



15th Meeting of the CAREC Transport Sector Coordinating Committee

20-22 April 2016 • Bangkok, Thailand

15-е заседание Координационного комитета по транспортному сектору

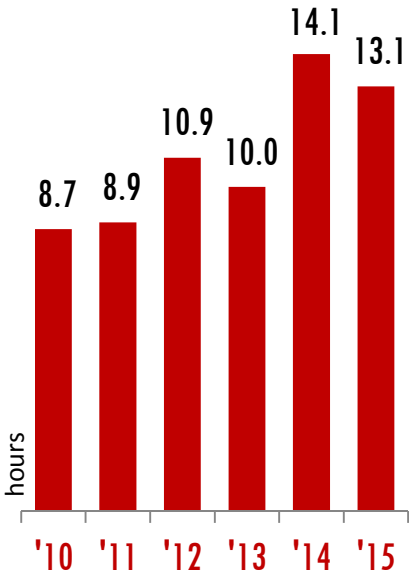
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CAREC **CPMM**

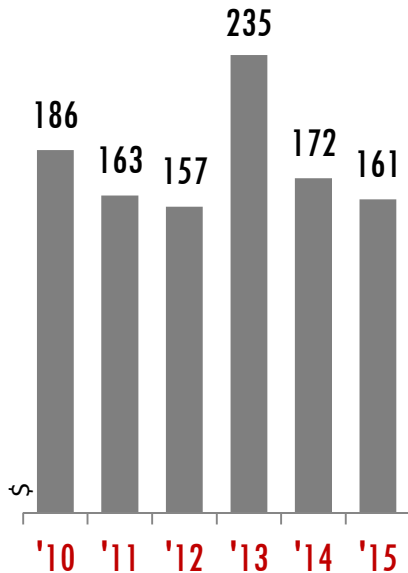
Corridor Performance Measurement and Monitoring

