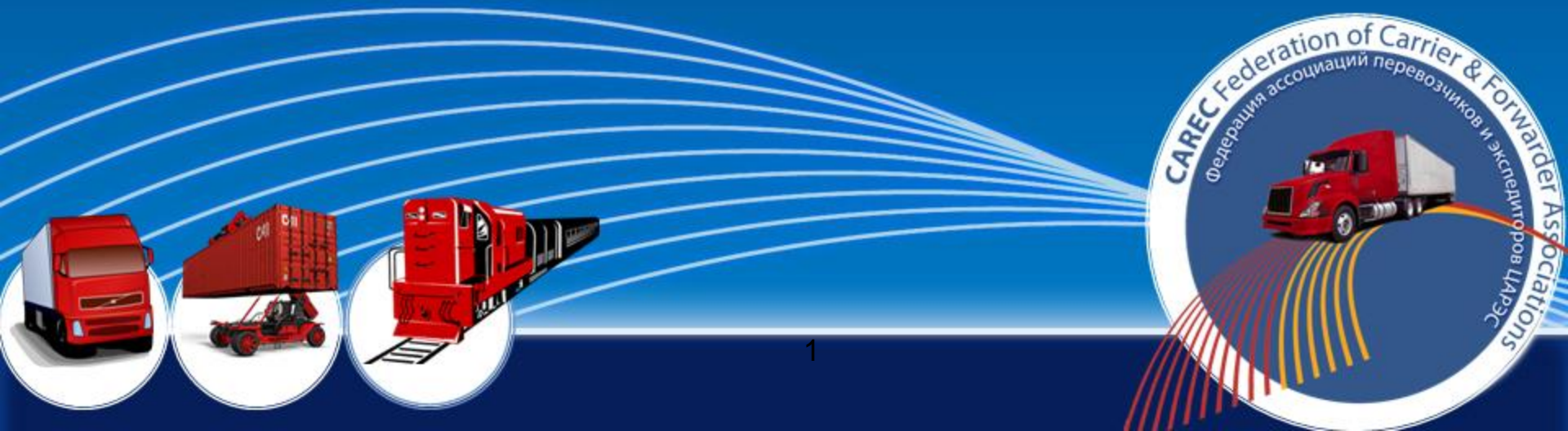


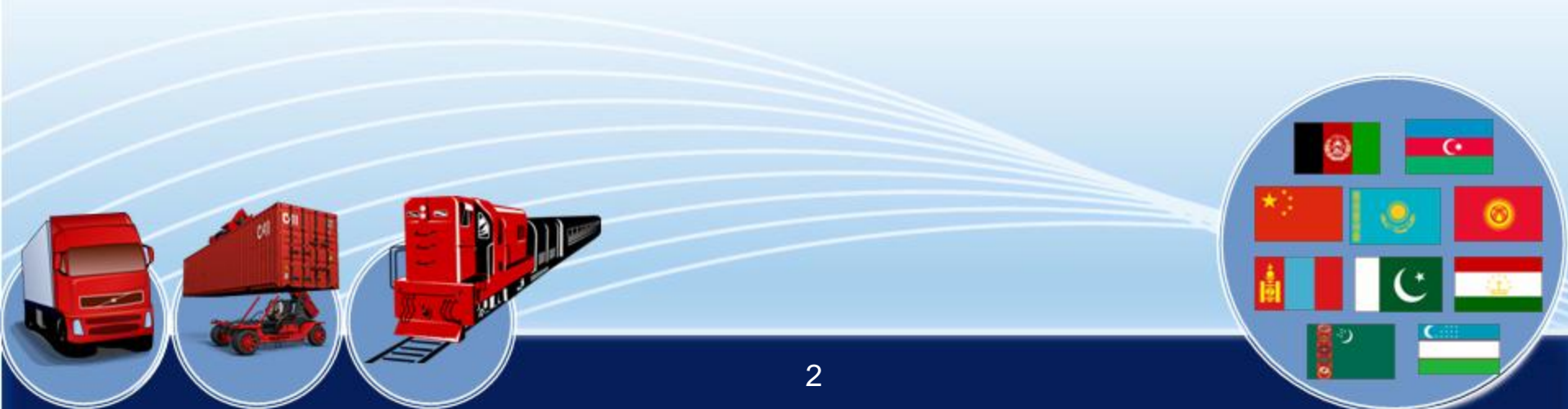
Using CPMM to Facilitate Trade

23 August 2013
Tashkent, Uzbekistan

