in queue
Cost	\$250 Escort/Convoy	\$222 Visa Immigration

BCP	Sarakhs (IRN)	Saraks (TKM)
Time	17 hours Waiting in Queue Loading/Unloading	13 hours Waiting in Queue
Cost	\$207 Road Toll Escort/Convoy	\$185 Road Toll Visa/Immigration



BCP	Alat (UZB)	Farap (TKM)
Time	10 hours Waiting in Queue	11 hours Waiting in Queue Emergency Repair
Cost	\$150 Visa Immigration	\$220 Road Toll Visa/Immigration Emergency Repair

Sub-Corridors with heavy traffic

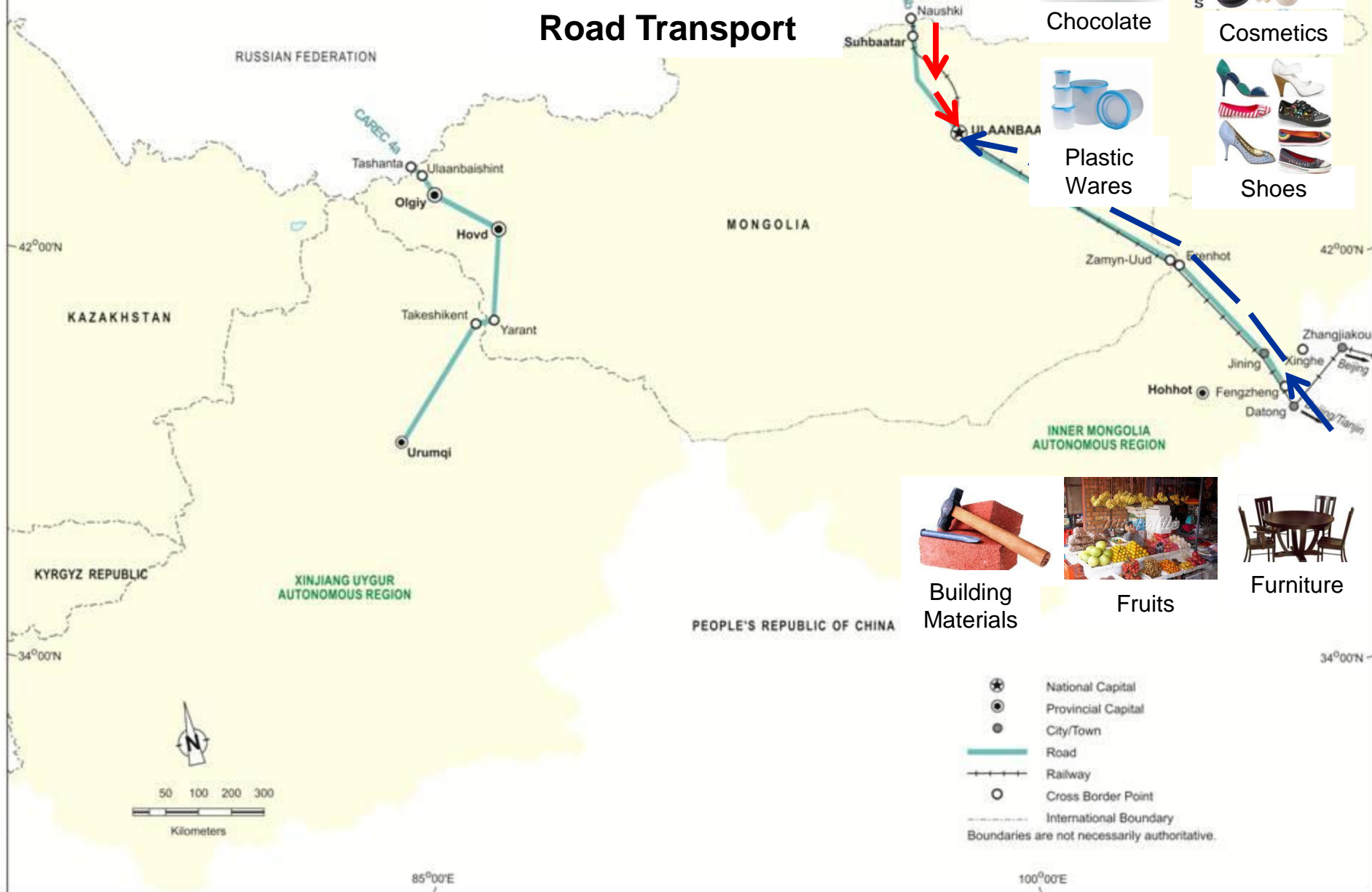


Khiagt – Ulaan Baatar

Tianjin – Ulaan Baatar

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4

Road Transport



Chocolate

Cosmetics



Plastic Wares



Shoes



Building Materials



Fruits



Furniture

Sub-Corridors with heavy traffic

- ← Naushki– Ulaan Baatar
- ← Tianjin – Ulaan Baatar

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4

Rail Transport

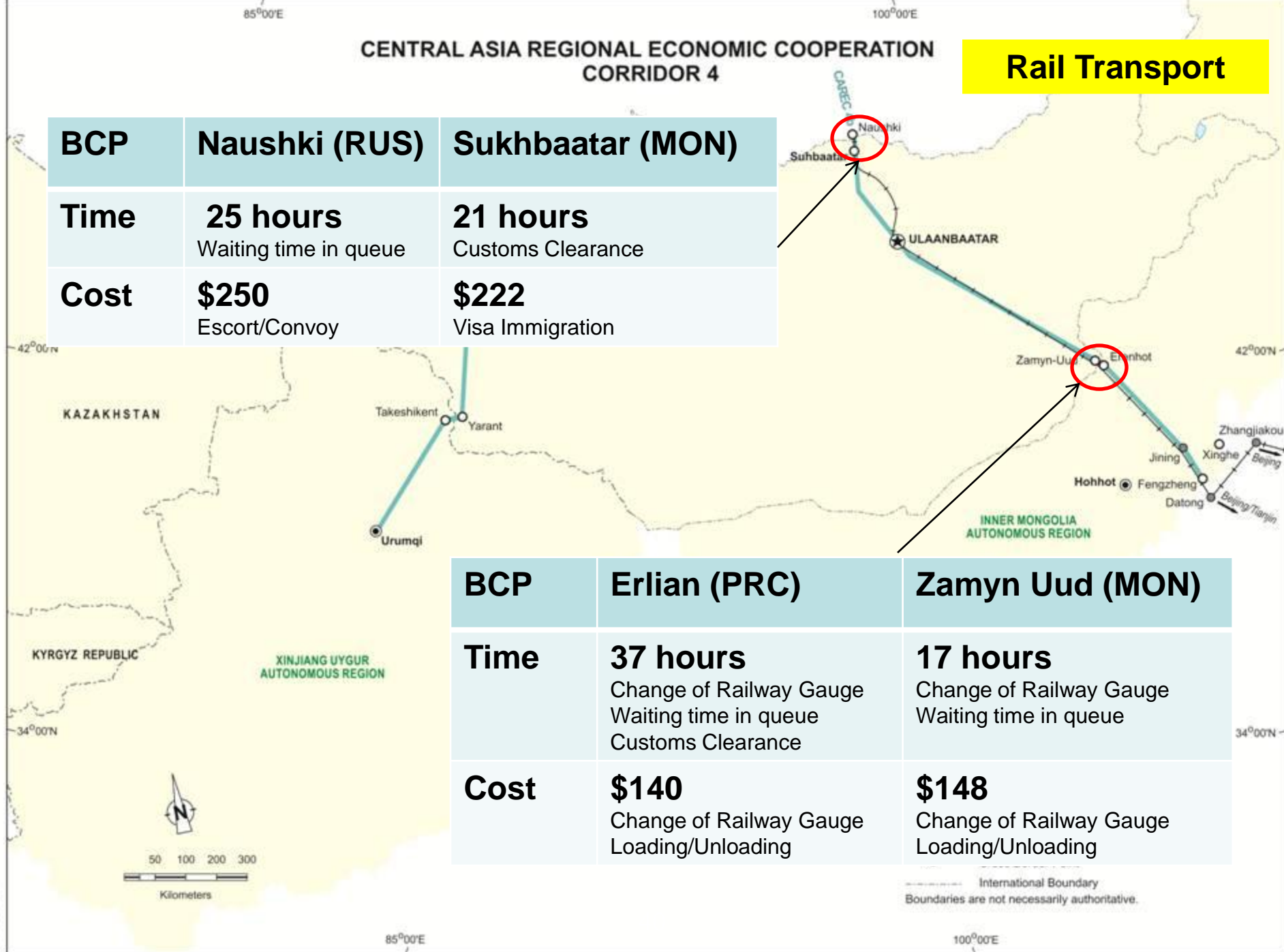


CENTRAL ASIA REGIONAL ECONOMIC COOPERATION
CORRIDOR 4

Rail Transport

BCP	Naushki (RUS)	Sukhbaatar (MON)
Time	25 hours Waiting time in queue	21 hours Customs Clearance
Cost	\$250 Escort/Convoy	\$222 Visa Immigration

BCP	Erlan (PRC)	Zamyn Uud (MON)
Time	37 hours Change of Railway Gauge Waiting time in queue Customs Clearance	17 hours Change of Railway Gauge Waiting time in queue
Cost	\$140 Change of Railway Gauge Loading/Unloading	\$148 Change of Railway Gauge Loading/Unloading

