

CPMM 3 : Data Aggregation

**Seoul, Korea
12 Oct 2009**

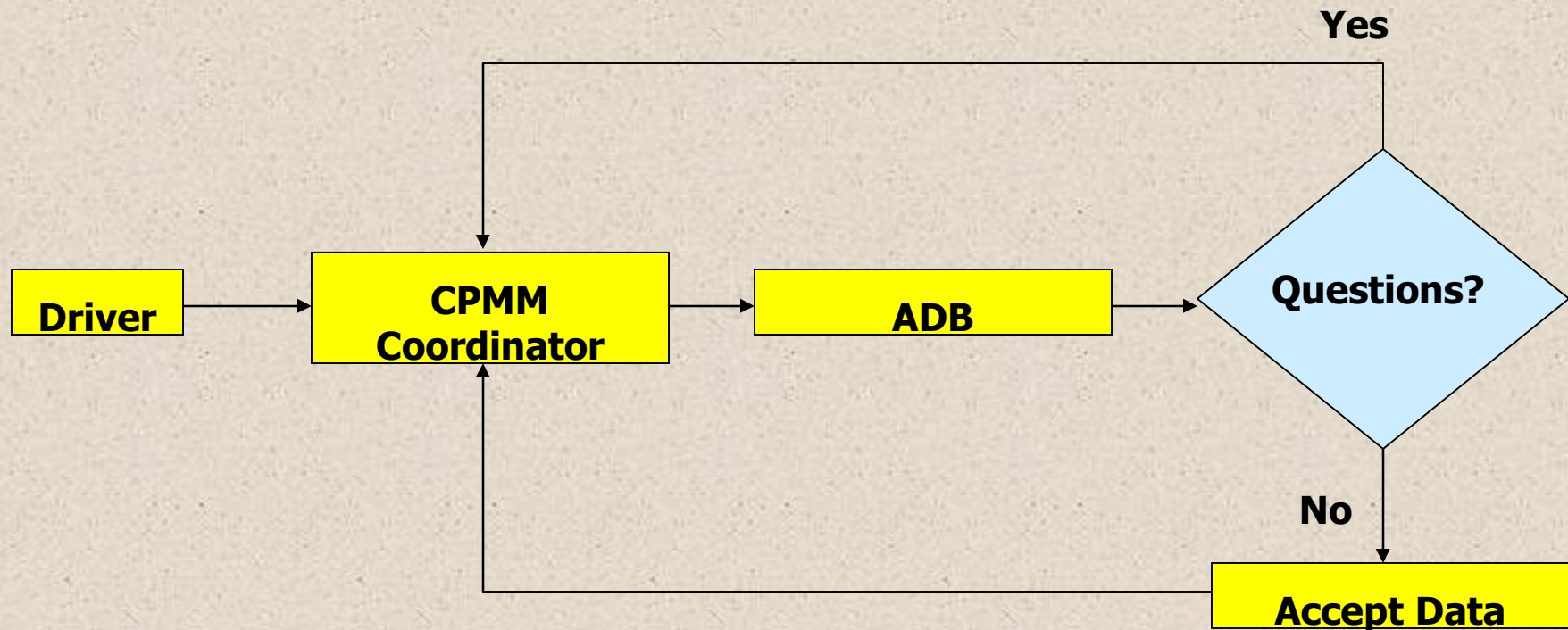
Mr. Max Ee Khong Kie



Objectives

1. To standardize on the monthly data submission
2. To identify the common errors encountered when collecting data
3. To discuss on the CAREC corridors and the new routes / nodes
4. To elaborate on border crossing challenges and activities

Monthly Data Submission



Make payment after receipt of original documents

Follow Up Required

- Data are not accepted and CPMM coordinator will need to answer if
 - Data are incomplete
 - Date are incorrect
 - Data does not seem to within acceptable range

28	Cargo Information			
30	Commodity type	<input type="text" value="Myka"/>	Cargo weight (t)	<input type="text" value="12000.00"/>
31			<input checked="" type="checkbox"/> Yes	20 ft container
32	Perishable?	<input type="text" value="No"/>	<input type="checkbox"/>	40 ft container
34	Other Information			
36	Drivers citizenship	<input type="text" value="TAJ"/>	Date of questionnaire completion	<input type="text" value="25-Jun-09"/>
38	Route Distance, Cost and Duration			
40	Overall distance (km)	<input type="text" value="267.00"/>	Overall duration	<input type="text" value="-"/> days

Note the errors above

Please put all entries in English.

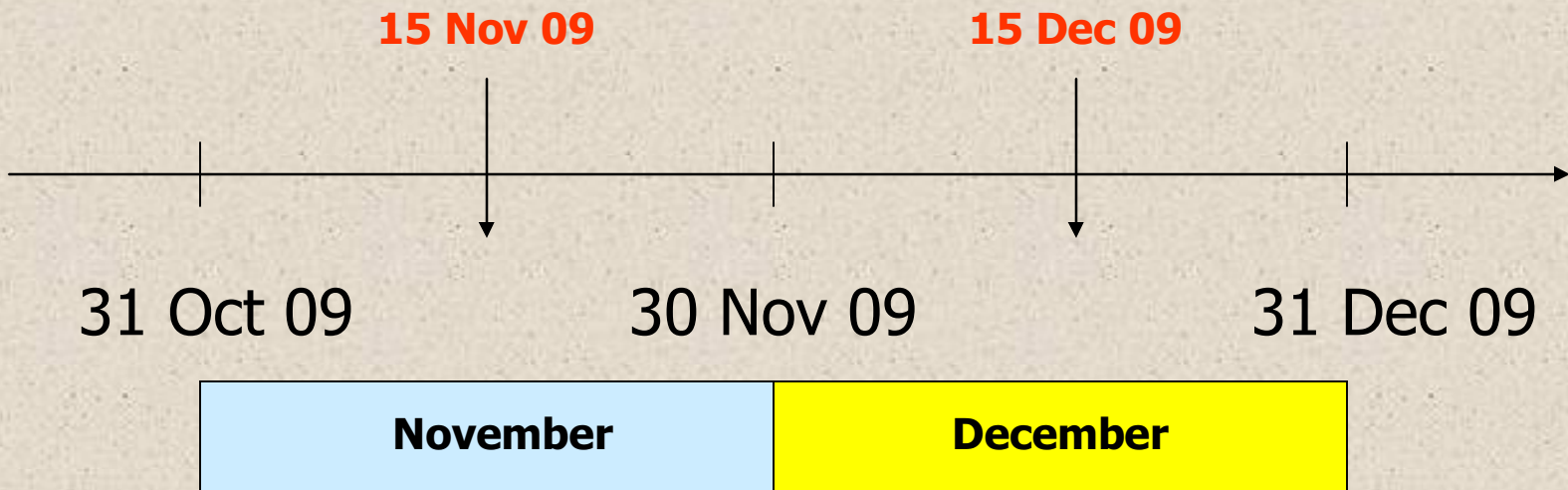
The cargo tons seem incorrect. (e.g. 12,000 tons)?

Submission Timeline

- Submit by the 15th day for last month's data.
- If the 15th day falls on a non working day, you can submit on the following working day.

Submission Timeline (Example)

Submit Data for Oct Submit Data for Nov



Any submission of data after 15th day is considered **LATE**, and will be reimbursed in the next billing cycle.