Monitoring of CAREC corridors – lessons
for cross-border transport improvement

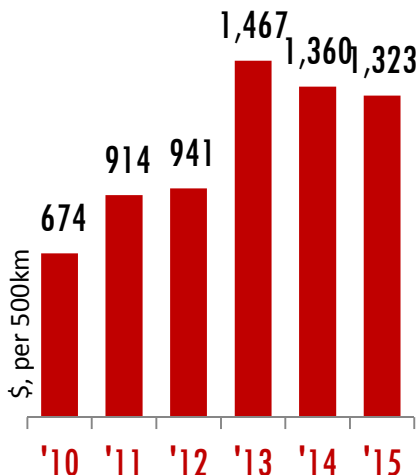
TFI Trends 2010-2015



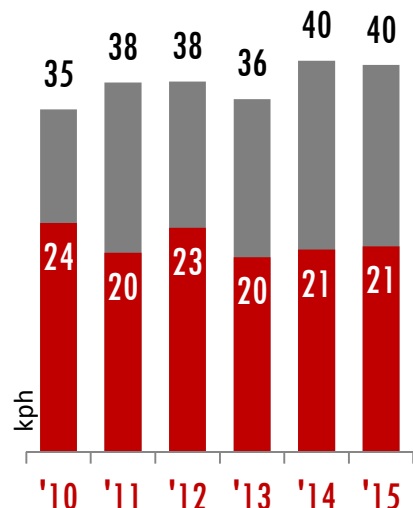
TFI1
Time to Clear a BCP



TFI2
Cost Incurred at BCP



TFI3
Cost Incurred to Travel a
Corridor Section

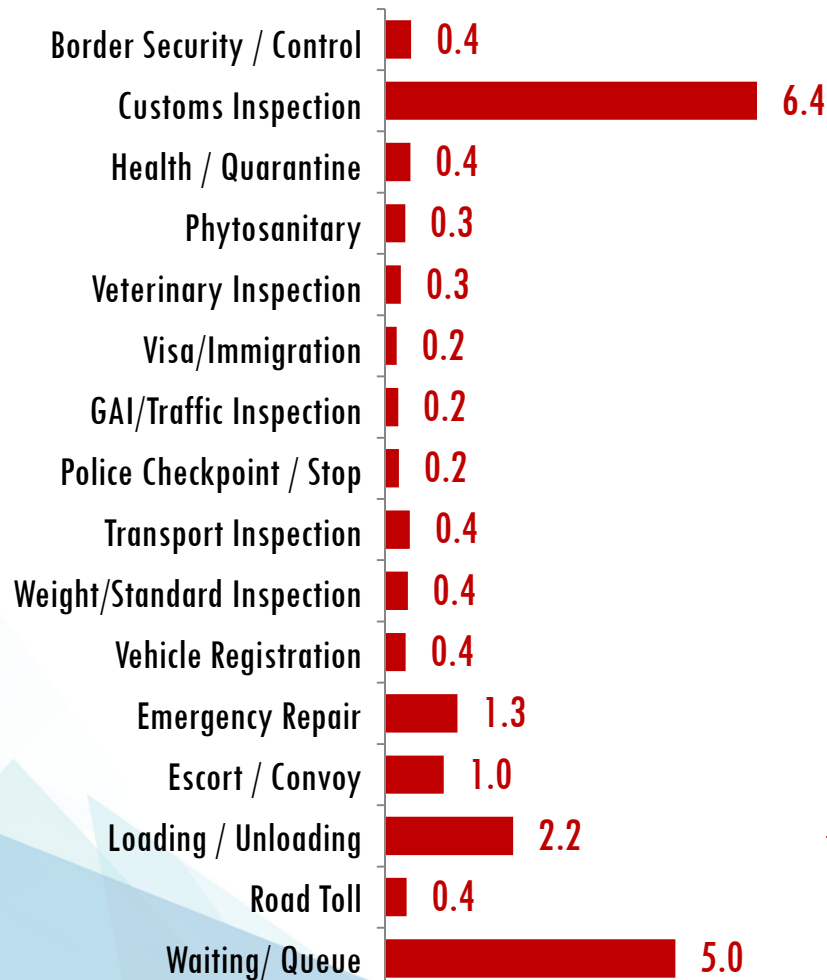


TFI4
Speed to Travel on CAREC
Corridors (SWD)

Delays at the border

Average duration of delays at BCPs

2015, Road transport, in hours



Among activities with high duration, **customs inspection** stands out. In 2015, the average delay for customs inspection rose to 6.4 due to lengthy procedures at PAK-AFG BCPs for northbound shipments.

