



CAREC CPMM Corridor Performance Measurement and Monitoring



CAREC CFCFA Business Networking Forum, Annual Meeting, and Working Group Meetings

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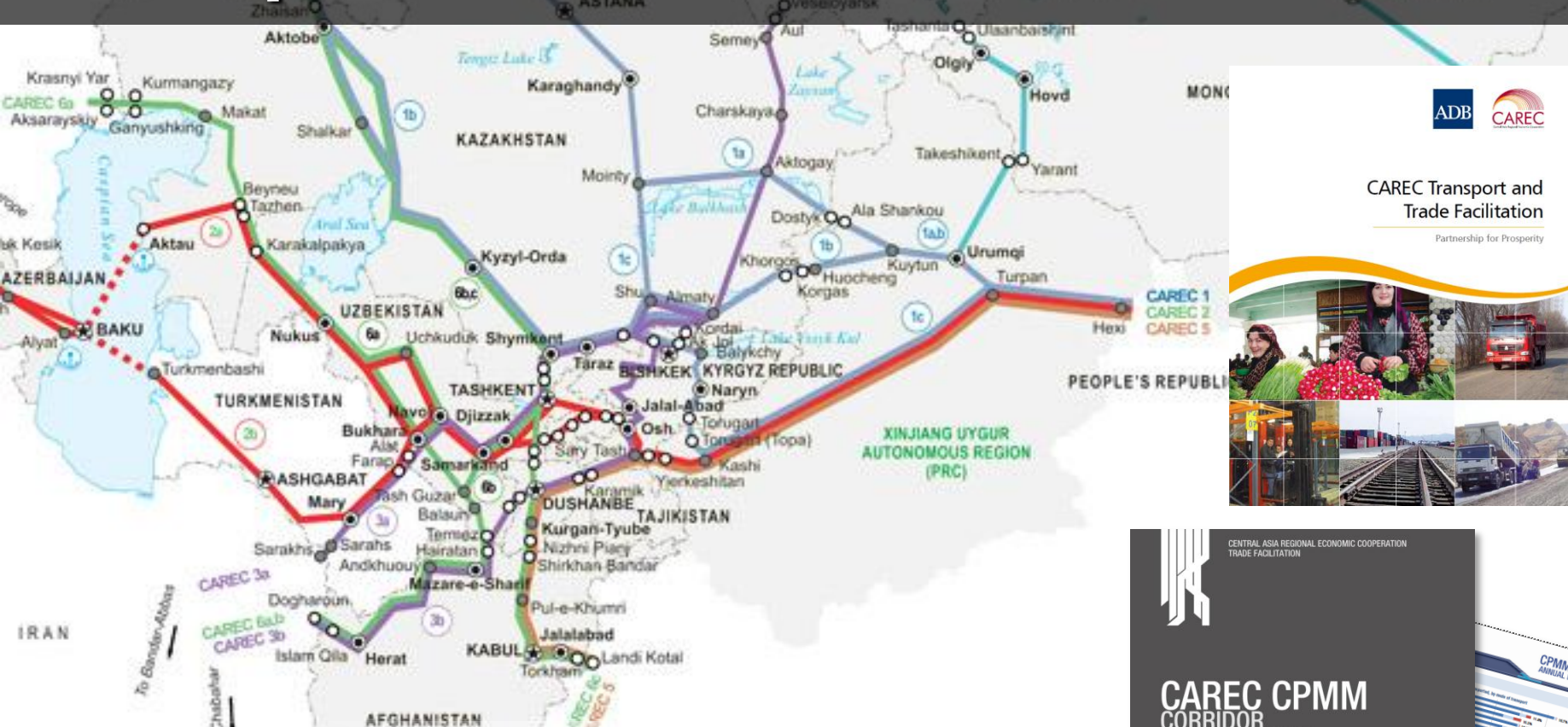
Kazakhstan Freight Forwarders Association (KFFA)

CAREC Corridor Performance Measurement and Monitoring

As part of the CAREC Integrated Trade Facilitation Program, with the support of ADB, meetings, workshops, and round-table meetings are regularly held, at which the participants:

- Discuss ways to expand the use of CPMM data for the identification of non-productive outlays and delays in transit of goods, and actions to remove these barriers and implement CPMM in other regions;
- Discuss plans of work and identify priority projects;
- Familiarize with various transport facilitation models, and discuss possibilities to implement these models in CAREC corridors;
- Exchange experiences of interaction between the business and government authorities, making decisions in the areas of policy formulation and investment decisions;
- CFCFA website posts conclusions, derived from the **CAREC corridors performance monitoring**, sufficiently promptly provides information on CAREC events, CFCFA activities and other useful information for the businessmen and government authorities' specialists.

Transport Corridors and CPMM



CAREC Transport and Trade Facilitation
Partnership for Prosperity



What is CPMM?

- Detailed measurement and monitoring of corridor performance
- Identification of bottlenecks and predictability improvement



Barriers on the Way of Trade Flows

1. Continuously changing rules of interaction and conditions of business relationships at the market of rail transport services.
2. Customs and other regulatory agencies rather often delay shipments, while the costs related to additional work wagons detention have to be paid by the freight forwarder and shipper.
3. Infrastructural limitations, caused by low throughput capacity of border crossing points and weak transport and logistics network.
4. Lack of an effective government system to support the development of international transport; inflexible tariff policy.
5. Transfer of all government-owned wagons to JSC Kaztemirtrans (freight cars) and JSC Kedentransservis (flat wagons and containers).

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6. Complicated mechanism of international carriage costs settlement.
7. Lack of equal access of freight forwarders to the transport market.
8. Lack of standard time limits for the customs inspection of goods on borders.
9. Total unavailability of any preliminary information from China on wagons and containers shipped to Kazakhstan.

Monitoring preparation steps:

1. Prepare a list of goods, identified as the most important for each of the CAREC economies.
2. In each country, select an association, whose members are freight forwarding companies engaging in shipment of such goods.
3. In each country, select freight forwarding companies engaging in shipment of the selected goods.
4. Conduct training of specialists.
5. Establish for each country the required number of samples per month.

Proposed Monitoring Design:

1. Freight forwarder in the country of origin shall:
 - keep track of the movement of wagons starting from the departure from the rail loading station, till the arrival and departure of the train with monitored wagons from the border station.
 - fill out the form of the established format and deliver it to its association.
 - communicate the numbers of the wagons and train, and other data to the freight forwarder in the country of transit or country of destination .
2. Freight forwarder in the country of transit or destination shall:
 - keep track of the movement of wagons starting from their arrival to the border station of the receiving country till the arrival and departure of the train with monitored wagons from the border station.
 - fill out the form of the established format and deliver it to its association.
 - communicate the numbers of the wagons and train, and other data to the freight forwarder in the country of transit or country of destination.

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3. The associations in each country shall complete summary tables of the established format and provide them to KFFA within the established deadlines.
4. KFFA shall:
 - check accuracy of the received data and, if necessary, request the association that made an error to make the appropriate adjustments.
 - send the forms to ADB.



THANK YOU!

Ilya Segal
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Kazakhstan Freight Forwarders Association (KFFA)

Measurement of CAREC corridors economic performance