



# Transport Corridors Monitoring 2008 -09

Kyrgyzstan Road Carriers Association

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# Monitoring Tools

1. UNESCAP model

TIME/COST - DISTANCE



## Researched CAREC Corridors:

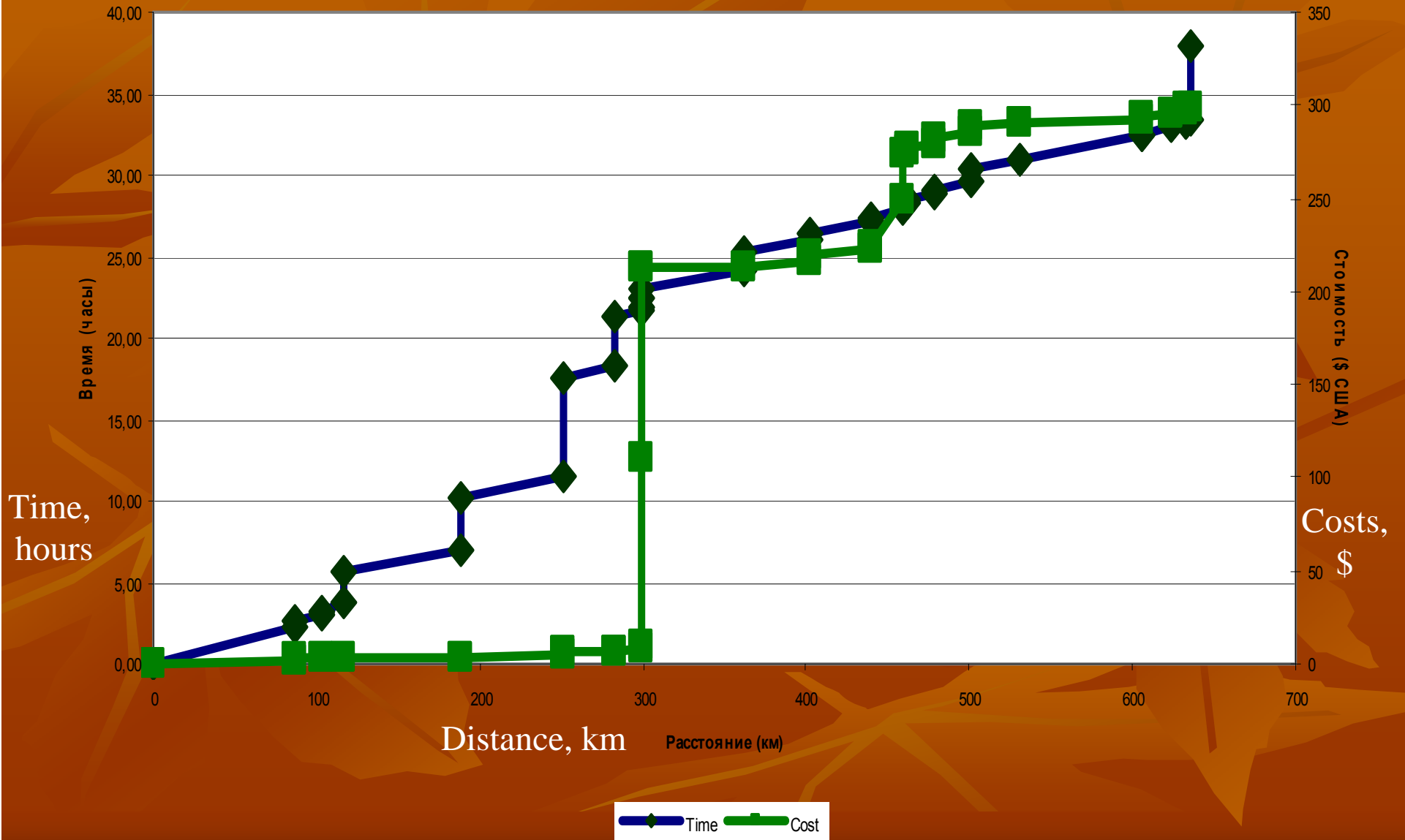
1. # 1c, Urumqi - Kashi - BCP Torughart - Bishkek
2. # 2, Kashi - Irkeshtam- Osh - Karasu
3. # 2 b, 5, Kashi – Zimkana - Irkeshtam – Osh - Khujand
4. # 1a, Multimodal, 20 feet container container from Melbourne port (Germany) - Kundagay port (Chanday, PRC) – railway station Alashankou (PRC) - st. Dostyk (Kazakhstan) - st. Pishpek (Kyrgyzstan)