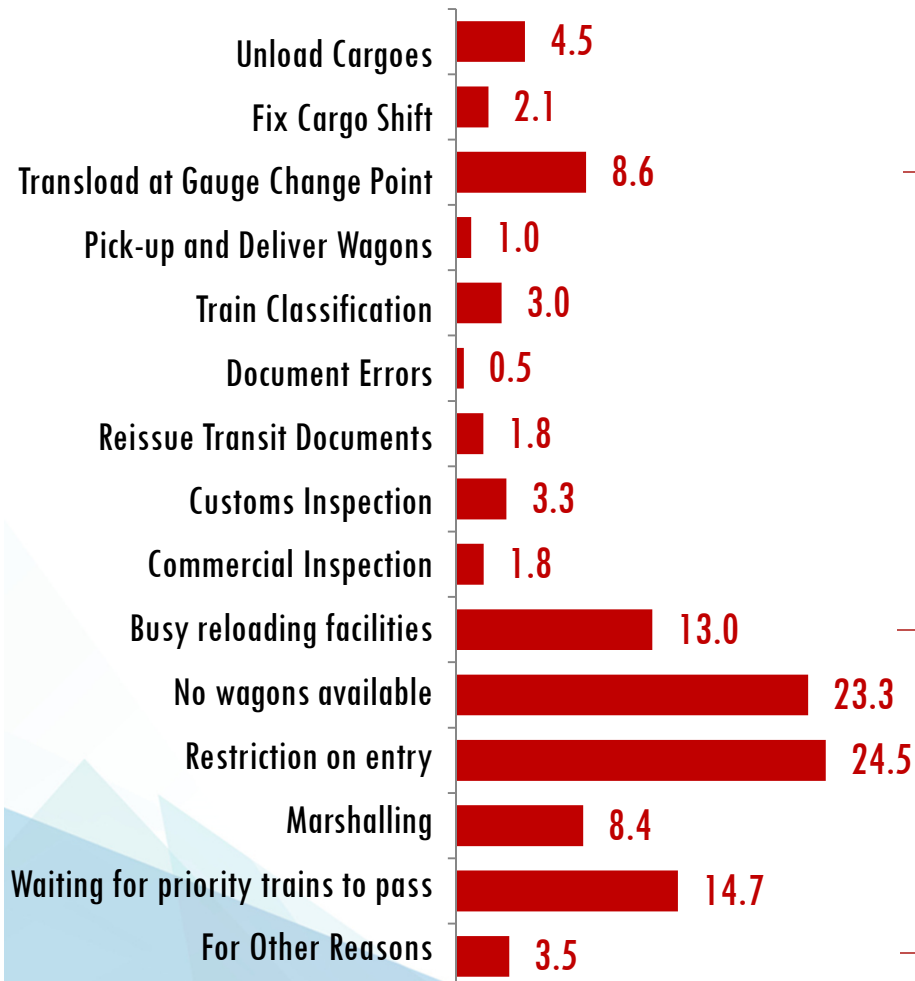
Waiting in queues and loading/unloading are very time-consuming, and are frequently experienced during shipments, specifically in these BCPs, when entering neighboring countries

- Peshawar (PAK), 12 hrs
- Chaman (PAK), 12 hrs
- Irkeshtan (PRC), 14 hrs