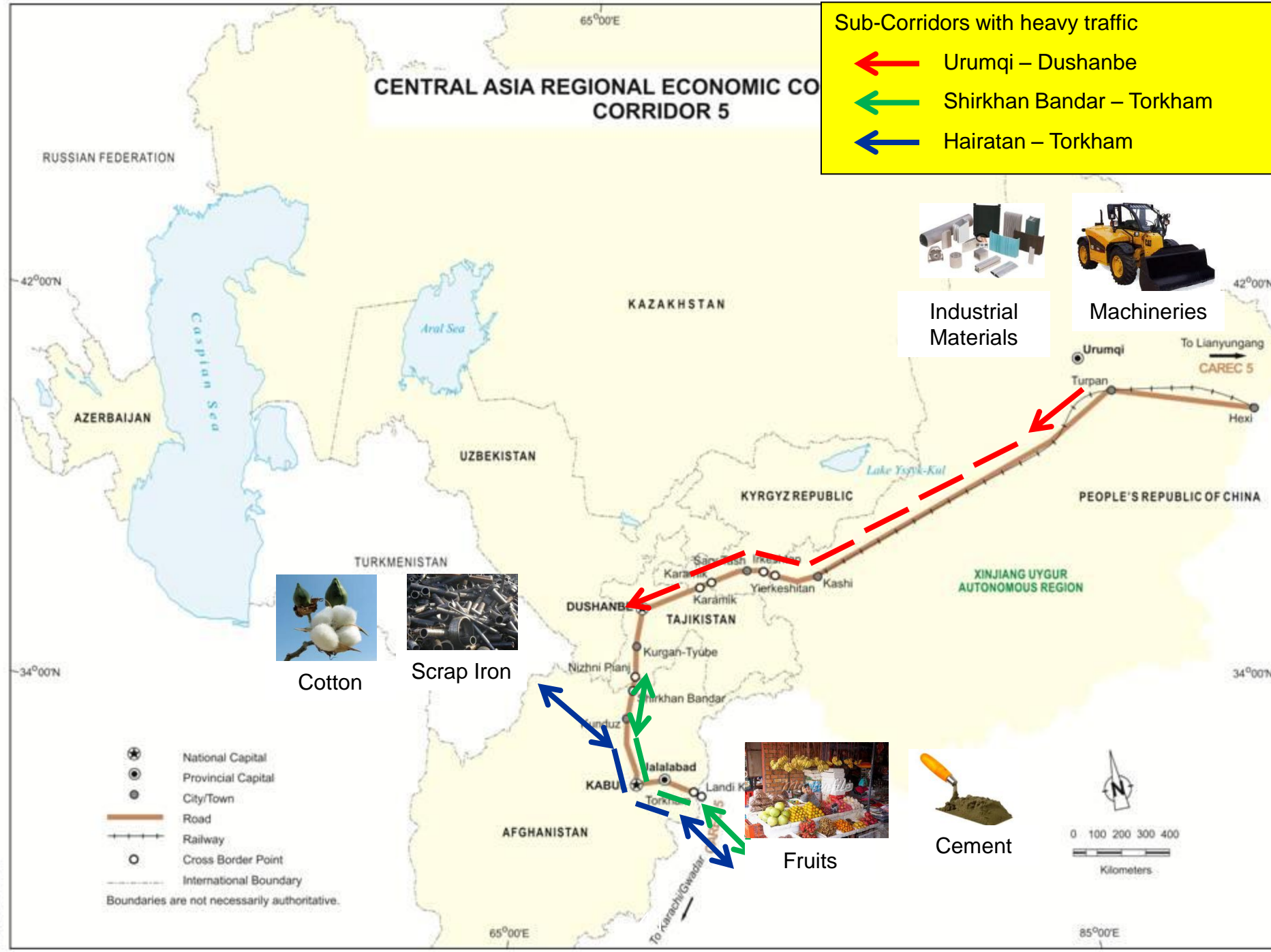


International Boundary
Boundaries are not necessarily authoritative.

CENTRAL ASIA REGIONAL ECONOMIC CO CORRIDOR 5

Sub-Corridors with heavy traffic

- ← Urumqi – Dushanbe
- ← Shirkhan Bandar – Torkham
- ← Hairatan – Torkham



Industrial Materials



Machineries



Cotton



Scrap Iron



Fruits



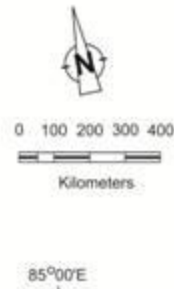
Cement

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 5

BCP	Irkeshtan (PRC)	Irkeshtan (KGZ)
Time	61 hours Waiting time in queue	9 hours Waiting time in queue
Cost	\$7 Customs Clearance	\$200 Customs Clearance



BCP	Karamik (KGZ)	Karamik (TAJ)
Time	4 hours Waiting time in queue	5 hours Waiting time in queue
Cost	\$42 Customs Clearance Escort / Convoy	\$287 Customs Clearance Escort / Convoy Road Toll 42



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6

Road Transport



Machineries



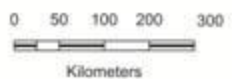
Processed Food



Fruits & Vegetables



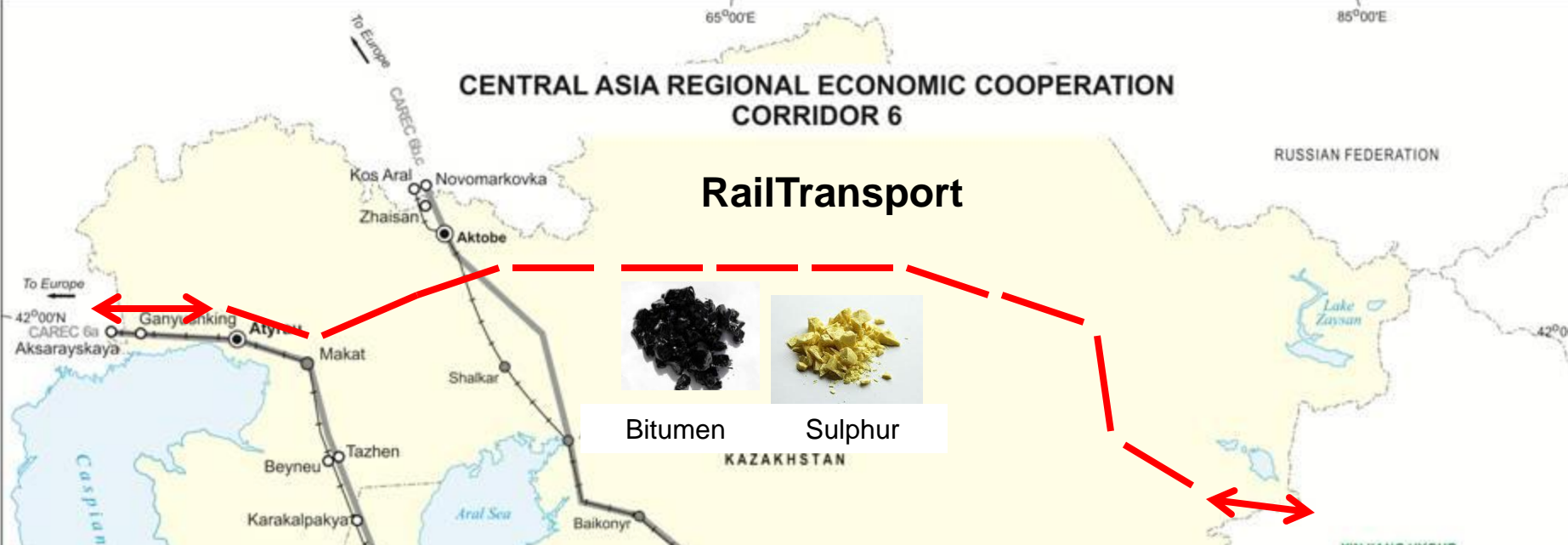
Cotton



- ★ National Capital
 - Provincial Capital
 - City/Town
 - Road
 - +—+— Railway
 - Cross Border Point
 - International Boundary
- Boundaries are not necessarily authoritative.

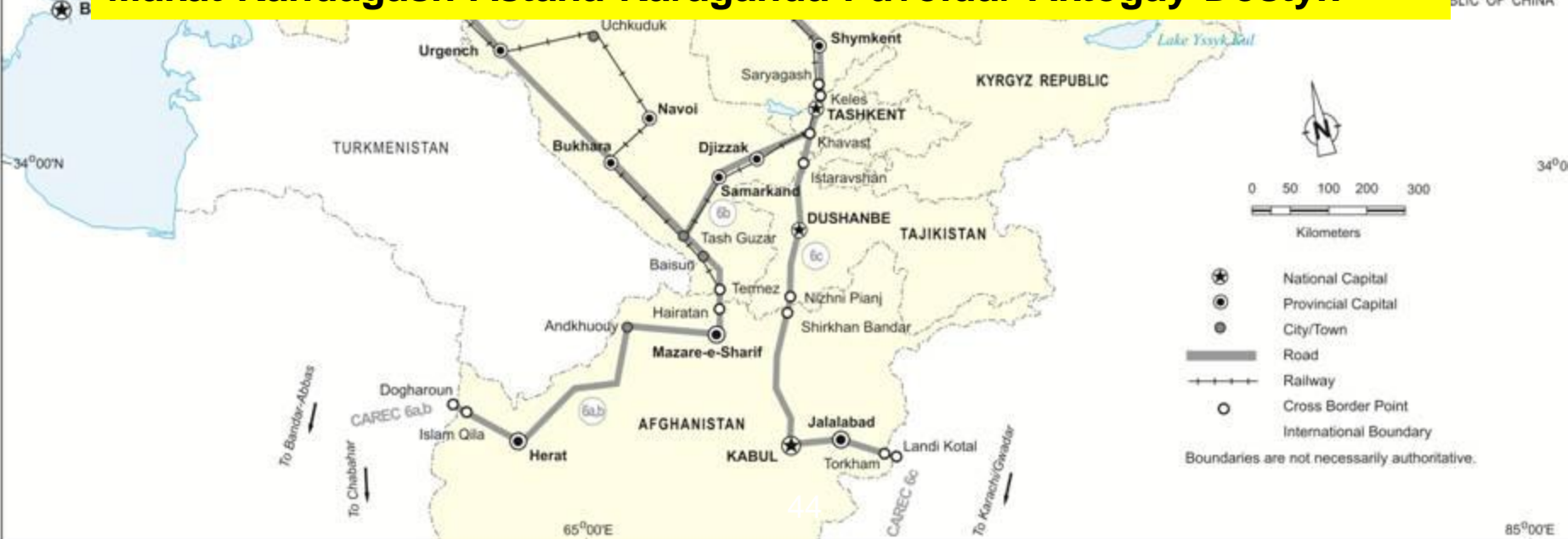
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6