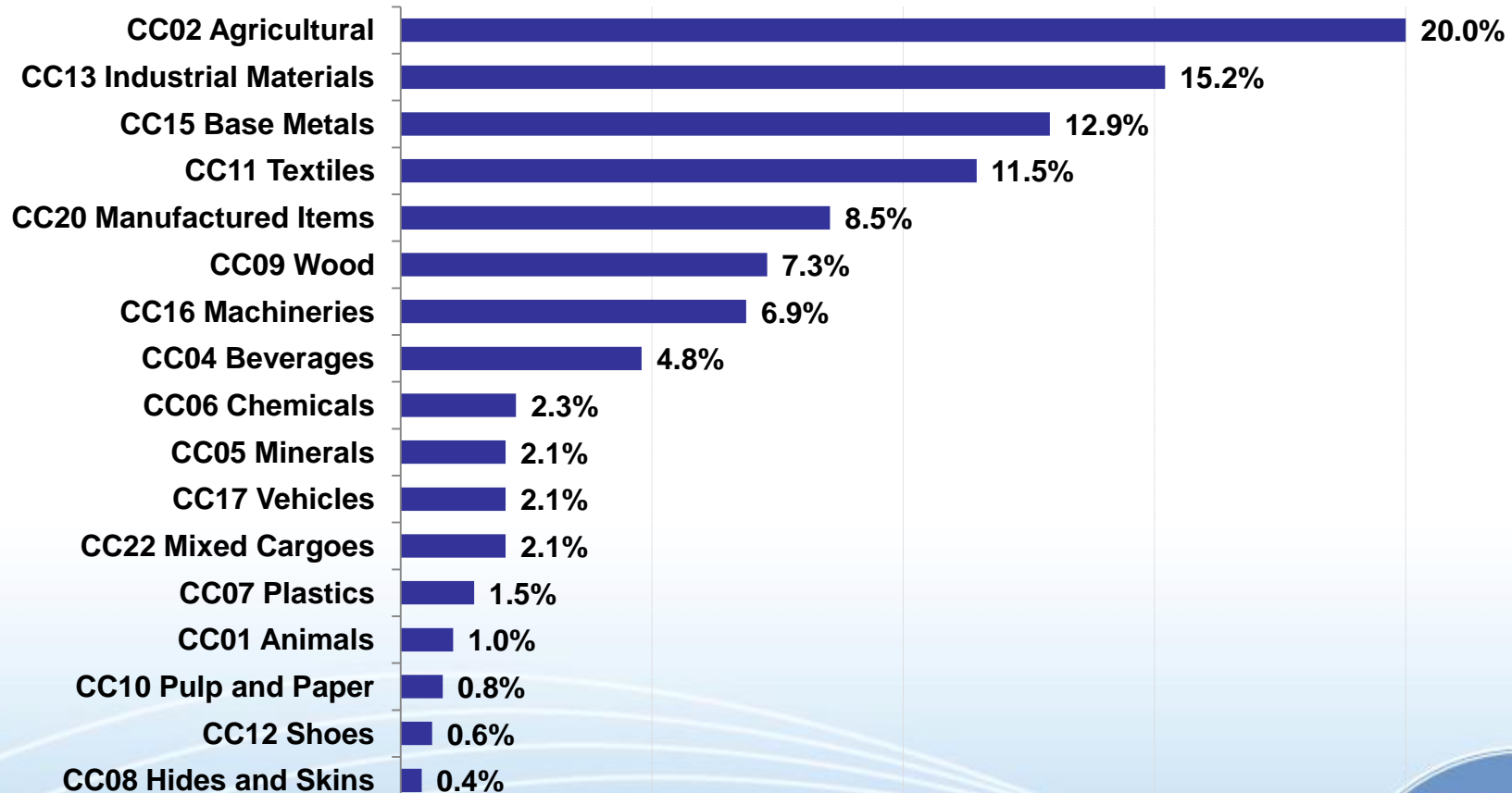


Agenda

- 1 Review of CPMM 2012 / Q1 2013
- 2 New Thoughts on Methodology
- 3 Feedback Session