Delays at the border, rail

Average duration of delays at BCPs

2015, rail transport, in hours



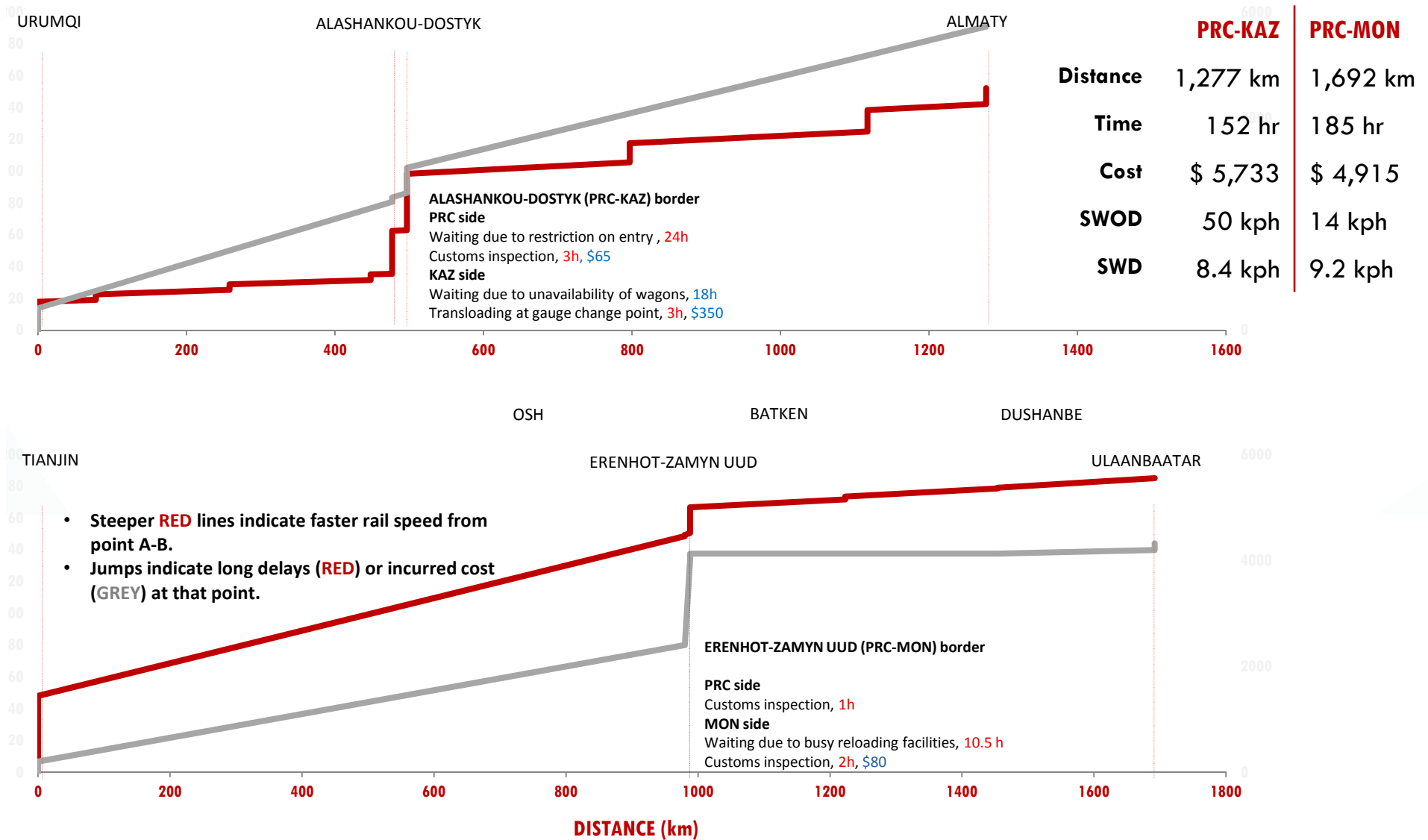
Aside from waiting in queue, delays due to **transloading at the break in gauge** are commonly encountered at BCPs during inbound border crossing.

