# CAREC CPMN 2017 Results

**Corridor Performance Measurement and Monitoring** 

Ashgabat, Turkmenistan September 2018



# **CPMM and its stakeholders**

#### **CPMM**

Identifies bottlenecks and problematic BCPs Identifies procedures that cause serious delay at BCPs Measures speed to cross CAREC corridors Cost metrics

#### **INPUT**

Data from Freight Forwarder Associations (CFCFA members)

AFG: AAFFCO AZE: ABADA PRC: IMAR, XULA, CQIFA GEO: GIRCA KAZ: KFFA KGZ: FOA MON: FMFF, NARTAM, MNCCI PAK: PIFFA TAJ: ABBAT, AIATT UZB: ADBL

#### **OUTCOME**

Government: TRS, road projects, customs modernization, etc.

#### **ADB**

ADB 2030 Strategy CAREC 2030 Strategy CITA 2030 RSAP 2018-2020

# **CPMM and TRS**

**CPMM** 

#### **Time Release Studies (TRS)**

1.	Monthly data collection	IFC supported the TRS completion in KGZ
2.	Published quarterly and annually (sample size 2,500)	one. Georgia competed one in 2013 and 2016.
3.	Focus on driver	Focus on customs officers/border agencies
4.	Examine time and cost performance from origin to destination	Includes internal border operations and cargo release
5.	Focus on road and railways transport	Can be uni-modal or multi-modal

## **Agricultural and Commodity Movements dominate ....**



## **CPMM translates into actions**



#### Improved border services

CPMM shows Corridor 5 as perennial under-performers. As a result, Torkham, Chaman and Wagah have been allocated USD 250 million by ADB (Regional Improving Border Services) for a major modernization program.

#### **Optimized Procedures**

Azerbaijan and Georgia Customs discussed possible joint border cooperation during the Customs Cooperation Committee meeting in Dushanbe, October 2017.



# **CPMM translates into actions**



#### Road and railway creation and rehabilitation

CPMM identifies road sections that contribute to slow delivery of goods

ars 14-2541a AV









ars 14-2541e



Observations

SWOD

Uzbek operators actively shipped goods from and to Russia.

Below or 30 kph

51 kph and Above

31 to 40 kph 41 to 50 kph

New samples along 6d were included. The study focused on the movement of fruits and vegetables from Pakistan (Quetta) to Ashgabat (Turkmenistan), crossing Afghanistan sing road-rail.

85°00'E

# **Trade Facilitation Indicators**

Modest reductions in border clearance and road transport costs along the CAREC corridors

		Road Transport			Rail Transport				
		2015	2016	2017	2016-17 change	2015	2016	2017	2016-17 change
TFI1	Time to Clear a BCP in hours	9.3	11.3	16.7	48%	27.4	25.9	26.8	4%
	Without AFG and PAK borders	4.3	4.5	4.5	0%				
TFI2	Cost Incurred at BCP in US\$	149	160	158	-2%	208	215	209	-3%
TFI3	Cost Incurred to Travel a Corridor Section in US\$, per 500km per 20 ton	1,341	1,174	947	-19%	1,250	966	975	1%
TFI4	Speed to Travel on CAREC Corridors (SWD) in kph	23.2	22.3	22.2	-1%	14.0	14.3	14.8	3%
	Speed without Delay (SWOD) in kph	40.2	41.7	45.0	8%	38.3	38.6	37.6	-3%

# **Problematic BCPs**

OUTBOUND TRAFFIC, border crossing time INBOUND TRAFFIC, border crossing time

BCP	Country	Average, in hours	BCP	Country	Average, in hours
Chaman	PAK	82.2	Spin Buldak	AFG	48.4
Peshawar	PAK	57.6	Torkham	AFG	38.2
Shirkhan Bandar	AFG	52.6	Tazhen	KAZ	8.0
Towraghondi	AFG	30.4	Konysbayeva	KAZ	8.0
Khorgos	PRC	8.8	Farap	ТКМ	7.9
Ak-Tilek	KGZ	7.5	Nizhni Pianj	TAJ	6.5
Tazhen	KAZ	7.5	Sarahs	ТКМ	6.2
Takeshiken	PRC	7.1	Dautota	UZB	6.2
Dautota	UZB	6.9	Alat	UZB	5.3
Yallama	UZB	6.5	Khorgos	KAZ	4.1

# **Facilitation Fee ...**

Α.	Border Security / Control	7%
Β.	Customs Clearance	19%
C.	Health / Quarantine	10%
D.	Phytosanitary	25%
Ε.	Veterinary Inspection	7%
F.	Visa/Immigration	14%
G.	GAI/Traffic Inspection	0%
Η.	Police Checkpoint / Stop	0%
١.	Transport Inspection	7%
J.	Weight/Standard Inspection	18%
Κ.	Vehicle Registration	24%
L.	Emergency Repair	0%
Μ.	Escort / Convoy	
N.	Loading / Unloading	0%
0.	Road Toll	10%

# **Key points**

- CPMM recommendations feed into strategic action plans of CAREC and are endorsed to the governments.
- CPMM translates into actions through the help of unbiased, validated, and consistent data support provided by its freight forwarder partners.
- Qualitative inputs, together with quantitative inputs, from CPMM partners can help confirm the trade bottlenecks faced in the region, and contribute to addressing these issues and achieve more rapid targeted results.

# **CAREC** Corridors Performance Measurement and Monitoring

# Thank you!