Commonly Shipped Items (2012)



0.0%

0.0%

0.0%

Source : CPMM Q1 2013



Comparing All Corridors (2012)

Corridor	Overall			Road			Rail		
	2010	2011	2012	2010	2011	2012	2010	2011	2012

TFI1: Time to Clear a Border Crossing Point (in hours)

TFI1	Overall	8.7	7.9	10.9	6.3	6.2	8.9	22.1	22.3	24.7
	1	17.9	8.5	13.7	12.7	6.2	12.4	24.5	21.2	22.6
	2	6.5	8.6	11.6	6.5	8.6	11.7	2.0	5.0	4.0
	3	7.8	5.5	7.1	7.7	5.5	7.2	8.8	3.3	5.1
	4	7.2	10.3	12.2	4.0	4.9	5.3	21.0	24.4	26.6
	5	1.8	6.8	8.5	1.8	6.8	8.5	-	-	-
	6	7.5	5.6	7.4	7.6	5.6	7.5	1.8	2.8	3.2

Conclusion 1 : Corridor 1 has long border crossing time.



Comparing All Corridors (2012)

Corridor	Overall			Road			Rail		
	2010	2011	2012	2010	2011	2012	2010	2011	2012

TFI3: Cost Incurred to Travel a Corridor Section (in US\$, per 500km per 20 ton)

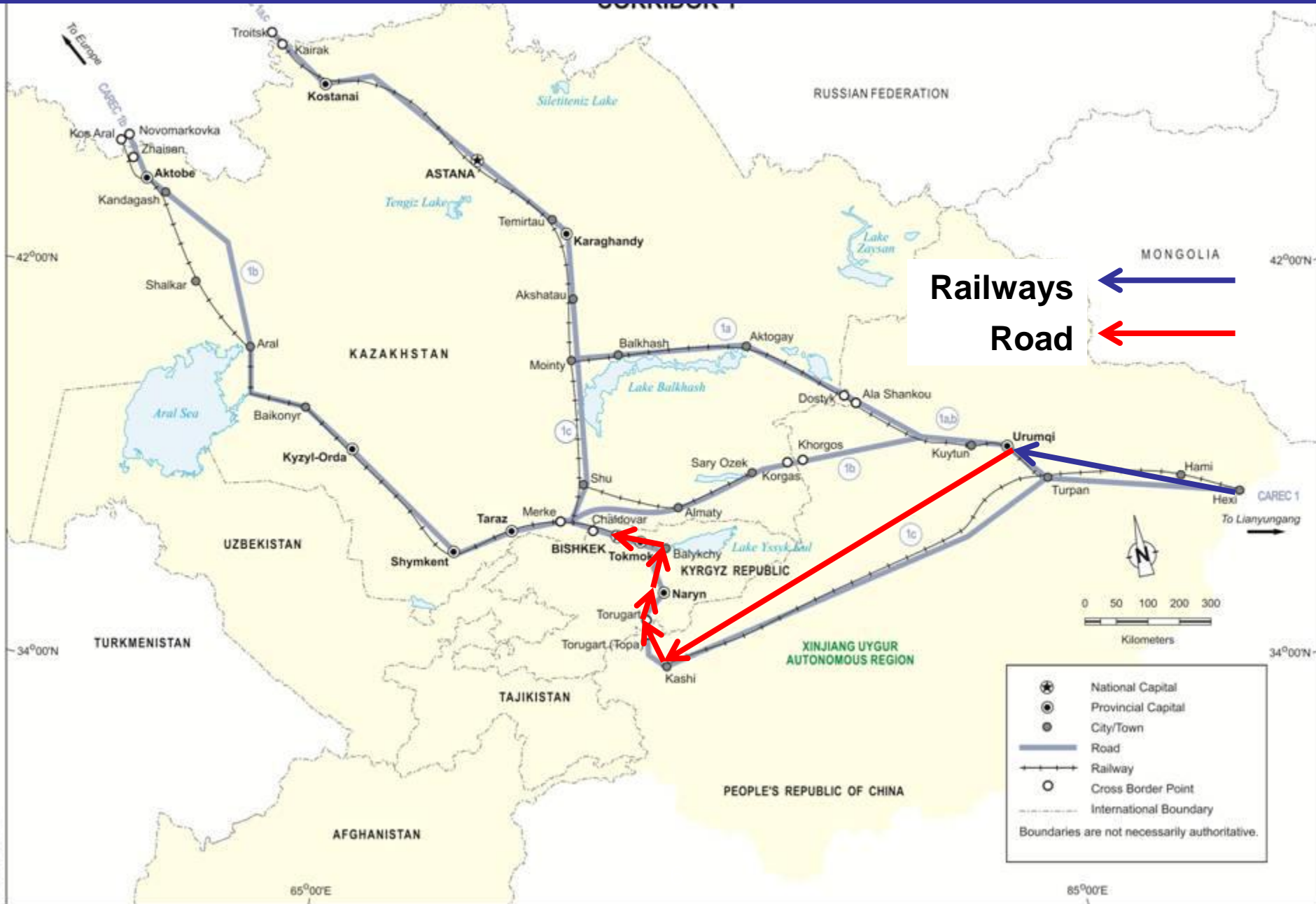
TFI3	Overall	712	959	999	758	1,055	1,068	571	503	638
	1	637	803	1,159	744	909	1,234	503	477	864
	2	607	679	563	595	679	541	907	665	1,613
	3	557	1,012	1,076	524	1,040	1,076	759	476	1,059
	4	1,171	1,213	933	1,552	1,663	1,322	617	536	428
	5	352	1,592	1,580	352	1,592	1,580	-	-	-
	6	906	929	719	939	950	726	528	414	346