- Erenhot (PRC), 33.6 hrs
- Dostyk (KAZ), 4.8 hrs
- Zamyn-Uud (MON), 1.3 hrs

Waiting in queue for rail transport is divided into several categories. In 2015, trains are delayed due to restriction on entry (24.5 hours) and unavailability of wagons (23.3 hours).

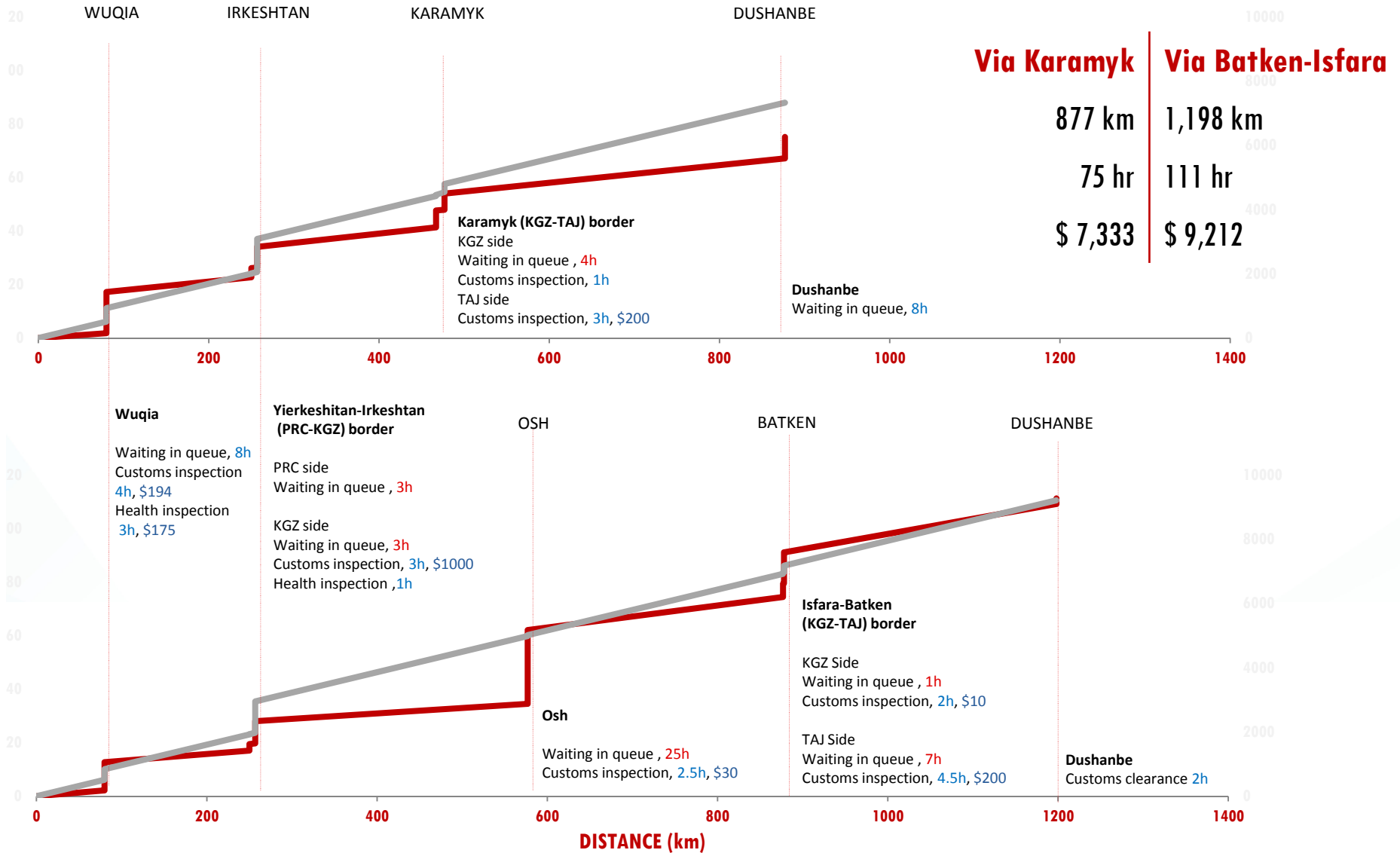
Time/Cost-Distance (TCD) Methodology

Sample TCD: Urumqi (PRC)-Almaty (KAZ) (above), Tianjin (PRC)-Ulaanbaatar (MON) (below)



Time/Cost-Distance (TCD) Methodology

Sample TCD: Kashi (PRC) — Dushanbe (TAJ)



CAREC BCPs

- CPMM also highlights BCPs with lengthy delays (in hours) during border clearance procedures

OUTBOUND TRAFFIC

Chaman	PAK	5,6	36.0
Peshawar	PAK	5,6	31.8
Irkeshtan	PRC	2,5	16.8
Khorgos	PRC	1	10.6
Tazhen	KAZ	2,6	7.2
Dautota	UZB	2,6	6.8
Yallama	UZB	3,6	6.4
Alat	UZB	2,3	6.2
Merke	KAZ	1,3	5.9
Sarasiya	UZB	3	5.6
Farap	TKM	2,3	5.6
Karamyk	KGZ	2,3,5	4.8
Nizhni Pianj	TAJ	2,5,6	4.4

INBOUND TRAFFIC

Spin Buldak	AFG	5,6	60.0
Torkham	AFG	5,6	32.6
Sherkhan Bandar	AFG	2,5,6	9.7
Tazhen	KAZ	2,6	7.8
Konysbayeva	KAZ	3,6	7.5
Farap	TKM	2,3	7.1
Fotehobod	TAJ	2,3,6	7.1
Chaldovar	KGZ	1,3	6.5
Sarahs	TKM	3	6.1
Dautota	UZB	2,6	5.9
Dusti	TAJ	3	5.8
Khorgos	KAZ	1	5.8
Alat	UZB	2,3	5.4

Looking Ahead

Fine-tuning CPMM

- Expanding coverage of railway movements
- Examining how best to measure and monitor performance of trade logistics services
- Encouraging broader, more intensive use of CPMM data

Reducing Delays at BCPs

Improving Corridor Accessibility