# # 1c, Kashi - BCP Torughart – Bishkek (KGZ vehicle)

	21.01.09	22.01.09	11.01.09
<b>1.Forced stops along corridor, including:</b>	19	21	15
Road Traffic Police	8	9	5
MTC (weight, road control transport inspection)	2	4	3
Other Agencies	9	8	7

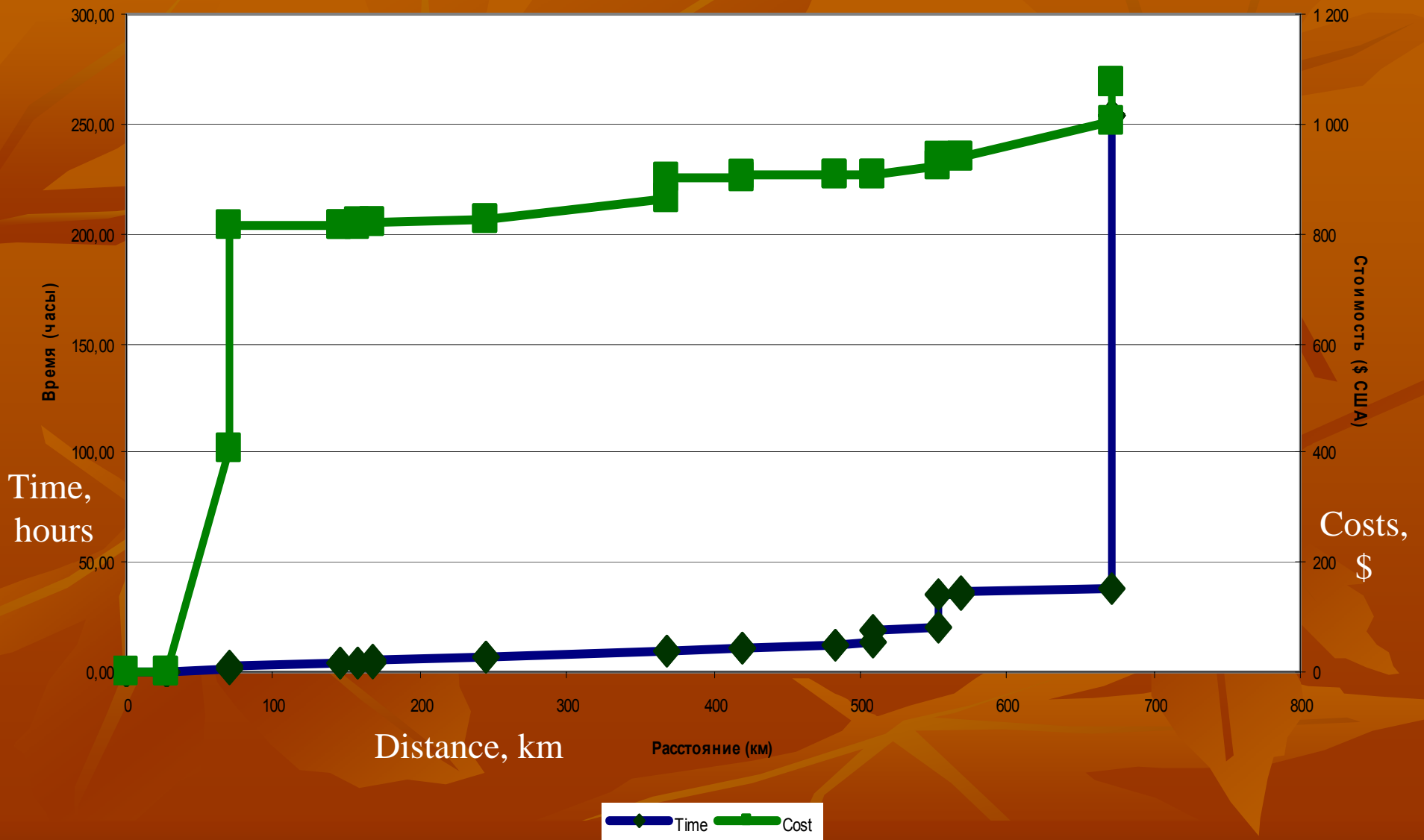
# Модель Время/Стоимость - Расстояние

## Time/Cost-Distance Model



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## Time/Cost-Distance Model







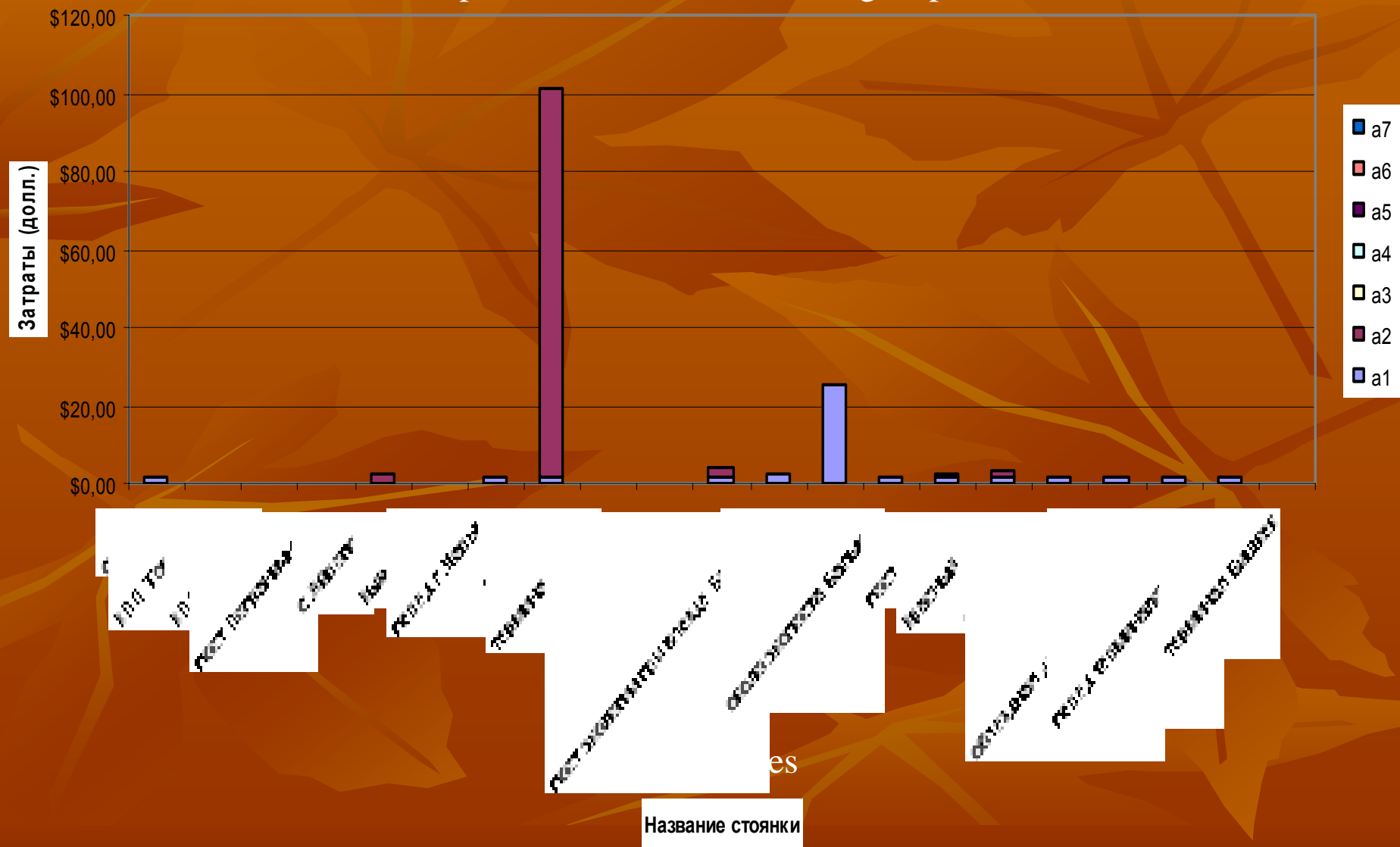