Conclusion : Corridor 1 and 3 are experiencing a surge in transport cost, for both road and rail transport.

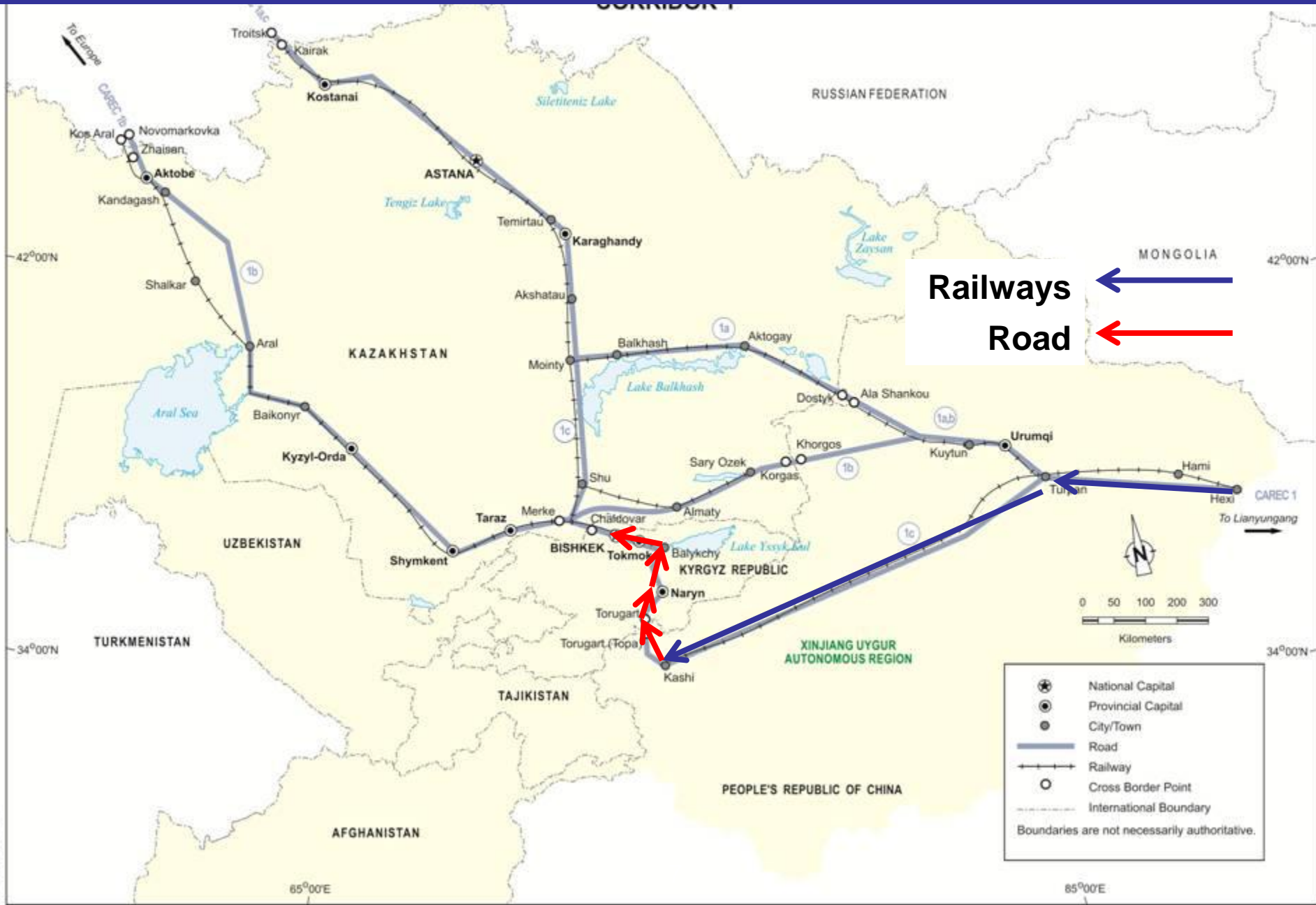
Corridor 4 and 5 have sustained high transport cost (road).