Discussion on Corridors

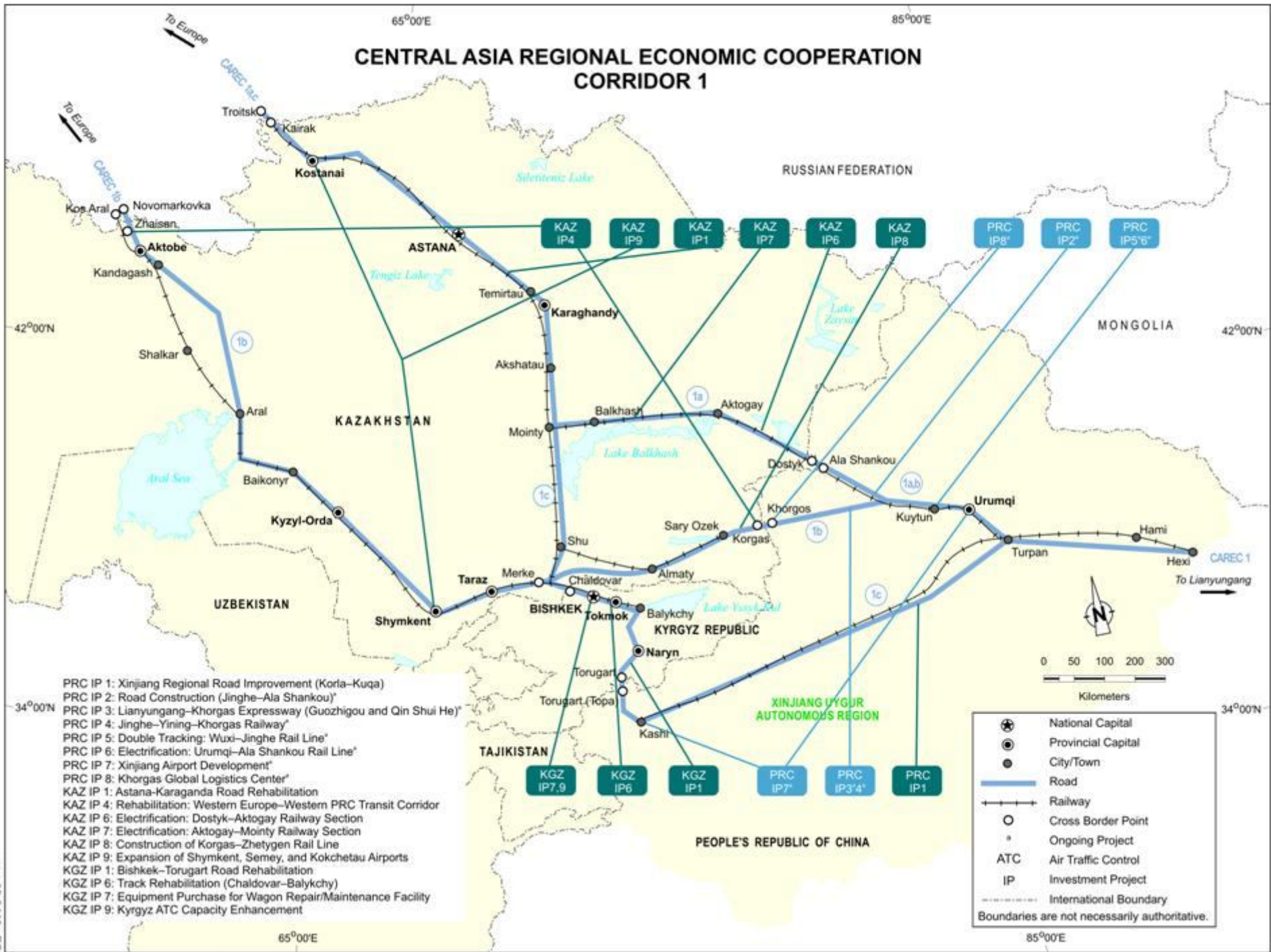
- Are the current CAREC corridors reflecting the real transport use?
- Are there new corridors that should be included for study?
- BCP Problems and Activities

SIX CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDORS



- ★ National Capital
 - Provincial Capital
 - City/Town
 - ⚓ Naval Port
 - Cross Border Point
 - CAREC Corridor 1
 - CAREC Corridor 2
 - CAREC Corridor 3
 - CAREC Corridor 4
 - CAREC Corridor 5
 - CAREC Corridor 6
 - - - International Boundary
- Boundaries are not necessarily authoritative.

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1



- PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
- PRC IP 2: Road Construction (Jinghe-Ala Shankou)
- PRC IP 3: Lianyungang-Khorgos Expressway (Guozhigou and Qin Shui He)
- PRC IP 4: Jinghe-Yining-Khorgos Railway
- PRC IP 5: Double Tracking: Wuxi-Jinghe Rail Line
- PRC IP 6: Electrification: Urumqi-Ala Shankou Rail Line
- PRC IP 7: Xinjiang Airport Development
- PRC IP 8: Khorgos Global Logistics Center
- KAZ IP 1: Astana-Karaganda Road Rehabilitation
- KAZ IP 4: Rehabilitation: Western Europe-Western PRC Transit Corridor
- KAZ IP 6: Electrification: Dostyk-Aktogay Railway Section
- KAZ IP 7: Electrification: Aktogay-Moinly Railway Section
- KAZ IP 8: Construction of Korgas-Zhetygen Rail Line
- KAZ IP 9: Expansion of Shymkent, Semey, and Kokchetau Airports
- KGZ IP 1: Bishkek-Torugart Road Rehabilitation
- KGZ IP 6: Track Rehabilitation (Chaldovar-Balykchy)
- KGZ IP 7: Equipment Purchase for Wagon Repair/Maintenance Facility
- KGZ IP 9: Kyrgyz ATC Capacity Enhancement

Corridor 1

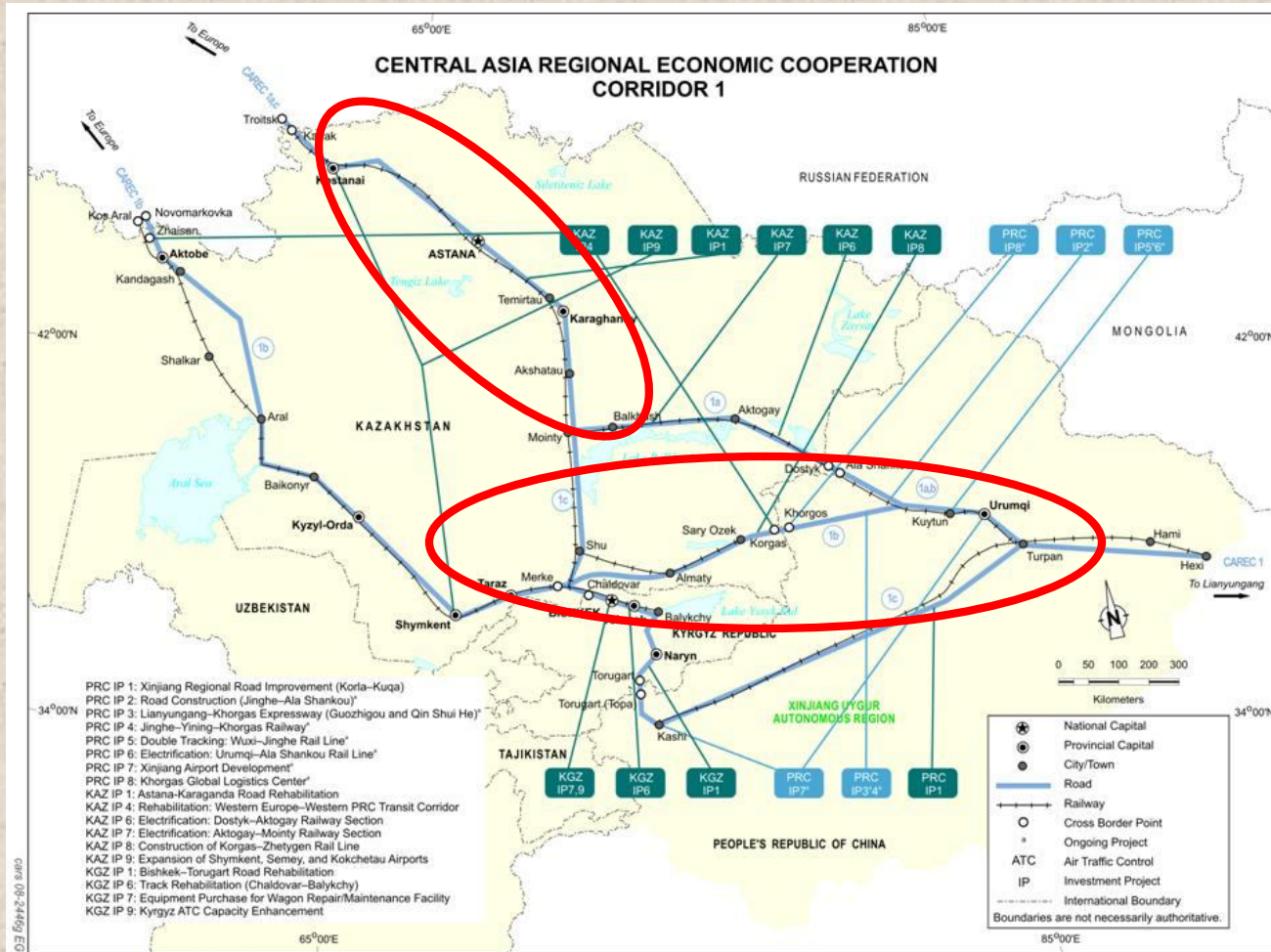
S/N Route

S/N	Route	Count	Corridor
1	Korgas - Almaty - Taraz - Shymkent - Saryagash - Konysbaeva	13	1b and 1c
2	Konysbaeva - Shymkent - Taraz - Almaty - Taldykorgan - Ayagoz - Semey - Aul	11	3
3	Akzhigit - Beyneu - Atyrau - Kotyaevka	9	6a
4	Akzhigit - Makat - Aktobe - Alimbet	9	6a and c
5	Akzhigit - Makat - Aktobe - Zhaysan	8	6a and c
6	Korgas - Almaty - Balkhash - Karaganda - Astana - Kokshetau - Kostanay - Troitsk	7	1c
7	Lozovoye - Pavlodar - Karaganda - Balkhash - Chu - Korday	7	3
8	Dostyk - Ayagoz - Semey - Pavlodar - Cherlak	6	1a and 3
9	Korgas - Almaty - Balkhash - Karaganda - Astana - Kokshetau - Kostanay - Aktobe - Zhaysan	6	1c
10	Bulaevo - Petropavlovsk - Kokshetau - Astana - Karaganda - Balkhash - Shu - Korday	2	1b and 1c
11	Karasu - Shu - Balkhash - Karaganda - Astana - Kokshetau - Bidaik	2	1c
12	Konysbaeva - Shymkent - Taraz - Shu - Balkhash - Karaganda - Astana - Atbasar - Sarykol - Kostanay - Hromtau	2	1 and 3
13	Konysbaeva - Shymkent - Taraz - Shu - Balkhash - Karaganda - Astana - Kokshetau - Kostanay - Kairak	2	1c
14	Mamluytka - Petropavlovsk - Kokshetau - Astana - Karaganda - Balkhash - Shymkent - Zhibek Zholy	2	1c
15	Konysbaeva - Shymkent - Taraz - Shu - Balkhash - Karaganda - Astana - Kokshetau - Kostanay - Troitsk	1	1c
16	Mamluytka - Petropavlovsk - Kokshetau - Astana - Karaganda - Balkhash - Shymkent - Konysbaeva	1	1c