# Сравнительные данные о затратах на стоянке

Costs, \$

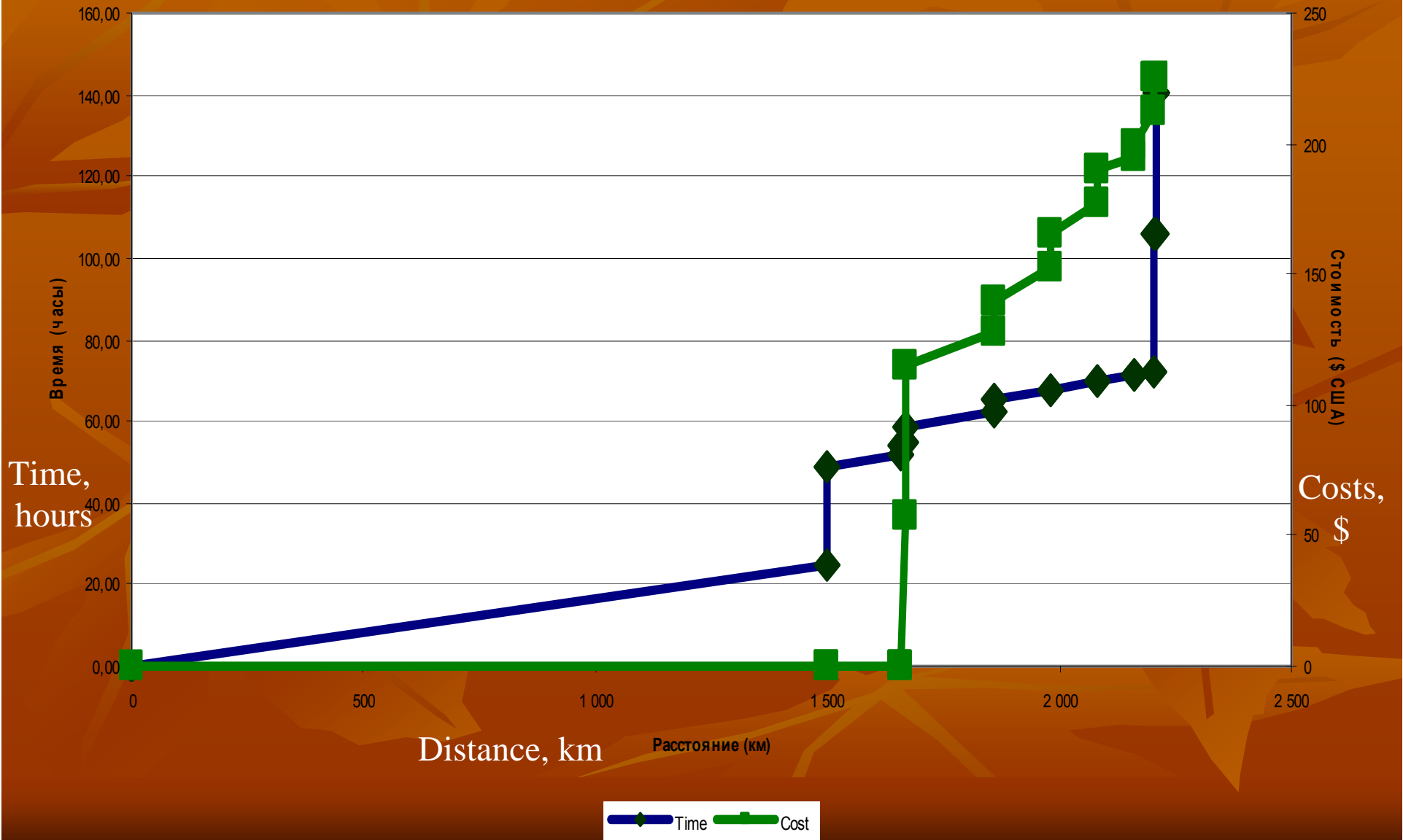
Comparative data on costs during stops



# # 1c, Urumqi - Kashi - BCP Torughart – Bishkek (vehicle from PRC)

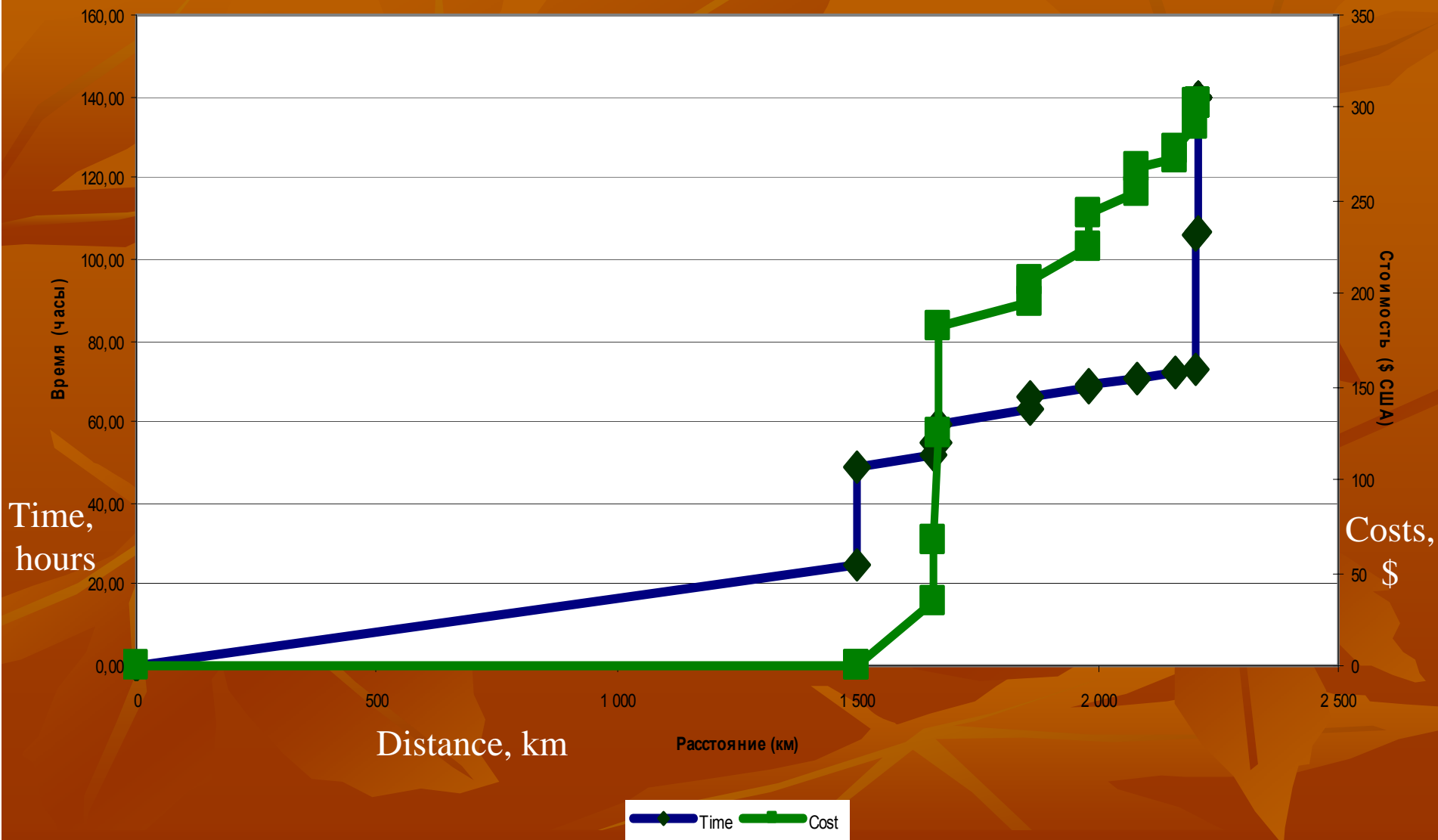
	21.01.09	22.01.09
<b>1.Forced stops along corridor, including:</b>	15 (19;21 KGZ vehicle)	16
<b>Road Traffic Police</b>	5 (8; 9 KGZ vehicle)	5
<b>MTC (weight, road control transport inspection)</b>	2	2
<b>Customs</b>	4	5
<b>Other Agencies</b>	4	4