RailTransport



New Rail Route

Makat-Kandagash-Astana-Karaganda-Pavoldar-Aktogay-Dostyk



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6



BCP	Tazhen (KAZ)	Dautota (UZB)
Time	17 hours Waiting in Queue	16 hours Waiting in Queue
Cost	\$110 Customs Clearance	\$146 Customs Clearance

BCP	Konysbaeva (KAZ)	Yallama (UZB)
Time	5 hours Waiting time in queue	14 hours Waiting time in queue
Cost	\$224 Customs Clearance Transport Inspection	\$65 Customs Clearance



BCP	Ayratan (UZB)	Hairatan (AFG)
Time	22 hours Waiting in Queue Loading/Unloading Customs Clearance	2 hours Waiting in Queue
Cost	\$140 Customs Clearance	\$100 Escort/Convoy Loading/Unloading Road Toll

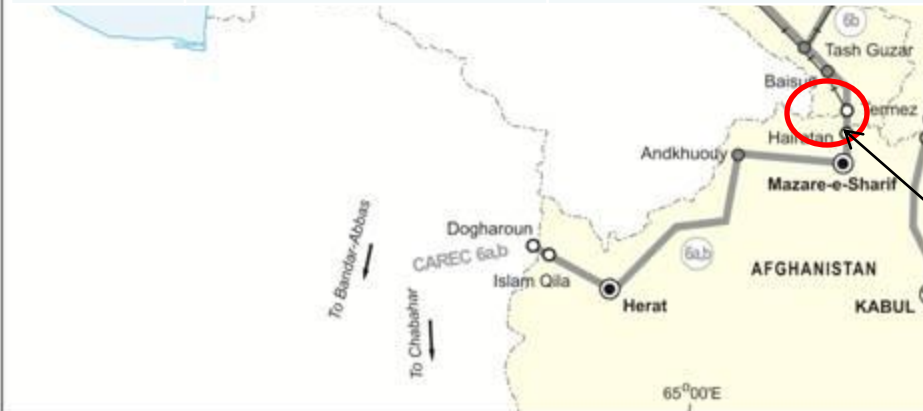


Table of Contents

1 CAREC Six Corridors

2 CPMM 2011 Review

3 CPMM 2012 (Q1,2 and 3)

4 Special Topics

5 CPMM Interactive Website

6 Comments and Feedback



Special Topics

1 CPMM in Pakistan

2 Impact of Customs Union

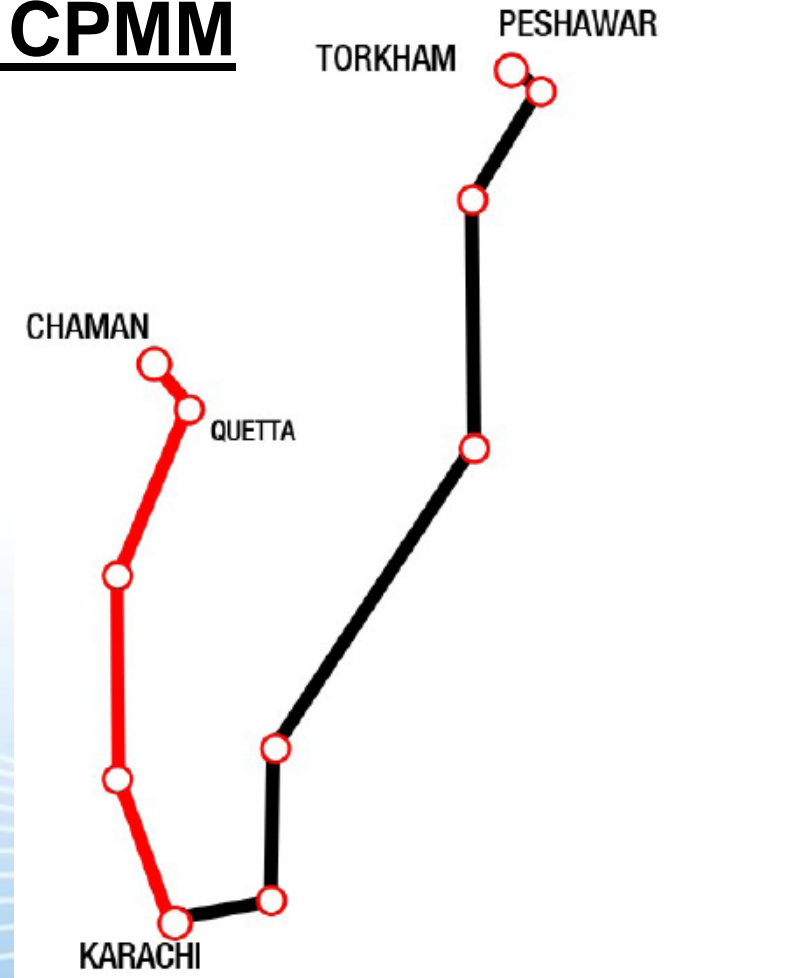
3 Study on TIR



CPMM in Pakistan – The Routes

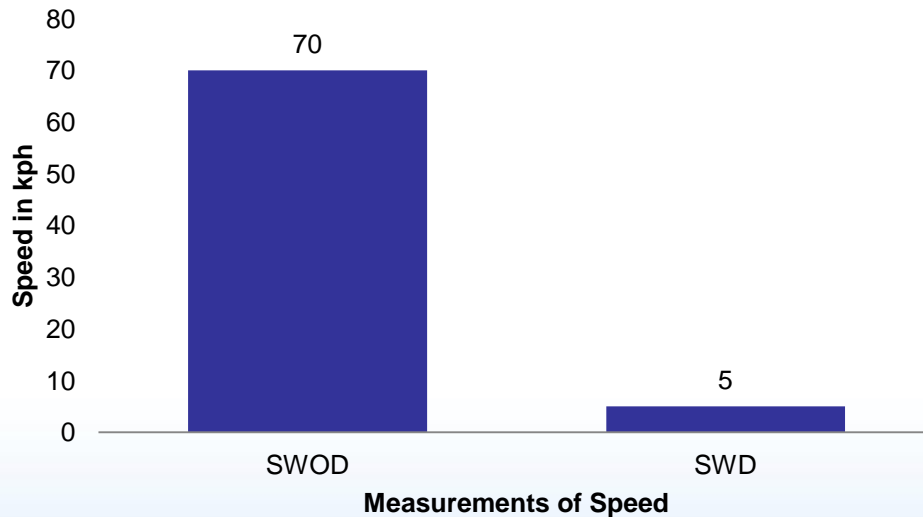
Significance of Pakistan in CPMM

- Karachi is the seaport that has shortest distance to Central Asia.
- Contains two key sub-corridors (*northern route* and *southern route*)



Problems in Transportation

Average Speeds in Q1, Q2 and Q3 2012



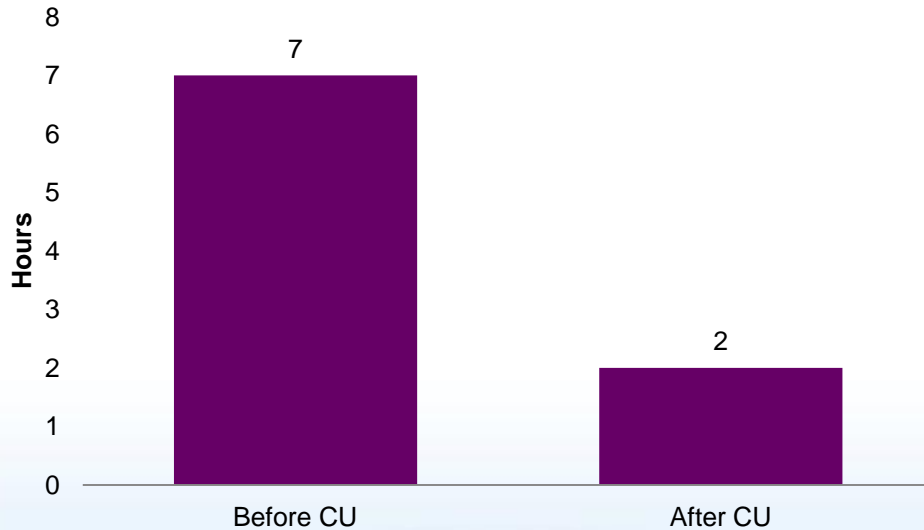
Why significant drop in speed?

- Long delays in Karachi seaport due to long waiting time and customs clearance.
- Mandatory escort/convoy for road vehicles at Peshawar (northern) and Quetta (southern).
- Long border crossing time at Peshawar-Torkham and Chaman-Spin Buldak due to customs clearance time.