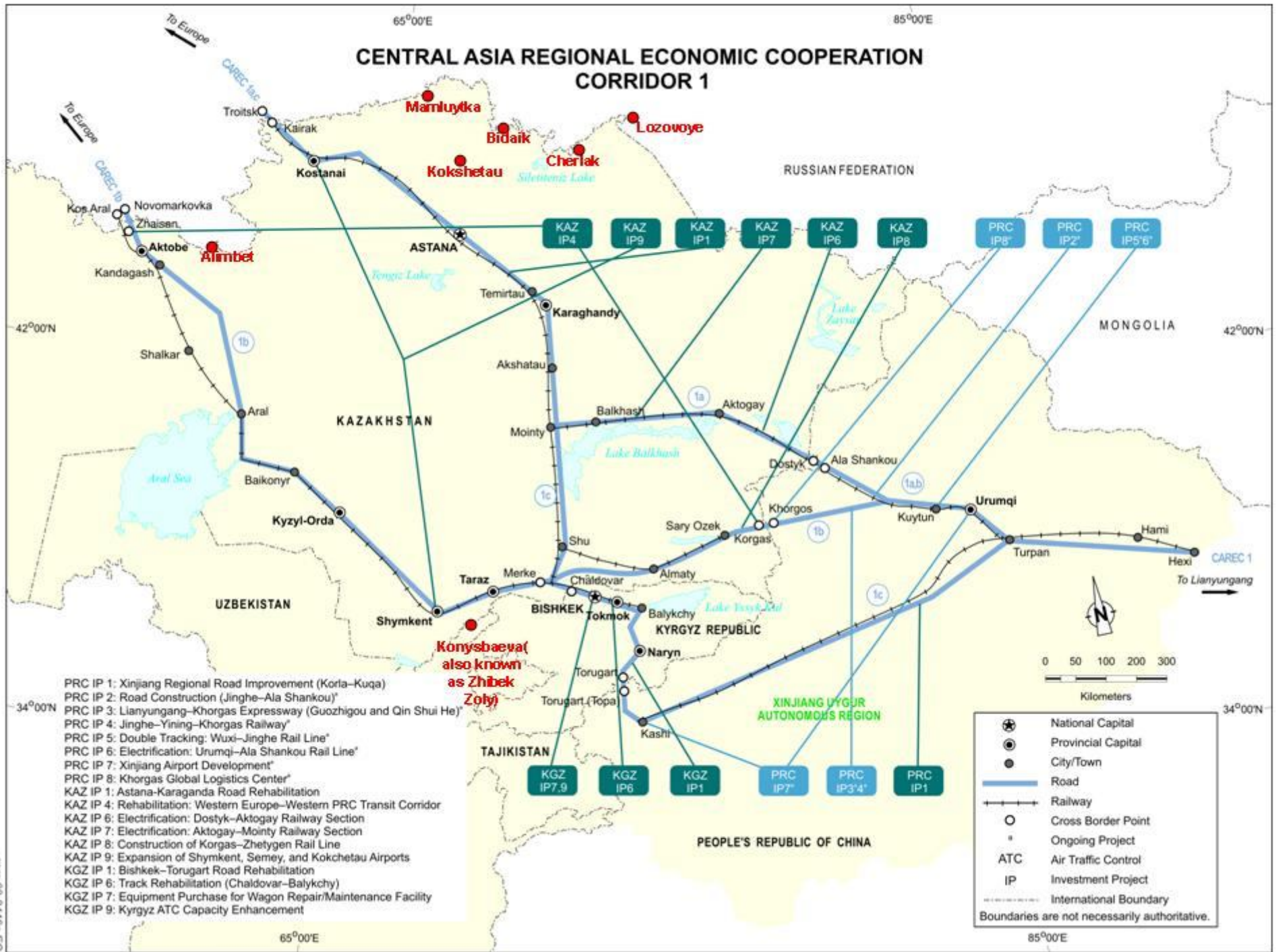
*Source : Data Submission by
EconomTransConsulting (Kazakhstan) March
to June 2009, 88 Samples*

Key Insights

1. Key routes are the eastern section of corridor 1b and the northern section of corridor 1c.



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1



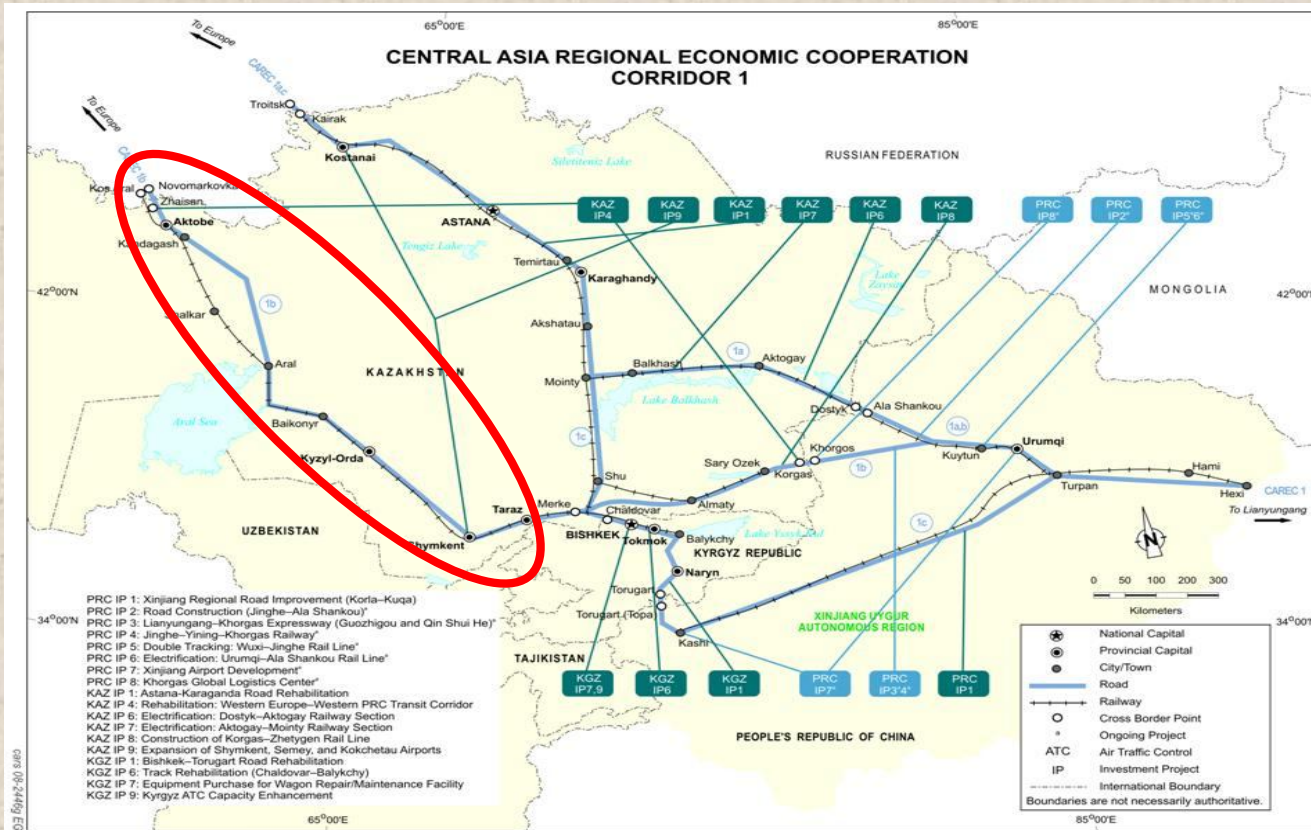
- PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
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	National Capital
	Provincial Capital
	City/Town
	Road
	Railway
	Cross Border Point
	Ongoing Project
	Air Traffic Control
	Investment Project
	International Boundary

Boundaries are not necessarily authoritative.