Current Traffic Flow (Corridor 1c)

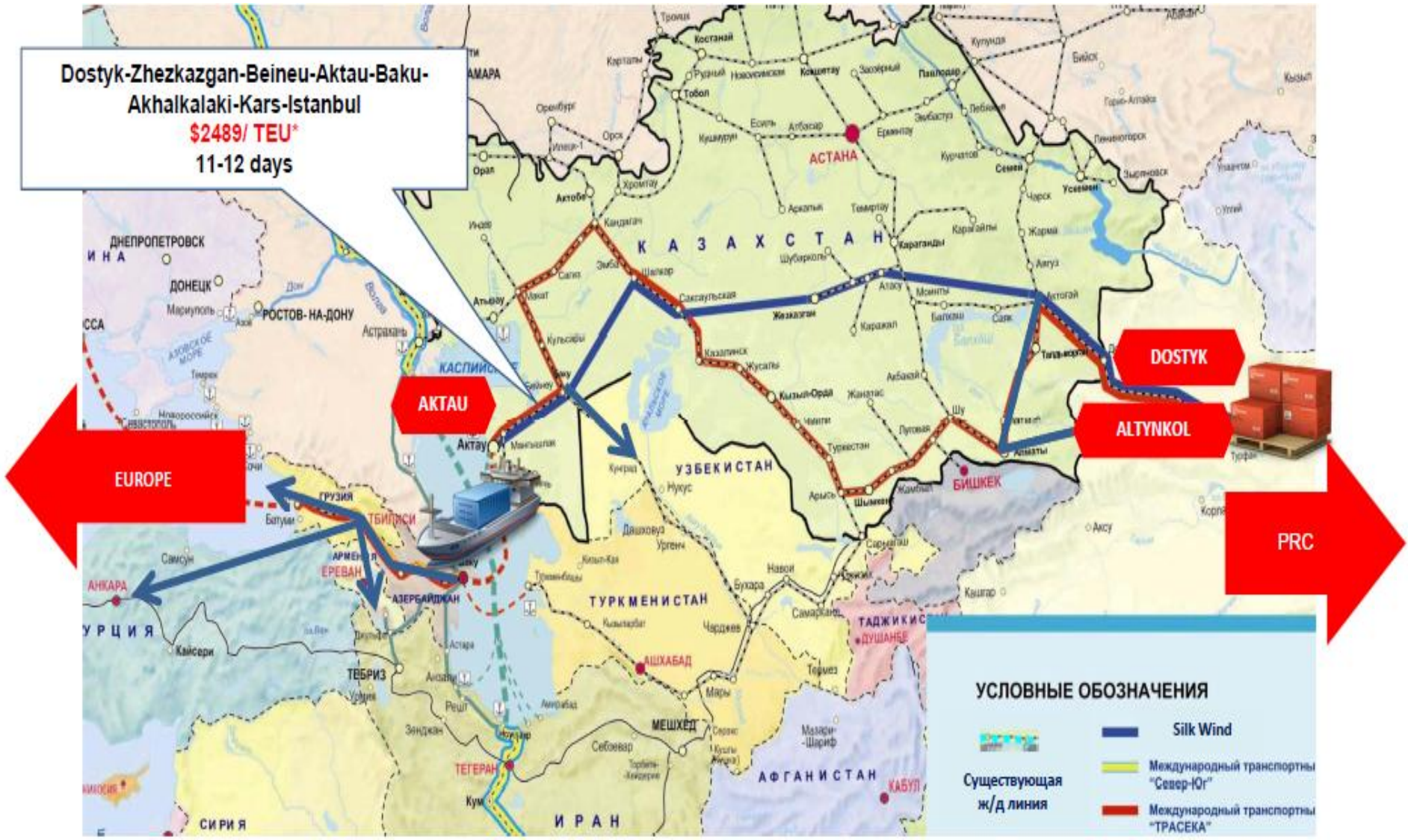


Traffic Flow using Containers? (Corridor 1c)