Impact of Customs Union (KAZ and RUS)

Change in Average Border Crossing Time (KAZ-RUS)



Trucks leaving KAZ and entering RUS enjoy significantly shorter time after customs union.

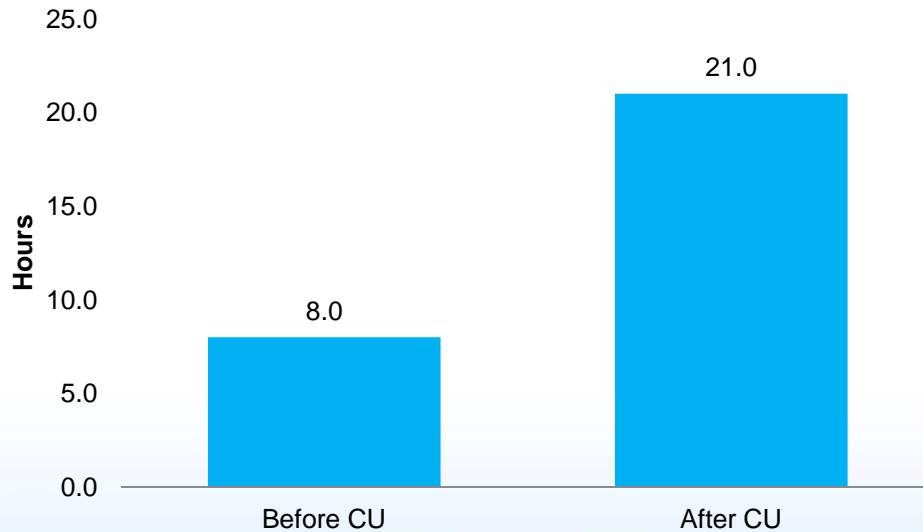
Notable improvements observed at :

- Kairak-Troitsk
- Sirim – Mashtakova
- Jana Jol – Petuhovo
- Semey - Veseloyarsk



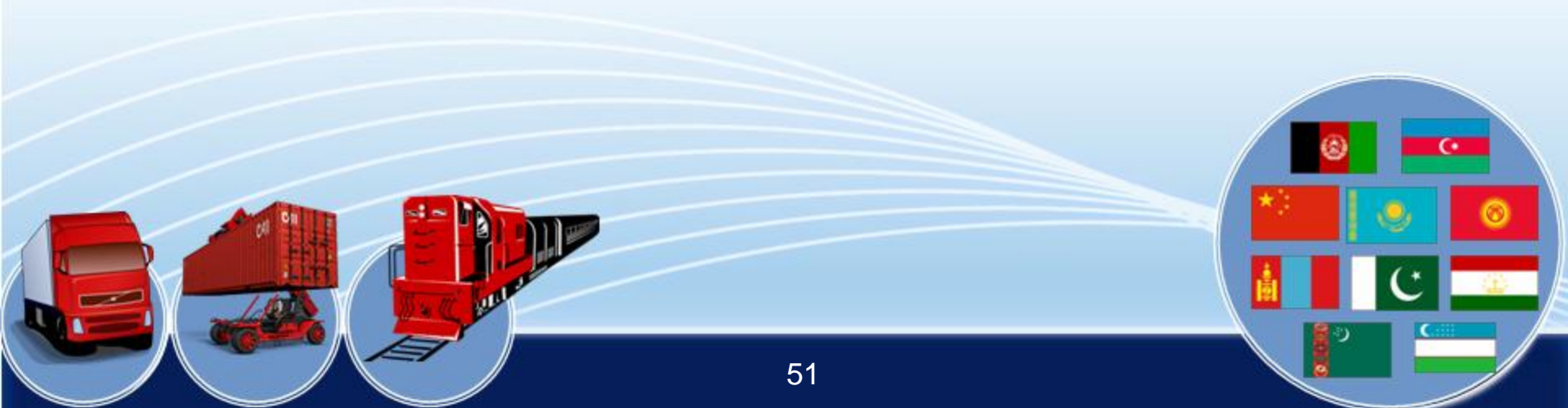
Impact of Customs Union (KAZ and Others)

Change in Average Border Crossing Time (Non CU to KAZ)



On the other hand, there is no change to trucks leaving KAZ to Non-CU countries.

Interestingly, trucks leaving Non-CU and entering KAZ experience significant delays. This border crossing changes from 8 hours to 21 hours on average, an increase of 2.6 times!



Impact of Customs Union (Activities)

		Total Duration		Border Security		Customs Clearance		Health / Quarantine		Phyto-sanitary		Veterinary Inspection		Visa/Immigration		GAI/Traffic Inspection		Transport Inspection		Weight Inspection		Wait/Queue	
		B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A
Exiting KAZ																							
To Russia	KAZ Side	7.7	2.4	0.6	0.6	2.2	1.1	0.4	0.2	0.4	0.2	0.3	0.2	0.5	0.3	0.3	0.7	0.5	0.4	0.5	0.3	4.7	2.1
	Partner Side	7.7	1.7	0.6	0.5	2.7	1.1	0.5	0.2	0.5	0.2	0.3	0.2	0.3	0.1	0.3	0.2	0.8	0.5	0.5	0.4	4.3	1.7
To a Non-CU Country	KAZ Side	8.1	7.1	0.6	0.5	2.1	1.0	0.4	0.2	0.4	0.2	0.3	0.2	0.2	0.2	0.4	0.2	0.7	0.4	0.5	0.3	5.5	6.9
	Partner Side	4.3	5.0	0.5	0.4	1.4	0.8	0.3	0.5	0.3	0.2	0.2	0.1	0.3	0.2	0.2	0.1	0.3	0.2	0.3	0.3	3.5	4.6
Entering KAZ																							
From Russia	KAZ Side	5.8	2.4	0.5	0.6	2.2	1.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.5	3.3	0.4	0.5	0.4	0.2	4.0	2.1
	Partner Side	7.8	1.6	0.6	0.5	2.7	1.3	0.4	0.2	0.4	0.2	0.3	0.2	0.3	0.2	0.2	0.3	0.6	0.5	0.5	0.2	4.8	0.9
From a Non-CU Country	KAZ Side	10.4	10.7	0.7	0.5	3.1	3.7	0.4	0.4	0.5	0.3	0.3	0.2	0.3	0.2	0.2	0.3	0.8	0.4	0.5	0.3	6.8	6.6
	Partner Side	8.6	21.0	0.5	0.4	1.3	1.9	0.5	1.5	0.4	0.3	0.2	0.2	0.2	0.1	0.3	0.3	0.2	0.3	0.4	0.3	10.2	20.4

Legend: B—Before 1 July 2011 A—After 1 July 2011 **Note:** Shaded cells indicate significant difference in duration after July 2011, at 5% level of significance.
■ Significant decline ■ Significant increase

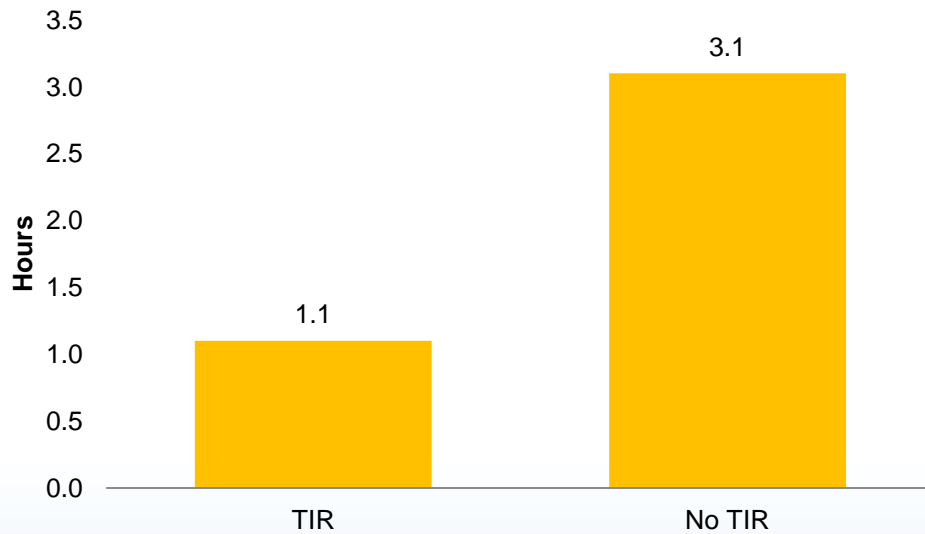
Conclusions :

1. Waiting time doubled.
2. Customs clearance, health/quarantine, transport inspection were also significantly lengthened.