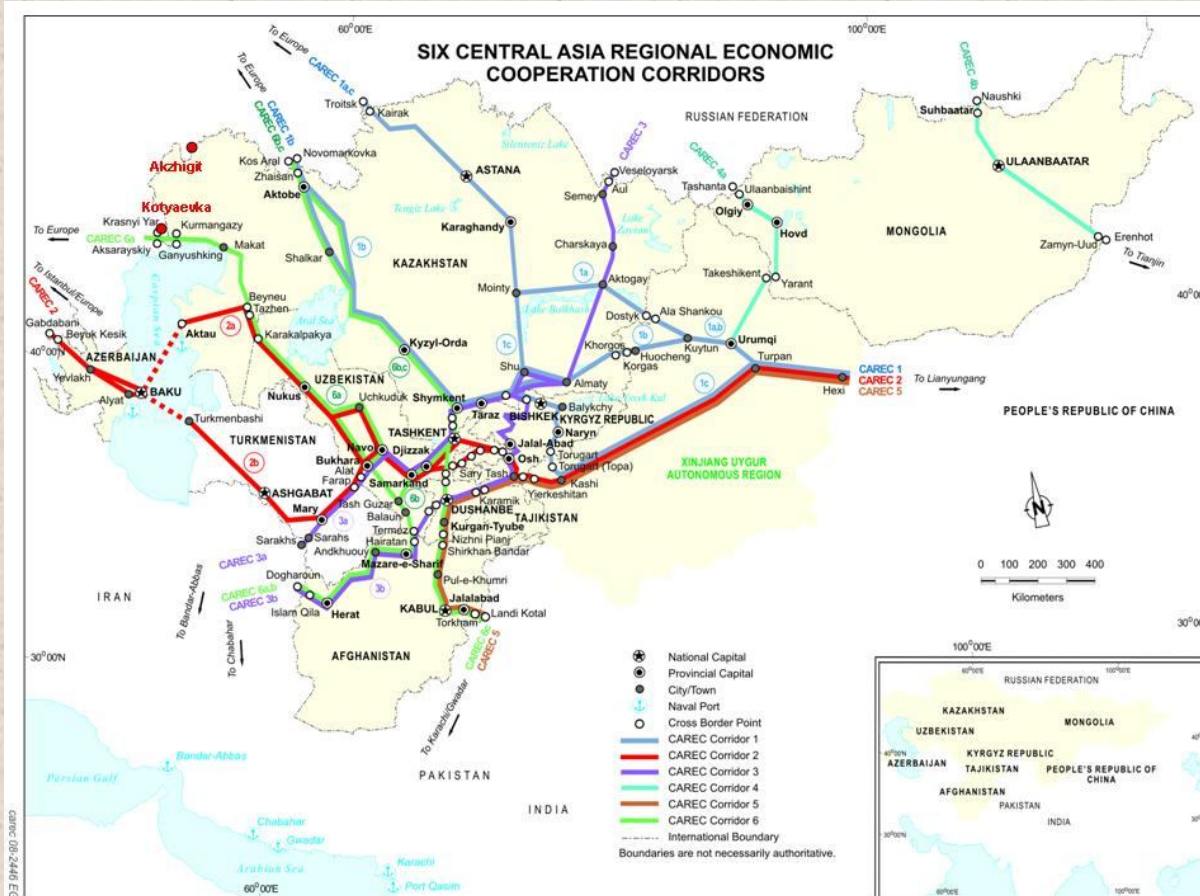
Key Insights

2. There is no data on the western section of corridor 1b. No data is collected from Shymkent to Kyzlorda to Shalkar to Aktobe (Corridor 1b). This section of the route has very poor road networks.



Key Insights

3. The northwestern section of KAZ actually has high transit traffic. The route traversing Azkhigit, Makat and Aktobe seems a popular one. Although this is not part of corridor 1, They should form a new sub-corridor for Corridor 6.





Korgas, Kazakhstan

Huge queues at border-crossing points



Crossing the border takes
up to 6 hours



Problems at BCP (Korgas)

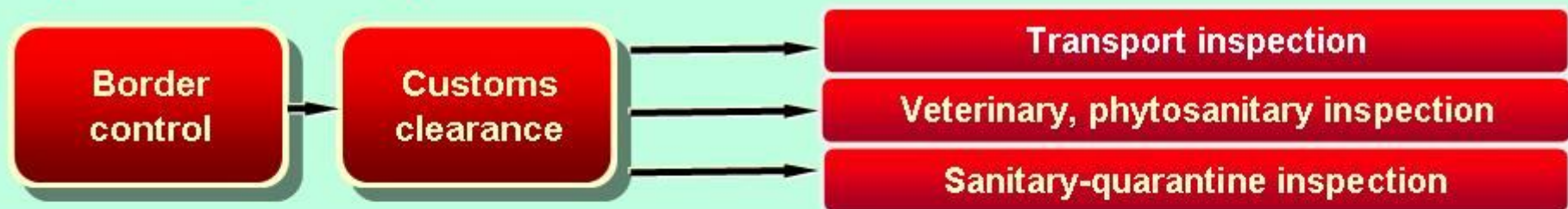
- Permits from many authorities are required for border crossing
- Vehicles pass through multiple controlling check points at border
- Cumbersome procedures
- Repeated filling of forms on the same information at different check points

The inspection process at BCP for vehicles

Current inspection process



Projected inspection process

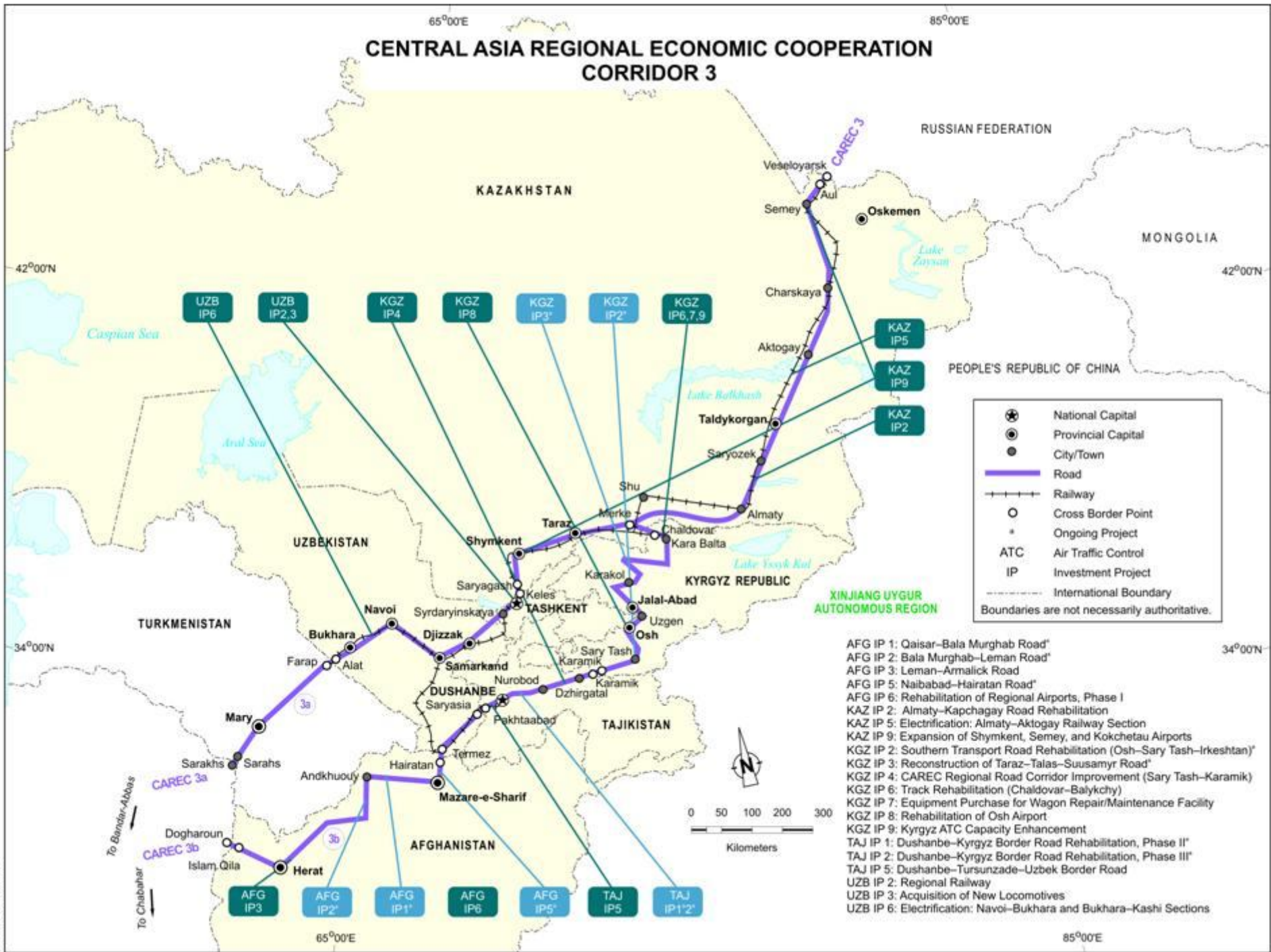


If the current sequential inspection method can be integrated into a one stop inspection solution, and using single electronic window, the waiting time can be reduced!