Corridor 2 : Developments of Silk Wind

**Dostyk-Zhezkazgan-Beineu-Aktau-Baku-
Akhalkalaki-Kars-Istanbul**
\$2489/ TEU*
11-12 days

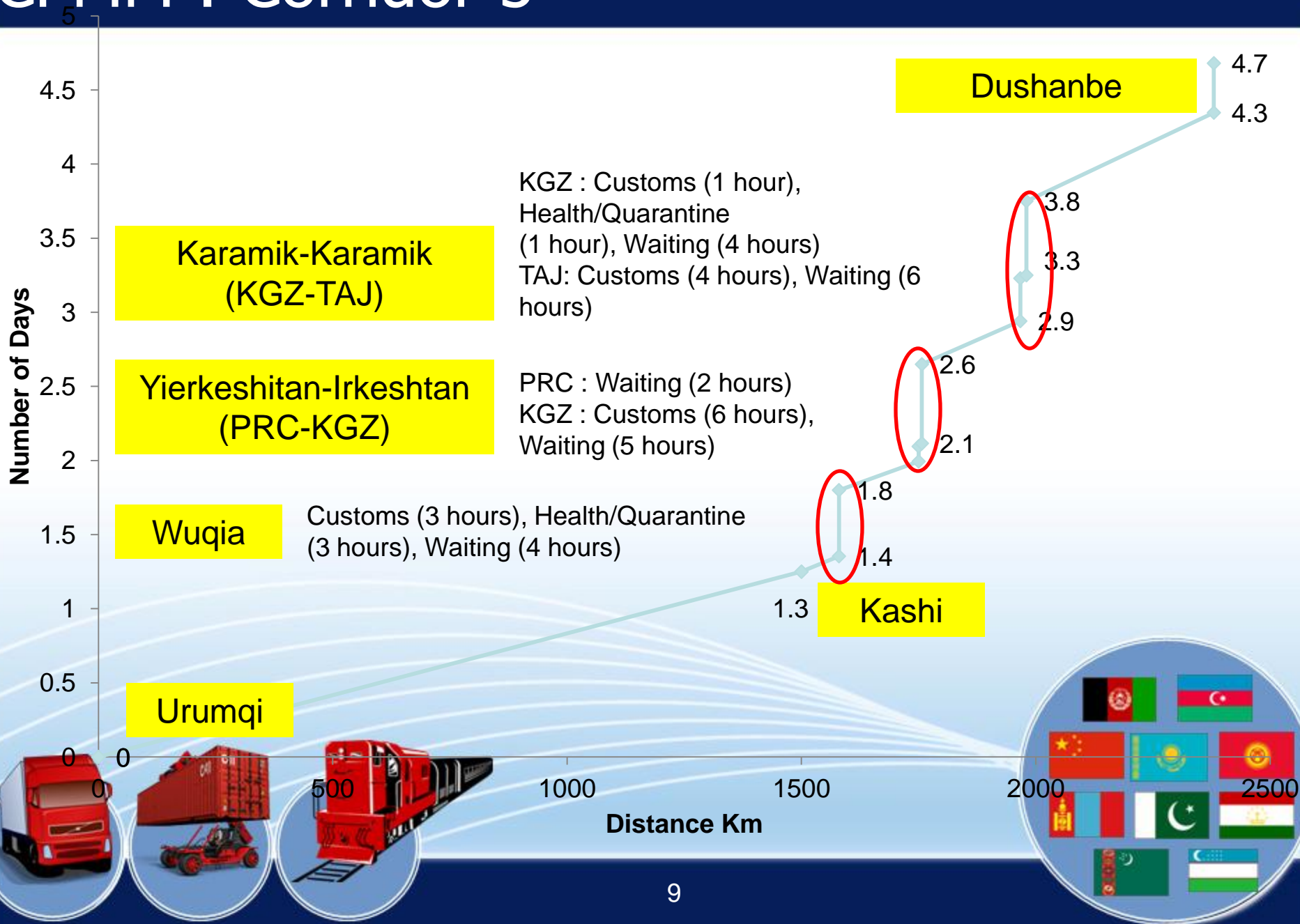


УСЛОВНЫЕ ОБОЗНАЧЕНИЯ

-  Silk Wind
-  Международные транспортные "Север-Юг"
-  Международные транспортные "ТРАСЕКА"
-  Существующая ж/д линия