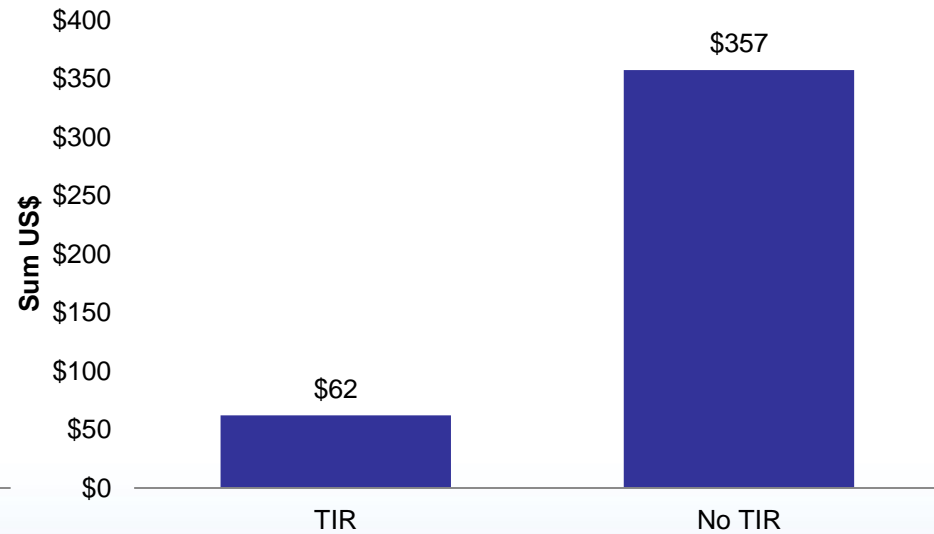


Study on TIR

Difference in Border Crossing Time



Difference in Border Crossing Cost



Conclusions :

1. TIR is effective in reducing the time and cost during border crossing in Central Asia, based on samples in 2012.



Table of Contents

1 CAREC Six Corridors

2 CPMM 2011 Review

3 CPMM 2012 (Q1,2 and 3)

4 Special Topics

5 CPMM Interactive Website

6 Comments and Feedback



Interactive Tools

1	Cost (US\$ per 500km) of Rail Activities
2	Cost (US\$ per 500km) of Road Activities
3	Cross Border Movements
4	Goods Distribution along CAREC Corridors by Exporting Country
5	Goods Distribution by Rail by Exporting Country
6	Goods Distribution by Road by Exporting Country
7	Goods Distribution along CAREC Corridors by Importing Country
8	Goods Distribution by Rail by Importing Country
9	Goods Distribution by Road by Importing Country
10	Speed along CAREC Corridors
11	Speed by Rail along CAREC Corridors
12	Speed by Road along CAREC Corridors
13	Mode of Transport
14	Perishable Goods

Interactive tools allow a user to select a metric and vary the time period and the country.

The website will display the results in graphical forms.

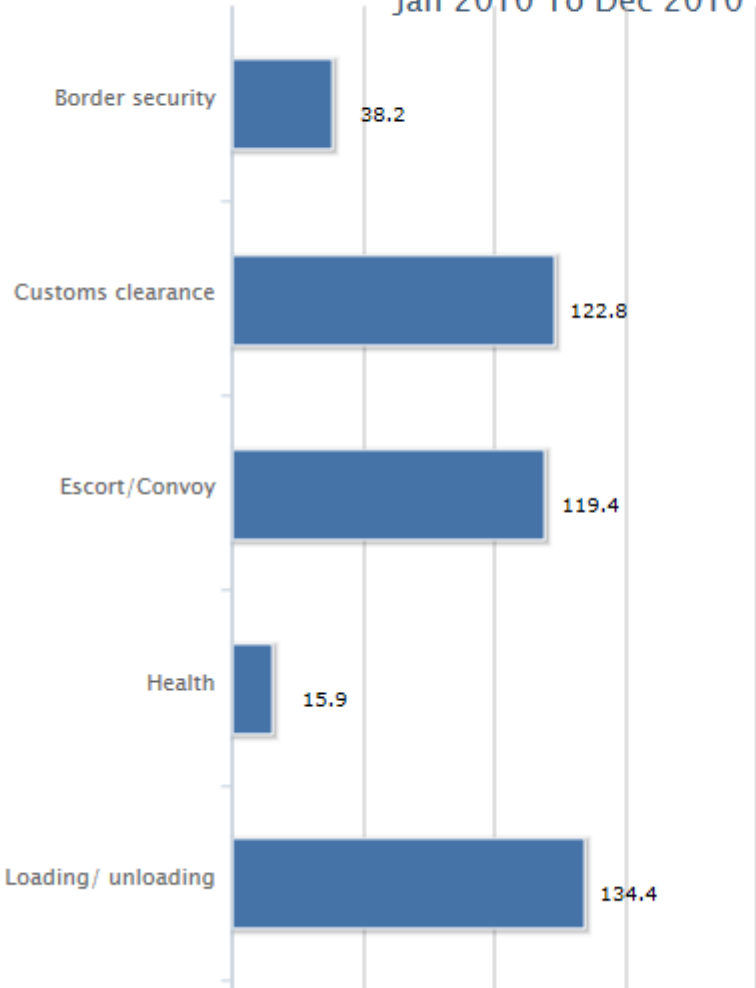


Cost (US\$ per 500km) (Road/Rail Activities)

January 2010 TO December 2010 Go

Change here to define the time period

Cost (US\$ per 500km) of Road Activities
Jan 2010 To Dec 2010



ivities

- Download PNG image
- Download JPEG image
- Download PDF document
- Download SVG vector image

Export

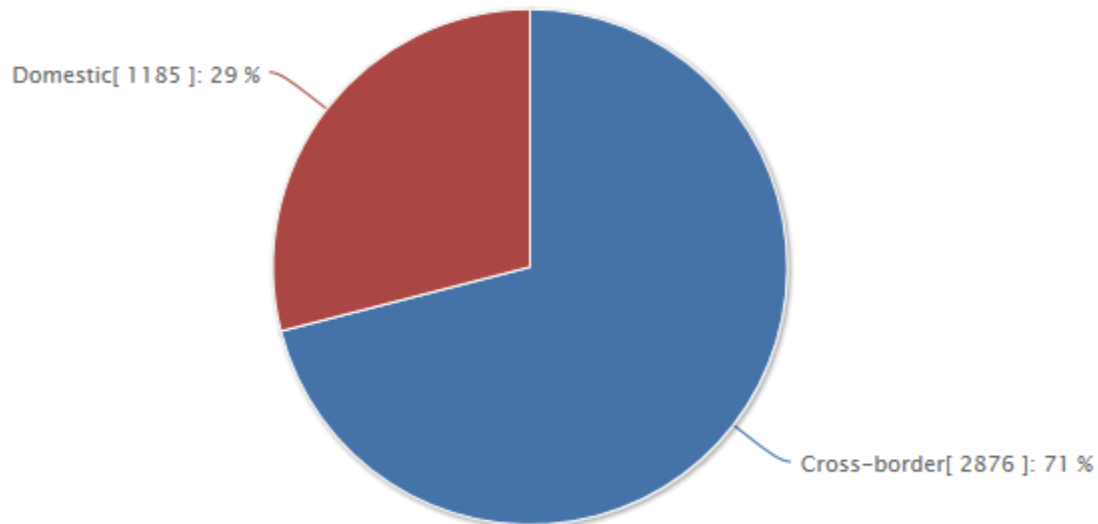
Print and download function. User can define the file format for image download.



Cross Border Movement

January 2010 TO December 2010 Go

Distribution of Cross Border Movements
Jan 2010 To Dec 2010



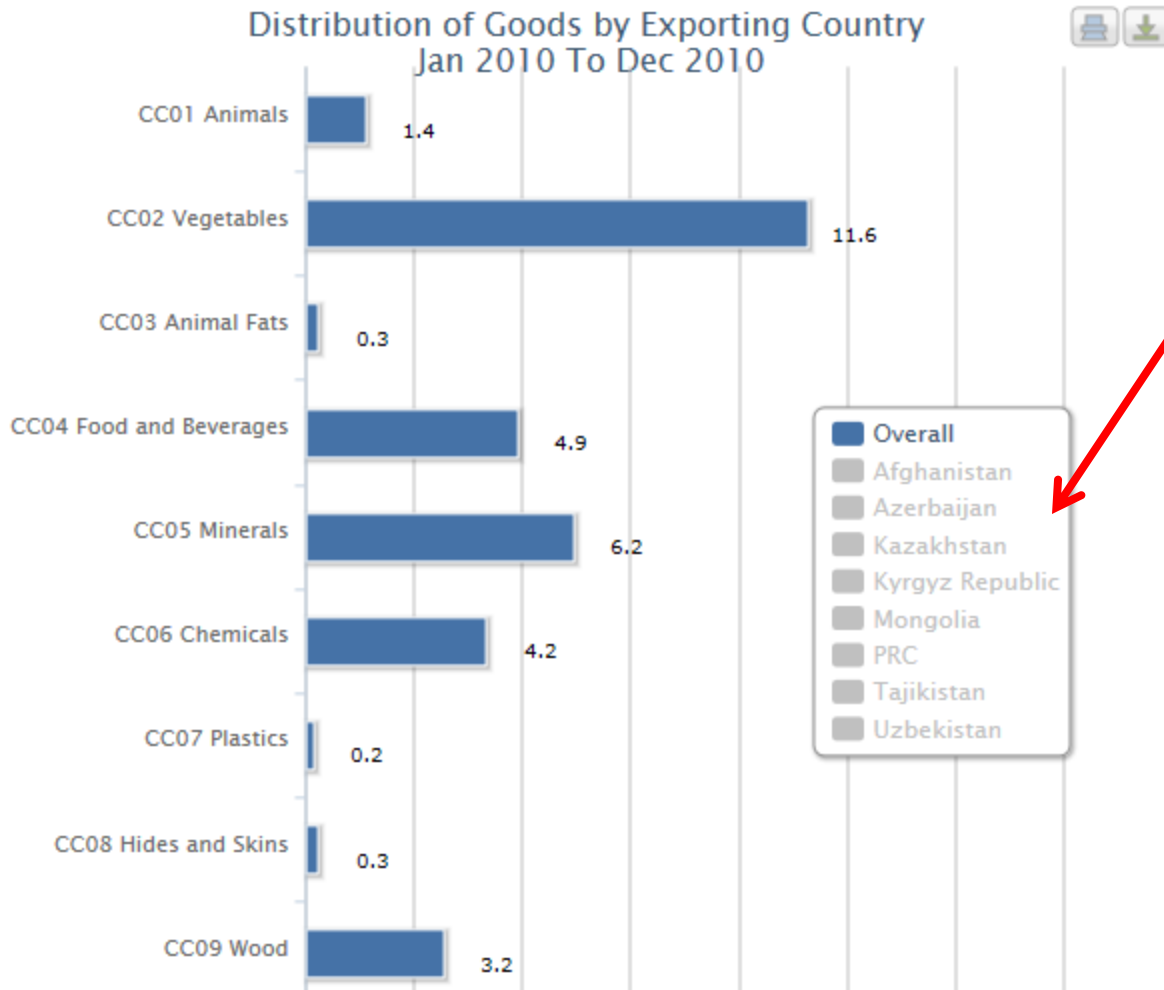
Samples where at least the truck or train passes through a border crossing point (BCP).