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 2



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 3



- AFG IP 1: Qaisar-Bala Murghab Road*
- AFG IP 2: Bala Murghab-Leman Road*
- AFG IP 3: Leman-Armalick Road
- AFG IP 5: Naibabad-Hairatan Road*
- AFG IP 6: Rehabilitation of Regional Airports, Phase I
- KAZ IP 2: Almaty-Kapchagay Road Rehabilitation
- KAZ IP 5: Electrification: Almaty-Aktogay Railway Section
- KAZ IP 9: Expansion of Shymkent, Semey, and Kokchetau Airports
- KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan)*
- KGZ IP 3: Reconstruction of Taraz-Talas-Suusamyrd Road*
- KGZ IP 4: CAREC Regional Road Corridor Improvement (Sary Tash-Karamik)
- KGZ IP 6: Track Rehabilitation (Challdovar-Balykchy)
- KGZ IP 7: Equipment Purchase for Wagon Repair/Maintenance Facility
- KGZ IP 8: Rehabilitation of Osh Airport
- KGZ IP 9: Kyrgyz ATC Capacity Enhancement
- TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II*
- TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III*
- TAJ IP 5: Dushanbe-Tursunzade-Uzbek Border Road
- UZB IP 2: Regional Railway
- UZB IP 3: Acquisition of New Locomotives
- UZB IP 6: Electrification: Navoi-Bukhara and Bukhara-Kashi Sections

Corridor 3b in TAJ

- All data collected on road
- Karamik is the most important BCP for entry (from KYG), passing through the Gissar district before entering UZB
- Roads relatively flat and easy to traverse

Corridor 3b in AFG

- No data (MaiMana, Qala-Naw to Herat) there due to
 - The building of three sections at the northwestern parts of the Ring Road
 - The roads are relatively poor

Exports (US\$ Millions)

AFG

Imports (US\$ Millions)

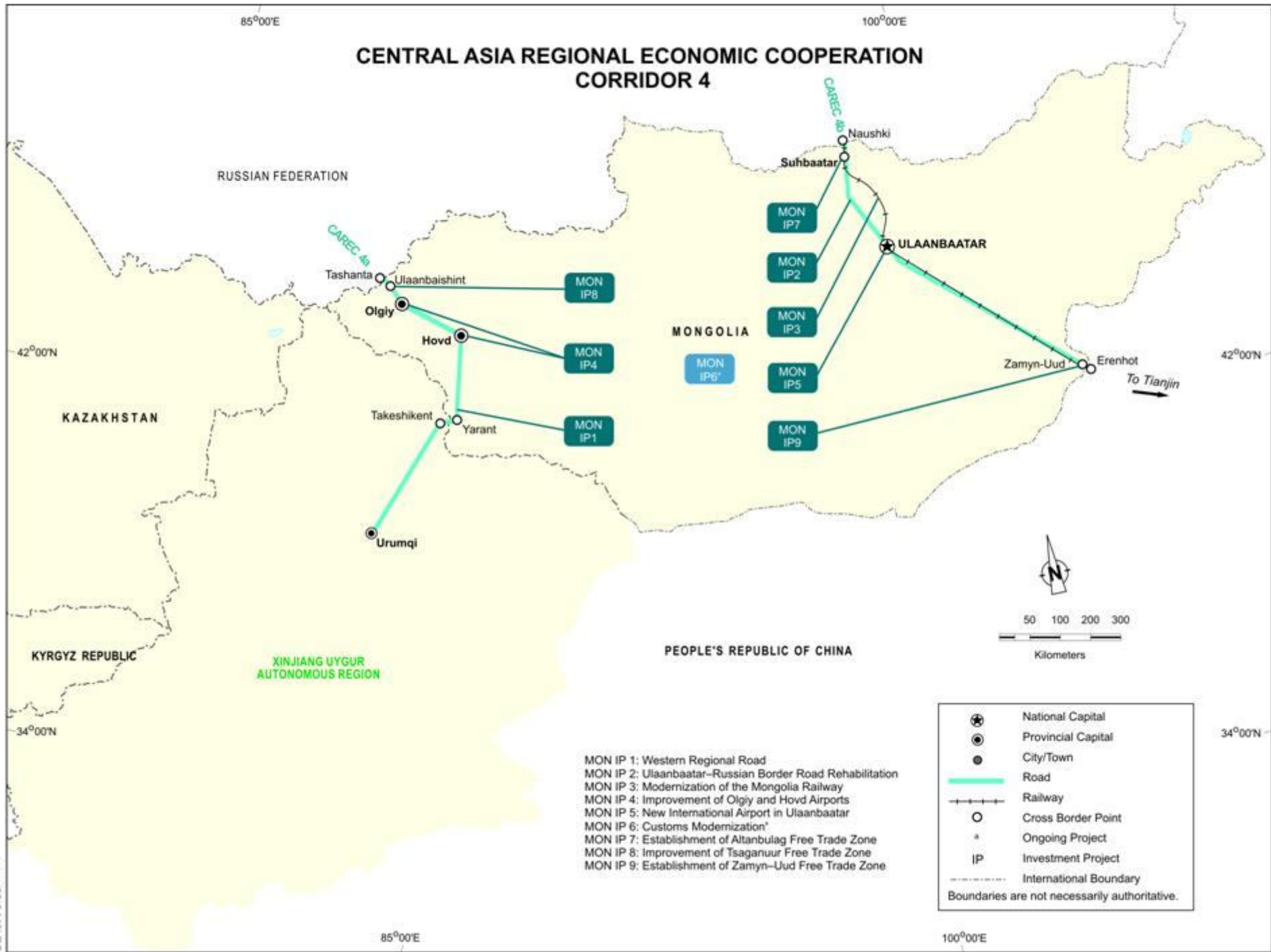
Countries	2008	2007	2006	Countries	2008	2007	2006
Pakistan	\$301	\$265	\$298	China	\$611.00	\$473	\$317
India	\$81	\$79	\$23	Japan	\$495.00	\$418	\$414
Russia	\$22	\$29	\$13	Pakistan	\$431.00	\$419	\$394
Others	\$21	\$15	\$19	Russia	\$359.00	\$310	\$227
Iran	\$9	\$5	\$3	Others	\$263.00	\$216	\$253
Germany	\$7	\$4	\$7	Uzbekistan	\$167.00	\$144	\$204
UAE	\$7	\$4	\$13	Iran	\$138.00	\$189	\$194
Finland	\$2	\$8	\$5	UAE	\$106.00	\$98	\$61
Uzbekistan	\$2	\$2	\$1	Korea	\$101.00	\$113	\$64
Belgium	\$1	\$3	\$0	India	\$99.00	\$125	\$68
USA	\$1	\$2	\$2	Kazakhstan	\$74.00	\$85	\$49
France	\$0	\$0	\$0	Turkmenistan	\$58.00	\$29	\$30
UK	\$0	\$0	\$0	Germany	\$55.00	\$48	\$61
Total	\$454	\$416	\$384	Kenya	\$28.00	\$4	\$34
Growth % (y-o-y)	9.13%	8.33%		USA	\$26.00	\$47	\$58
				France	\$6.00	\$22	\$41
				Singapore	\$5.00	\$4	\$2
				Total	\$3,022.00	\$2,744.00	\$2,471.00
				Growth % (y-o-y)	10.13%	11.05%	

Source : AFG Trade Statistics Year Book 2008

Direction of Trade

- From the trade patterns, most trade moves at the eastern part.
- Little traffic moves westwards through Islam Qila
- Some traffic through Hairatan and onwards to Torkham

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4



- MON IP 1: Western Regional Road
- MON IP 2: Ulaanbaatar–Russian Border Road Rehabilitation
- MON IP 3: Modernization of the Mongolia Railway
- MON IP 4: Improvement of Olgii and Hovd Airports
- MON IP 5: New International Airport in Ulaanbaatar
- MON IP 6: Customs Modernization*
- MON IP 7: Establishment of Altanbulag Free Trade Zone
- MON IP 8: Improvement of Tsaganuur Free Trade Zone
- MON IP 9: Establishment of Zamyn–Uud Free Trade Zone

	National Capital
	Provincial Capital
	City/Town
	Road
	Railway
	Cross Border Point
	Ongoing Project
	Investment Project
	International Boundary

Boundaries are not necessarily authoritative.