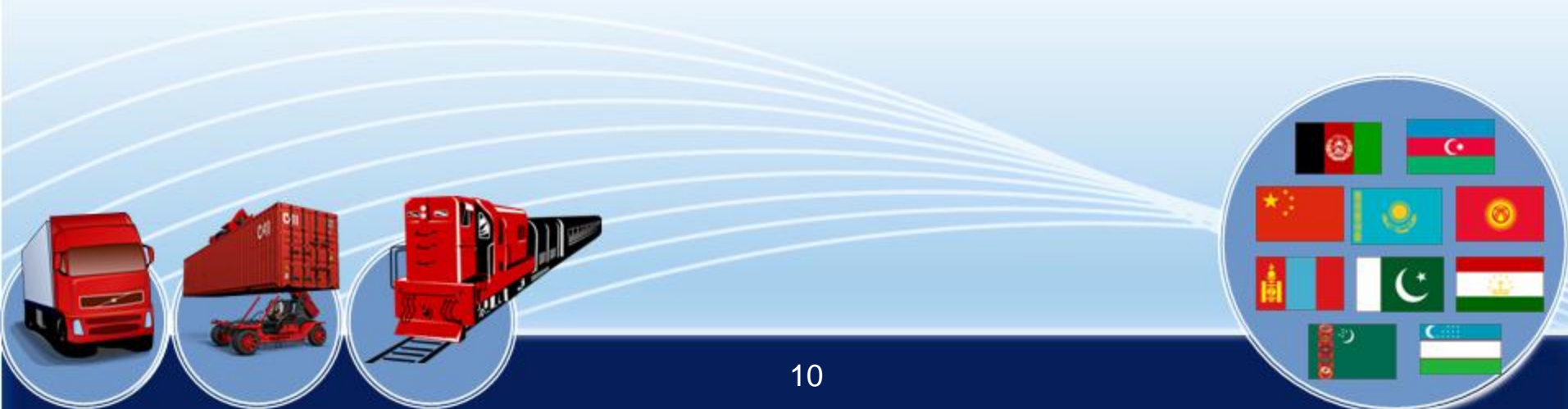


CPMM : Corridor 5



New Thoughts (on Roads)

1. How to classify the direction of shipment? (divide into export, import and transit?)
2. Can drivers report the value of the shipment?
3. Are the tonnage accurate?
4. Are the cost comprehensive?



Thank You!



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