Note : In 2012 MOU for CPMM, it is mandatory that each sample should contain at least one BCP.



Distribution of Goods by Exporting Country

January 2010 TO December 2010 Go

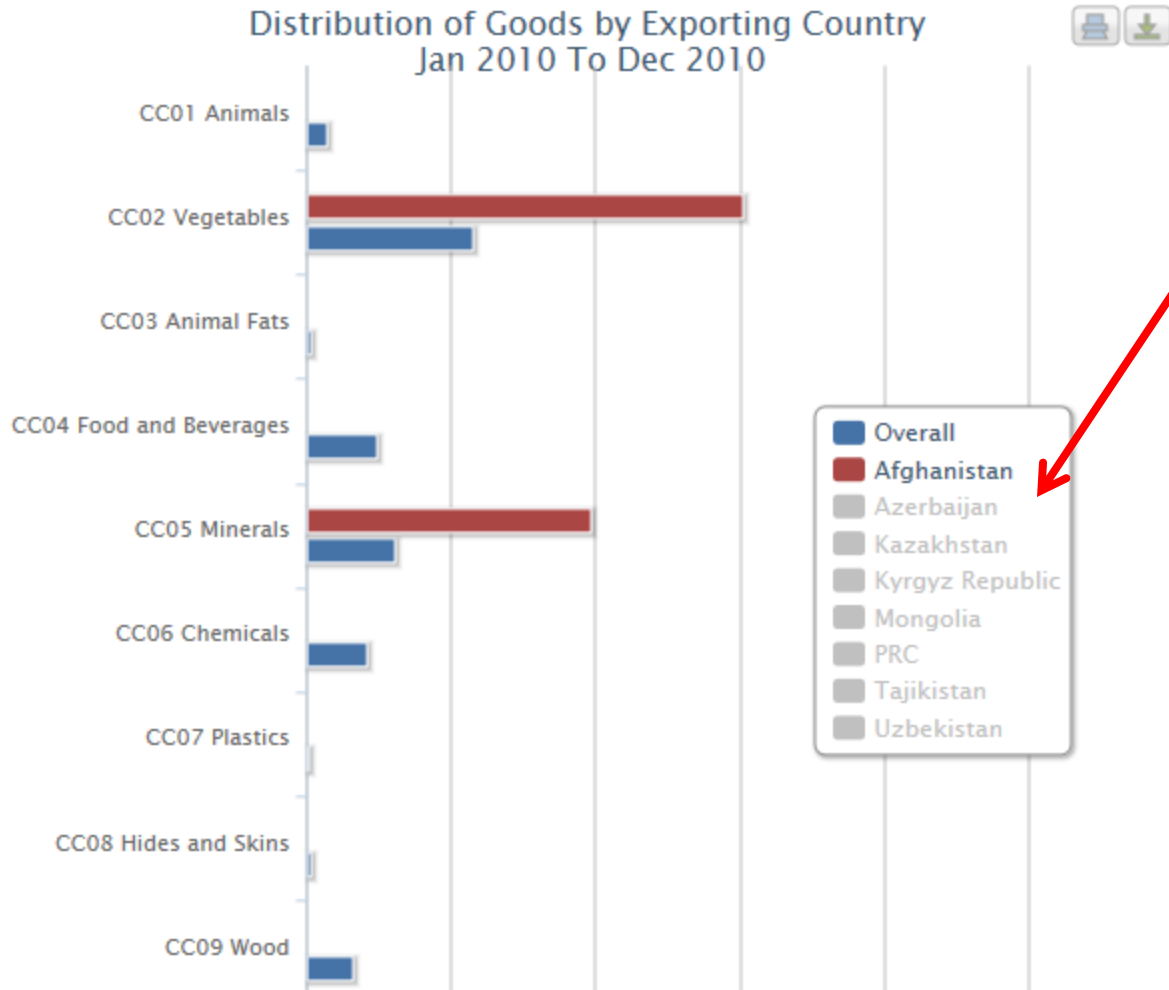


The chart here allows an aggregate view of all export countries, or users can select the specific export country by clicking on the options in the box.



Distribution of Goods by Exporting Country

January 2010 TO December 2010 Go

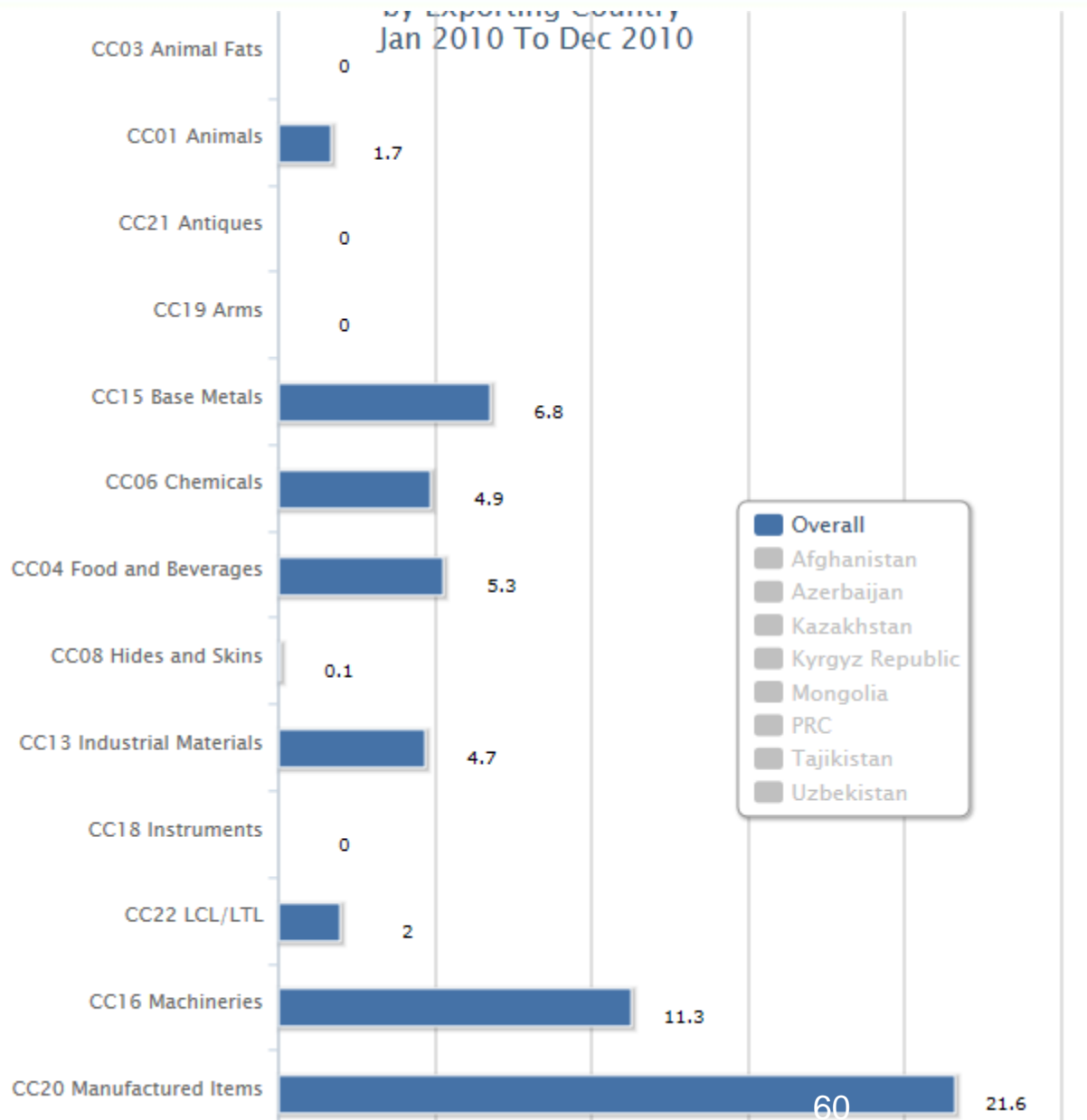


By selecting 'Afghanistan', the chart displays only exports from Afghanistan.

Note : There is now no formal way to distinguish a transit or export shipment. Most products from AGH to UZB/TAJ come from PAK, and vice-versa.



Distribution of Goods (by Transport Mode)



If user likes to distinguish between road or rail shipments, the user can select the option too.