Corridor 4b in MON

- 115 data (rail) and 25 (road) collected from Mar09 to Jun09

Rail Transport (MON)

- 10 data each for Transit, Import and Export types of rail traffic are collected per month, total 30/month
- Major rail stations are located at Ulaan Baatar, Sainshand and Choyr

Long and Volatile Delays

- Main reasons
 - Waiting time for rail cars, locomotives and wagon assembly
 - Waiting time can be as long as 20 hours at a railway station



Trans-Loading at Zamyn-Uud

55



Trans-Loading at Zamyn-Uud

Road Transport (MON)

- No road from Choyr to Zamyn-uud. Now constructing, target to complete by 2012.
- The road is 6m wide (two carriage lane), difficult to drive during winter due to thick snow

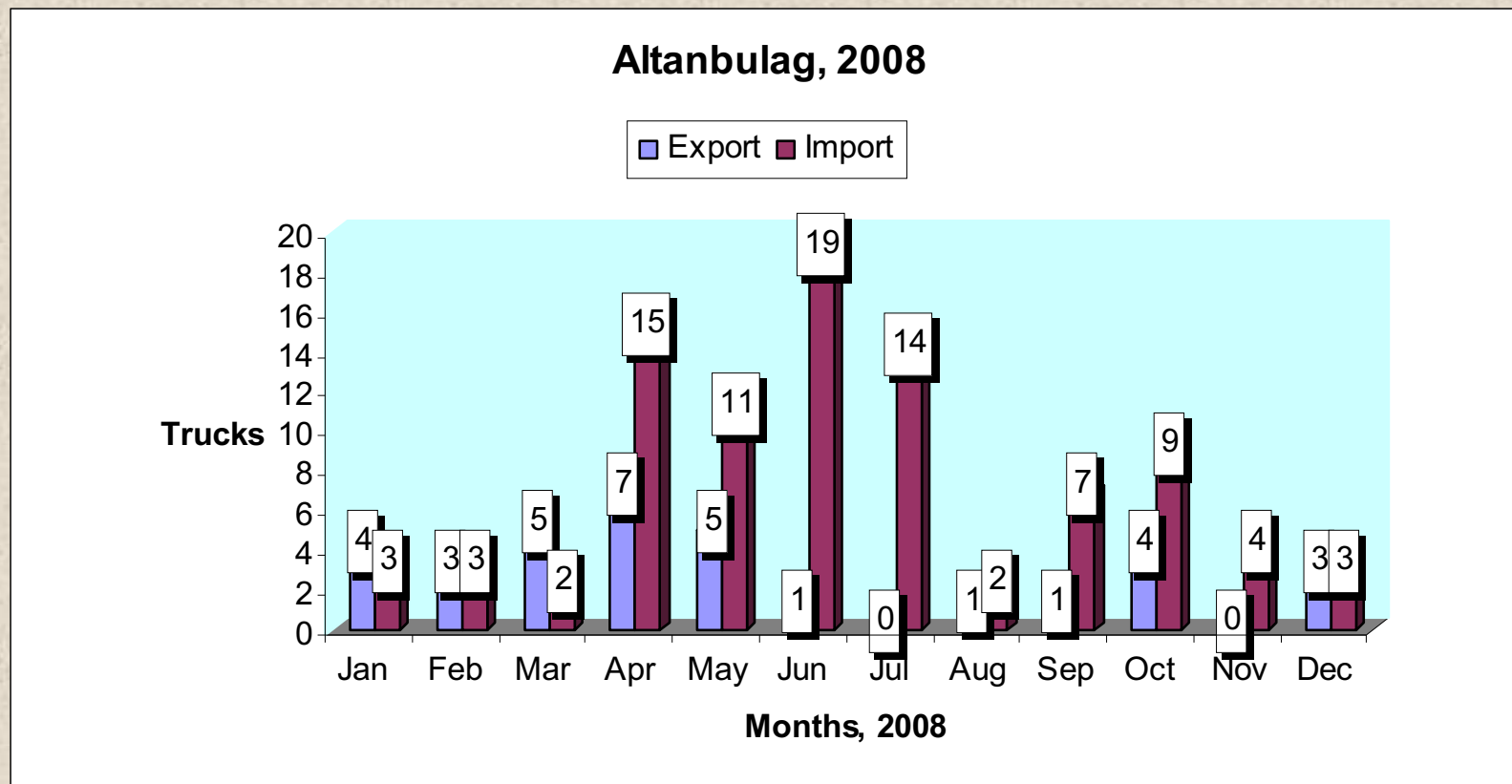
Road Transport (MON)

- Certain sections of the corridor 4b are located in mountainous altitude, thus navigating up could be tough and risky. Examples are 'Khustain Nuruu' road 52 and 60 in the Darkhan-Erdenet region. From UB to ZU section, the 'Khoolt' and 'Khangii Nuur' sections are difficult to drive

BCP (Erlian/ZU)

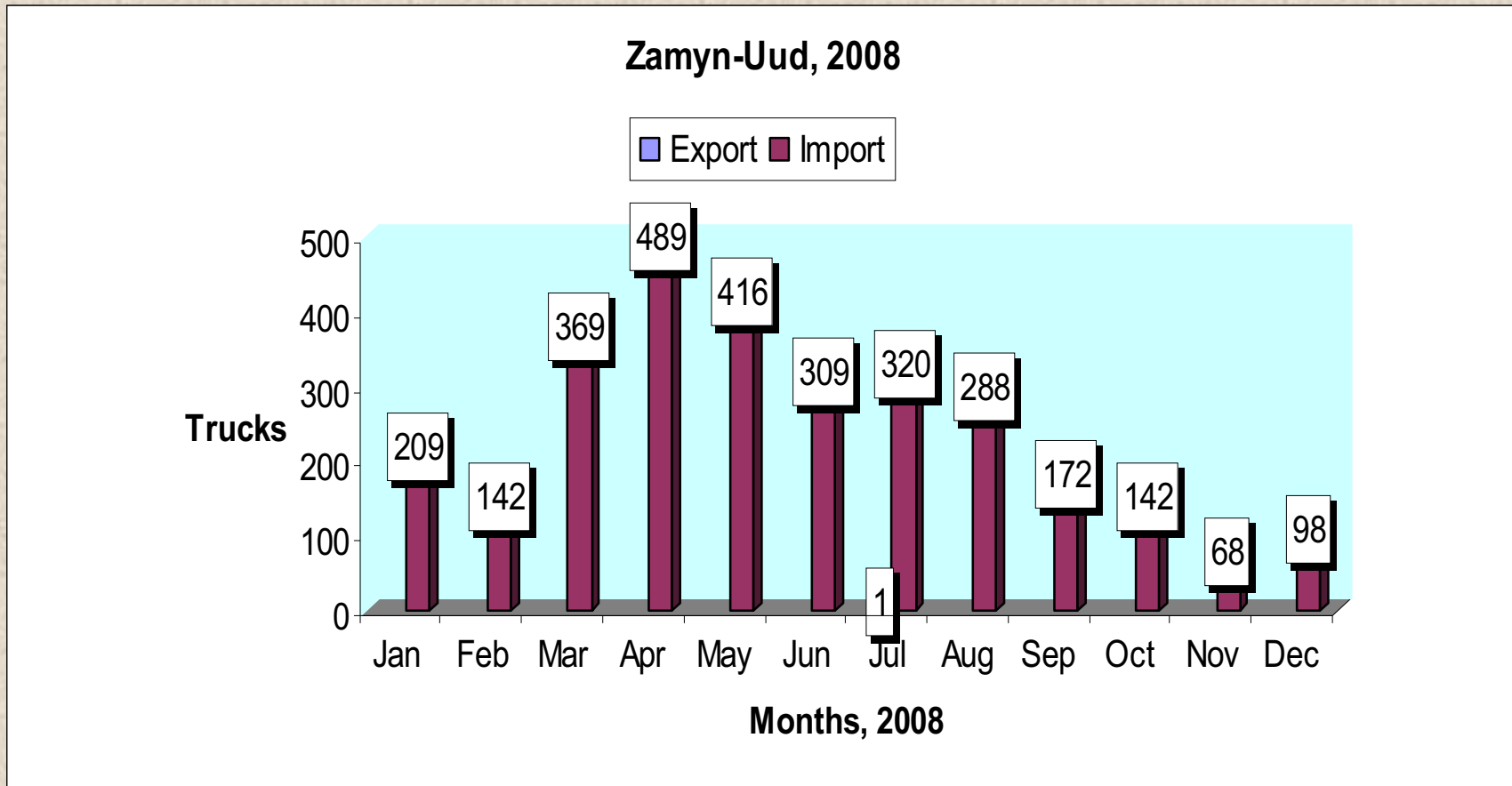
- At Erlian to Zamyn-Uud, drivers typically spent 1 to 2 days waiting for customs clearance. During peak times, the waiting time is extended.
- For 20 tons vehicle, customs clearance costs US\$48.