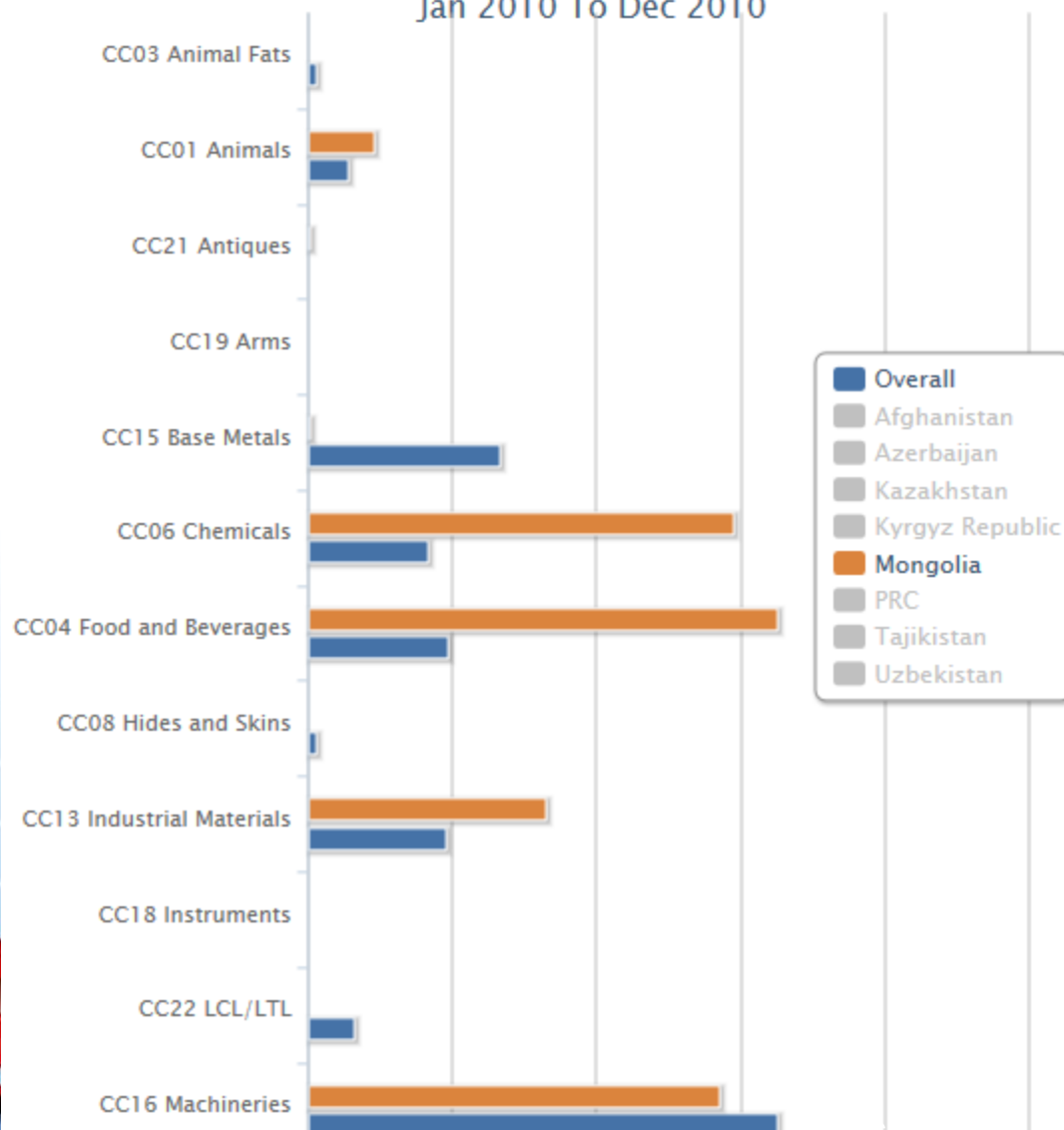
This chart illustrates the shipments by road.

Note : Currently chart is not able to identify multi-modal shipment.



Distribution of Goods by Importing Country

Distribution of Goods by Importing Country
Jan 2010 To Dec 2010

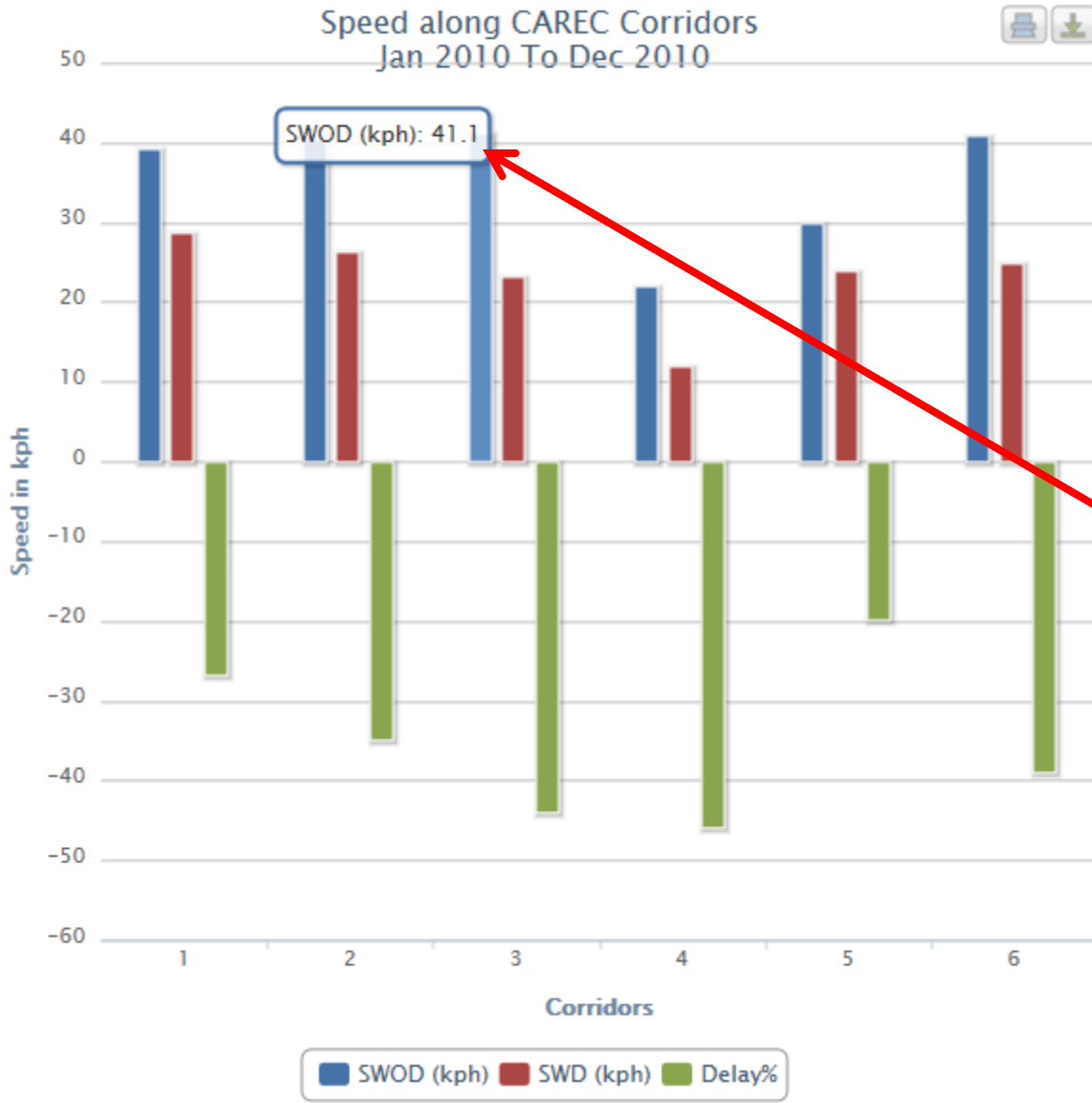


Likewise, user can also see the information on importing countries. The final destination is a city in the importing country.

The results can also be split by road or rail shipment.



Speed Along CAREC Corridor



The average speed along CAREC corridors are displayed here. The fastest and slowest corridor can be identified.

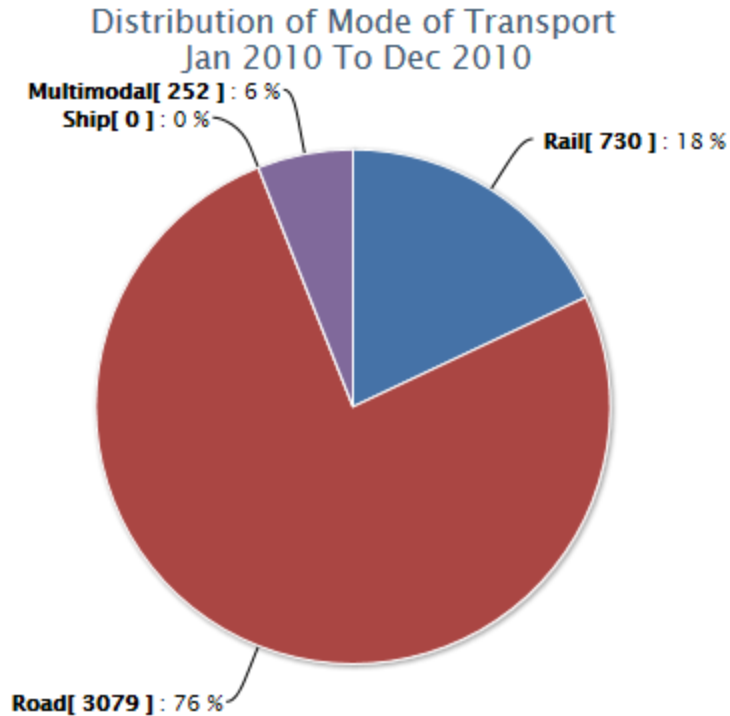
By moving the mouse over the column, the speed is shown.

Breakdown by road and rail is possible.



Mode of Transport

January ▼ 2010 ▼ TO December ▼ 2010 ▼ Go



This chart displays the shipments by road or rail, or multi-modal (where at least two different modes of transport are used in one shipment).

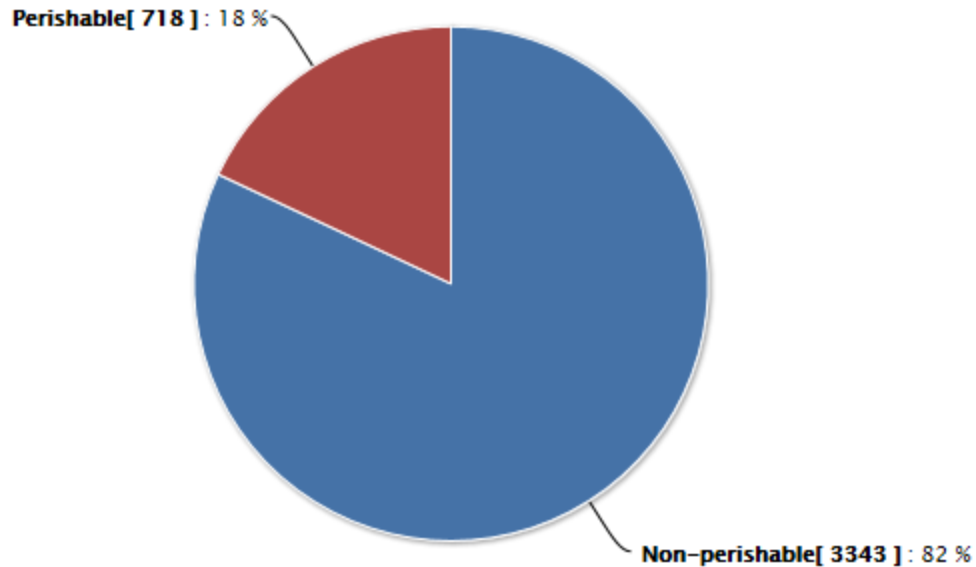
Highcharts.com



Perishables

January 2010 TO December 2010 Go

Distribution of Perishable Goods
Jan 2010 To Dec 2010



This chart shows the number and percentage of shipments carrying perishable goods. They include food, fruits and vegetables, beverages. Sometimes chemicals and medicine are also classified as perishable.

Highcharts.com

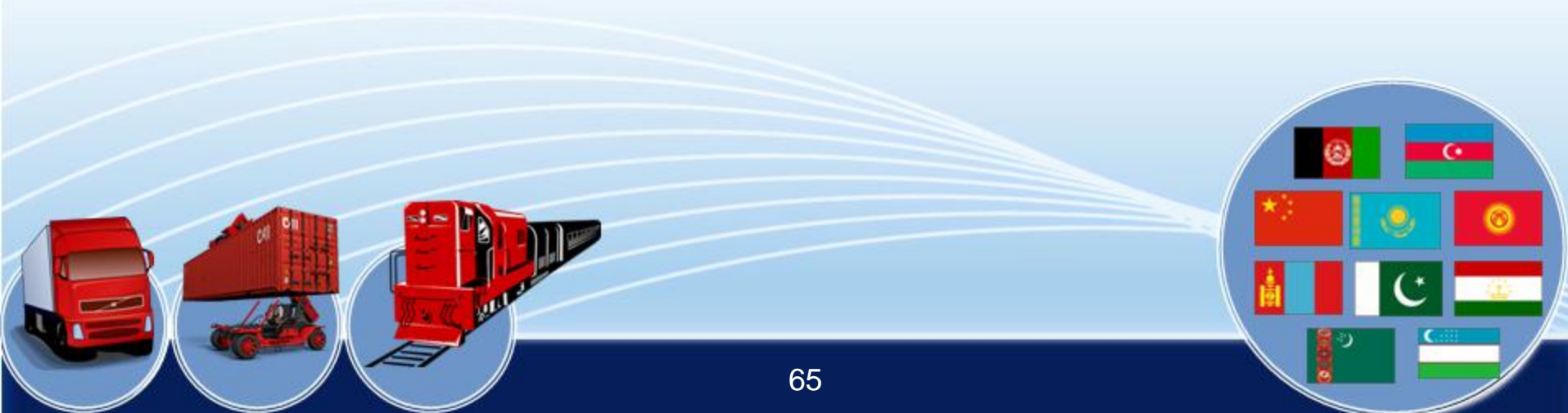


Information

Information

	Start Date	Data Frequency	Latest Date Available
Time (hrs) taken to clear border crossing	2009	Annual	2009
Cost (US\$) incurred at border crossing clearances	2009	Annual	2009
Time (hrs) taken to travel corridor section	2009	Annual	2009
Cost (US\$) incurred to travel corridor section	2009	Annual	2009

Information identifies the four high level results for the CPMM study. Collectively, they are known as '**Trade Facilitation Indicators**' or TFIs.'



Indicators (TFI)

Indicators

		2009
		Download Spreadsheet
Time (hrs) taken to clear border crossing		
	Median	8.7
	Average	21.3
Cost (US\$) incurred at border crossing clearances		
	Median	196.9
	Average	398.6
Speed (km/hr) taken to travel corridor section		
	Median	30
	Average	16
Cost (US\$/20ton/500km) incurred to travel corridor section		1,166



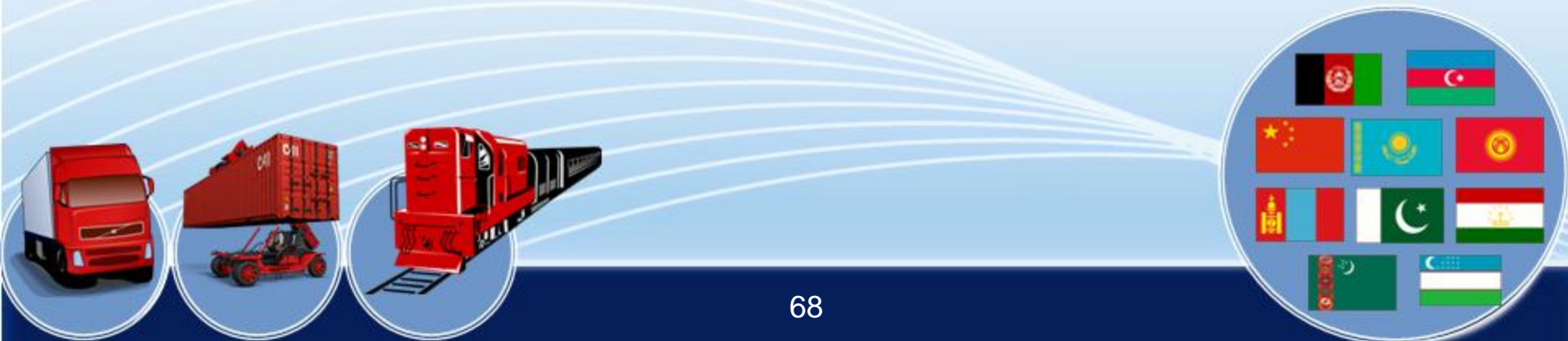
Feedback and Comments?

1. Are the current charts and information useful for your association?
2. What new charts and information will attract users to return to the website for updates?
3. How can we improve the website, tools and features?



CPMM Website Survey Form

1. Please refer to the document 'Questionnaire on CPMM Website'.
2. Please complete the survey by the end of this meeting.
3. We like to receive your feedback.



CAREC Corridor 1

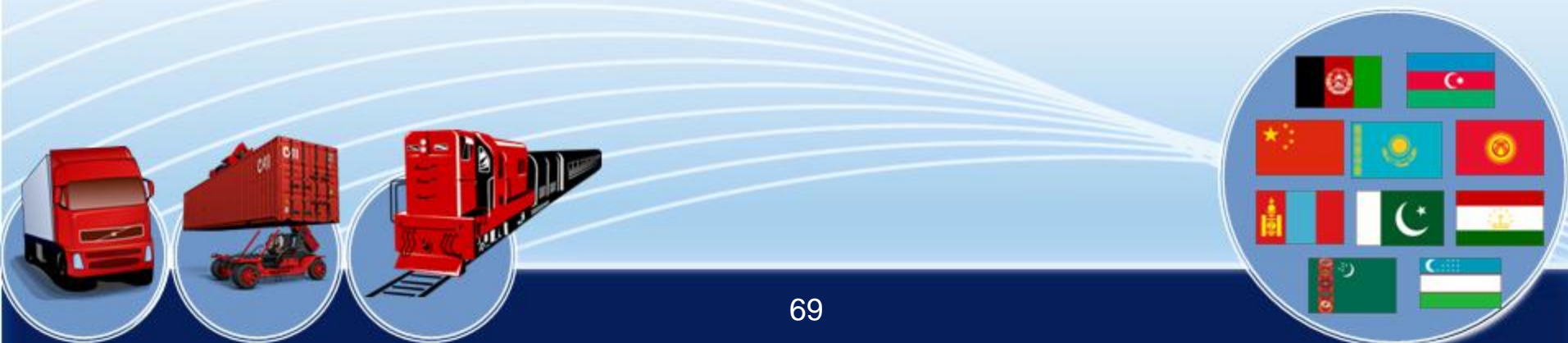
1 CAREC Six Corridors

2 CPMM 2011 Review

3 CPMM 2012 (Q1,2 and 3)

4 CPMM Interactive Website

5 Comments and Feedback



Contact Details

Contact details

Max Ee

Supply Chain Consultant

SCM Analytics Pte Ltd

Contact : +65 8138 8700

Email: max.ee@scmigroup.com