Trucks Crossing BCP



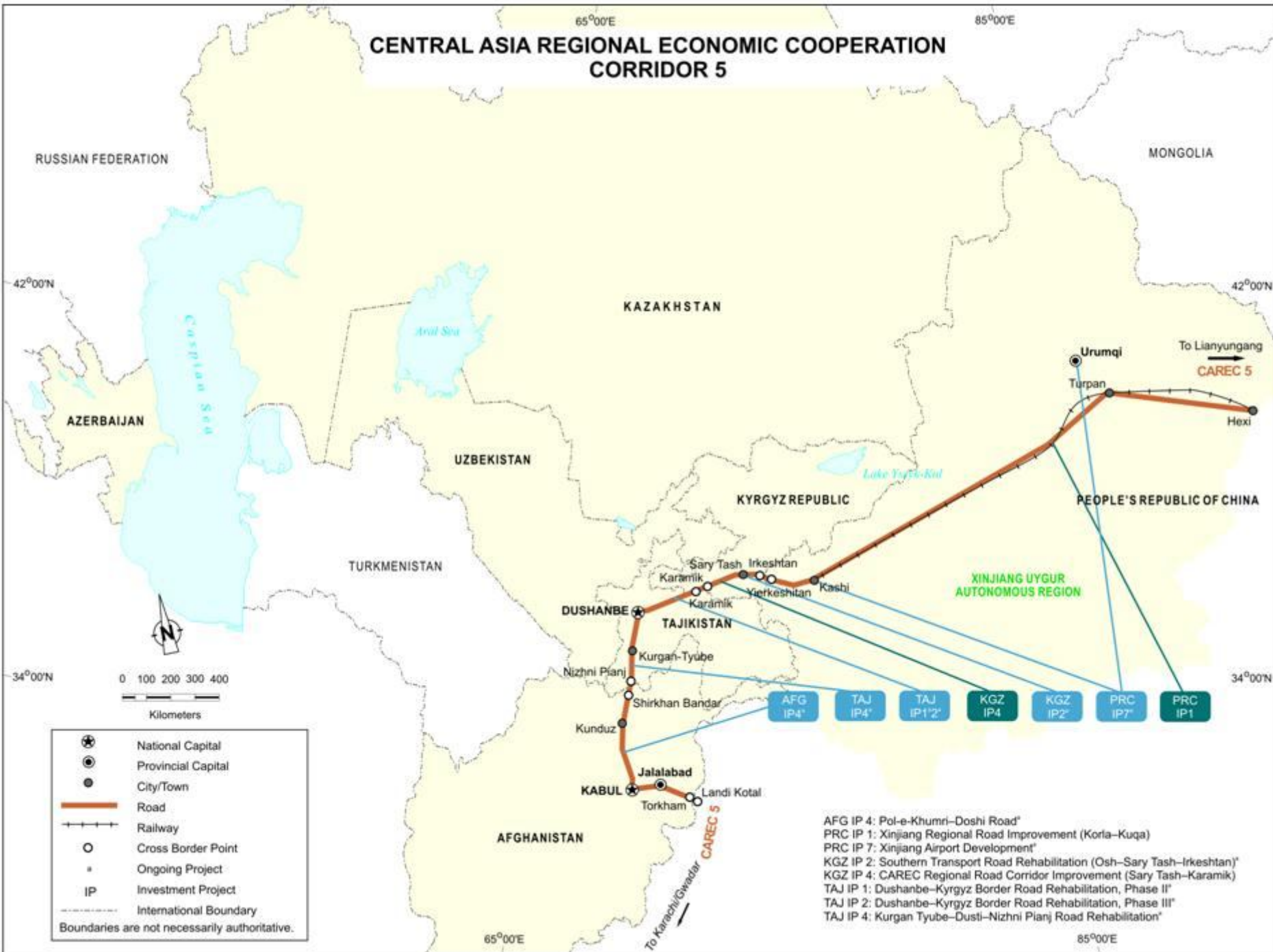
Source : NARTAM, Mongolia

Trucks Crossing BCP



Source : NARTAM, Mongolia

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 5



cars 08-2446K EG

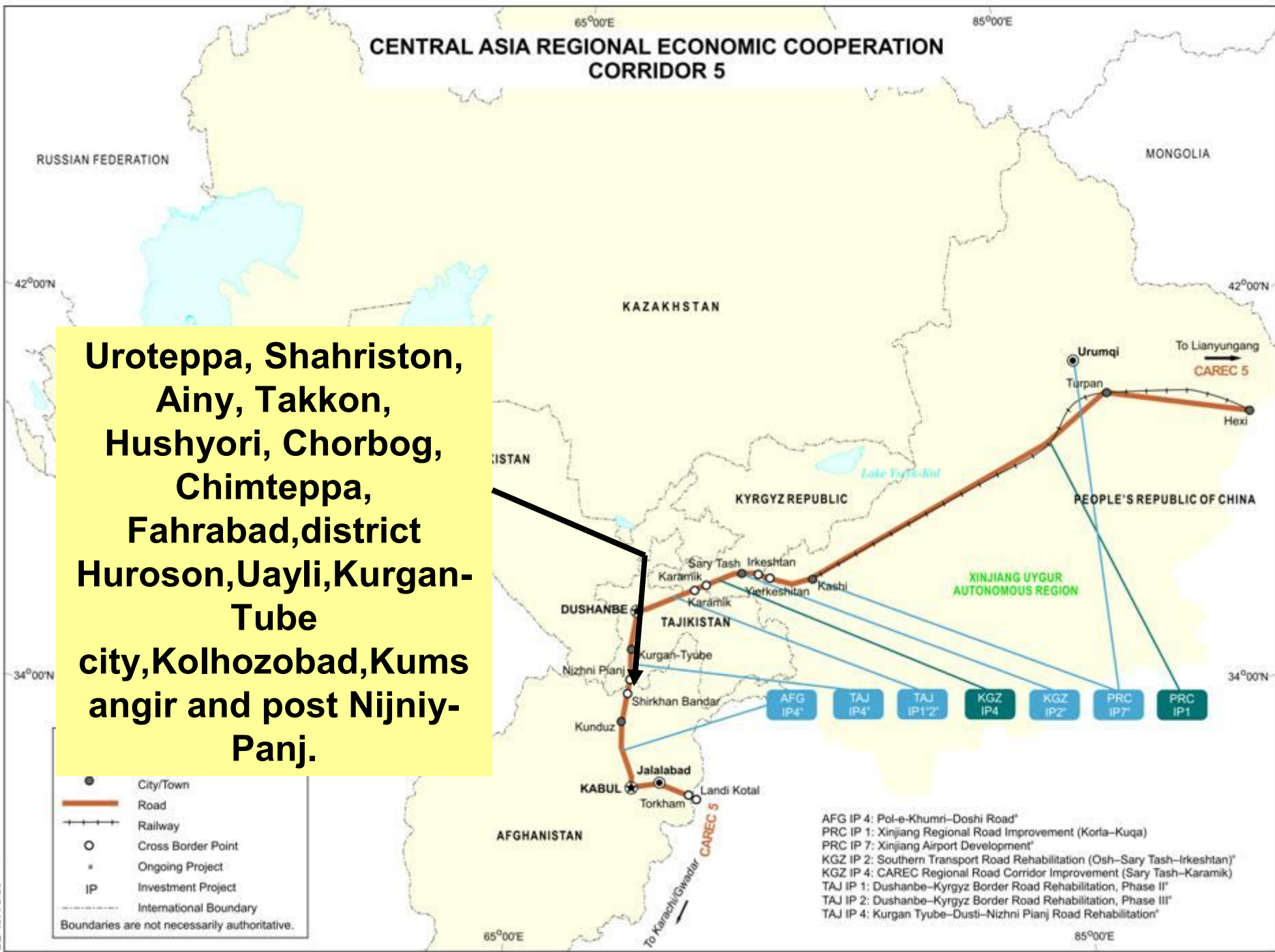
- National Capital
 - Provincial Capital
 - City/Town
 - Road
 - Railway
 - Cross Border Point
 - Ongoing Project
 - Investment Project
 - International Boundary
- Boundaries are not necessarily authoritative.

- AFG IP4*
- TAJ IP4*
- TAJ IP1'2*
- KGZ IP4
- KGZ IP2*
- PRC IP7*
- PRC IP1

- AFG IP 4: Pol-e-Khumri-Doshi Road*
- PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
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- TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II*
- TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III*
- TAJ IP 4: Kurgan Tyube-Dusti-Nizhni Pianj Road Rehabilitation*

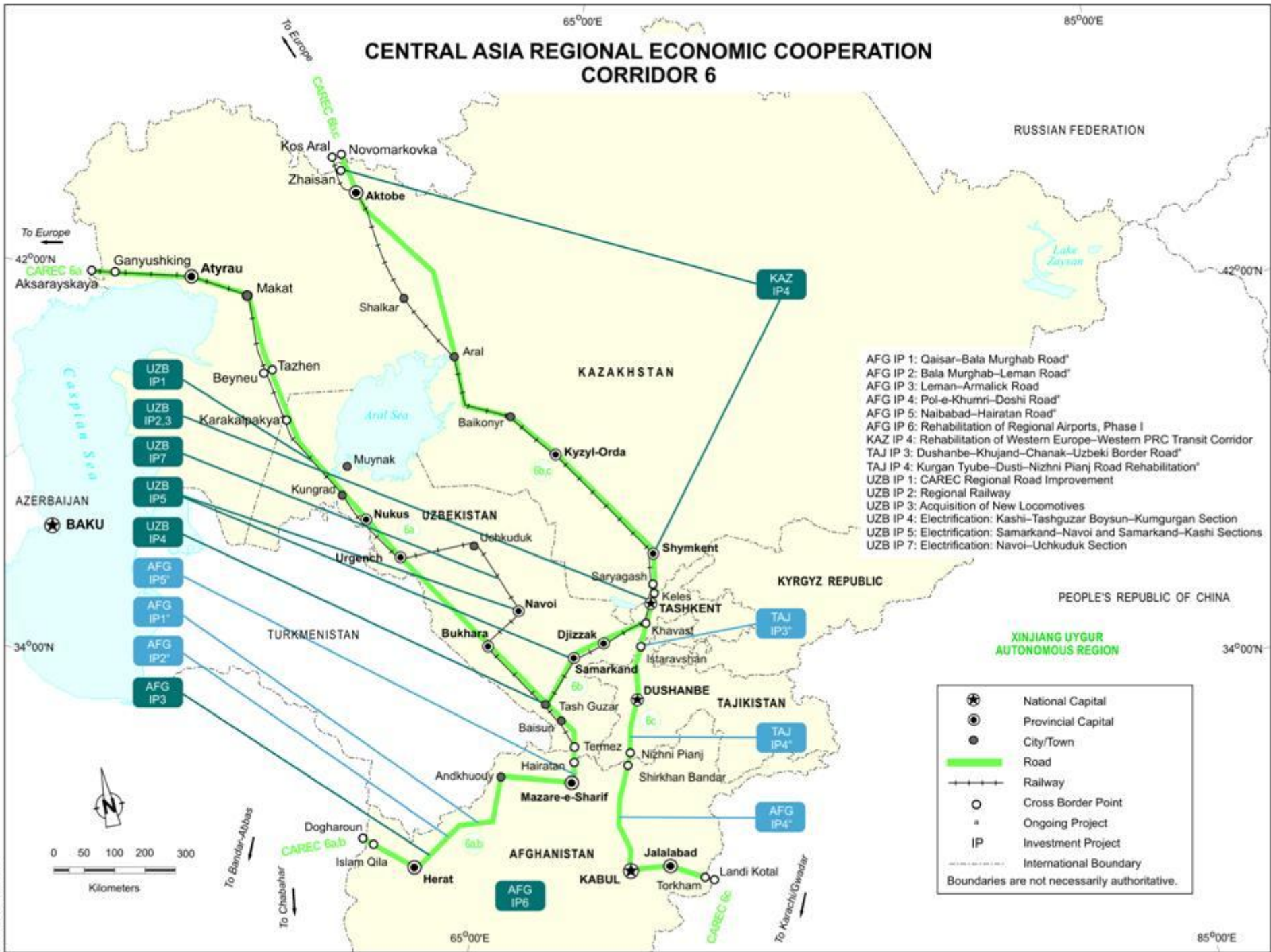
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 5

Uroteppa, Shahrison, Ainy, Takkon, Hushyori, Chorbog, Chimteppa, Fahrabad, district Huroson, Uayli, Kurgan-Tube city, Kolhozobad, Kumsangir and post Nijniy-Panj.



- AFG IP 4: Pol-e-Khumri-Doshi Road*
- PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
- PRC IP 7: Xinjiang Airport Development*
- KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan)*
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CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6



- AFG IP 1: Qaisar-Bala Murghab Road*
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- AFG IP 5: Naibabad-Hairatan Road*
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- UZB IP 5: Electrification: Samarkand-Navoi and Samarkand-Kashi Sections
- UZB IP 7: Electrification: Navoi-Uchkuduk Section

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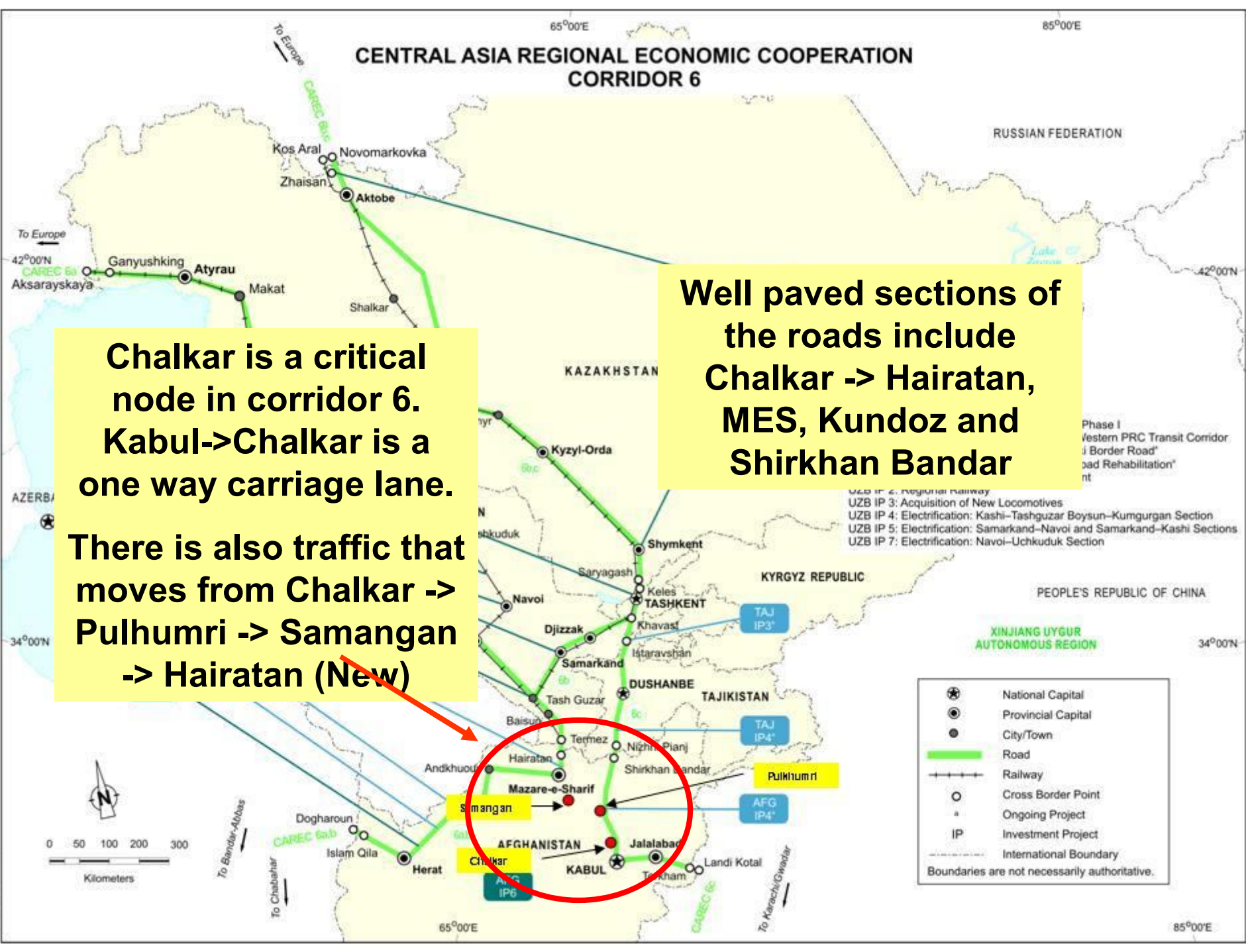
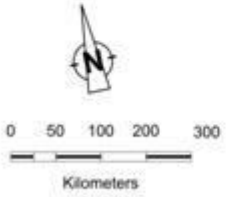
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6

Well paved sections of the roads include Chalkar -> Hairatan, MES, Kundoz and Shirkhan Bandar

Chalkar is a critical node in corridor 6. Kabul->Chalkar is a one way carriage lane. There is also traffic that moves from Chalkar -> Pulhumri -> Samangan -> Hairatan (New)

- Phase I "Western PRC Transit Corridor" "Border Road" "Road Rehabilitation" project
- UZB IP 2: Regional railway
- UZB IP 3: Acquisition of New Locomotives
- UZB IP 4: Electrification: Kashi-Tashguzar Boysun-Kumgurgan Section
- UZB IP 5: Electrification: Samarkand-Navoi and Samarkand-Kashi Sections
- UZB IP 7: Electrification: Navoi-Uchkuduk Section

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Corridor 6c in AFG

- Torkham is an important BCP for imports for AFG.
- Shirkhan Bandar is a key BCP for traffic from TAJ into AFG
- Hairatan is a key BCP for traffic from UZB into AFG
- 6c is also an important transit route for UZB to seaport Karachi in Pakistan

Curfews

- A serious problem is the curfew of heavy vehicles driving into cities. In AFG, no heavy vehicles can enter city from 5am to 9pm.

Summary

- Do inspect your data carefully before sending to ADB
- Do respond promptly to any questions
- Do remember the timeline for submission

Summary

- In selecting corridors to collect info, the traffic volume per route is an important consideration. Do not study unpopular routes.
- Try to study the current CAREC corridors, unless they are really not used by carriers and freight forwarders.