# Модель Время/Стоимость - Расстояние Time/Cost-Distance Model



# Модель Время/Стоимость - Расстояние

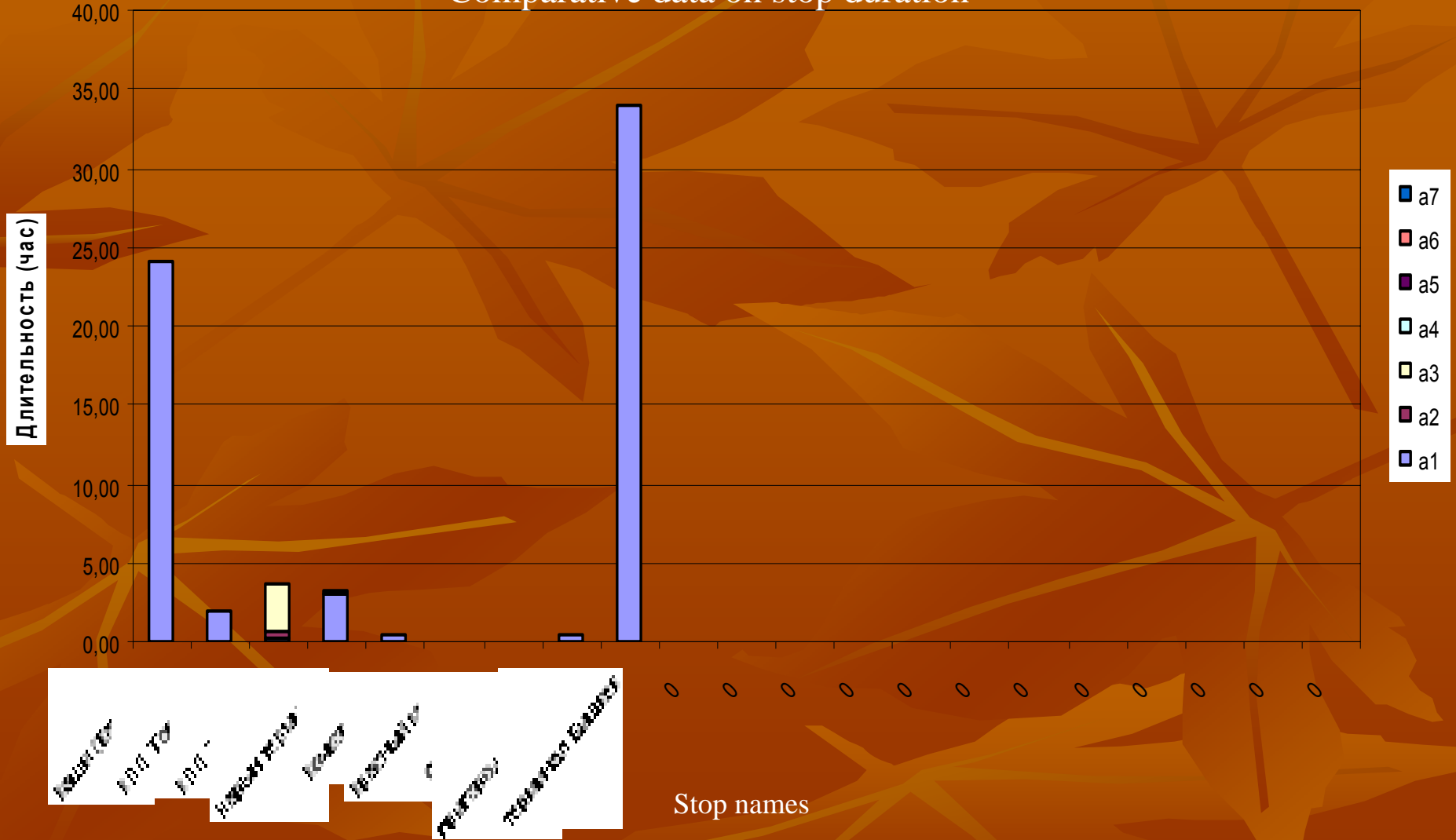
## Time/Cost-Distance Model



# Сравнительные данные о времени стоянки

Duration, hours

Comparative data on stop duration



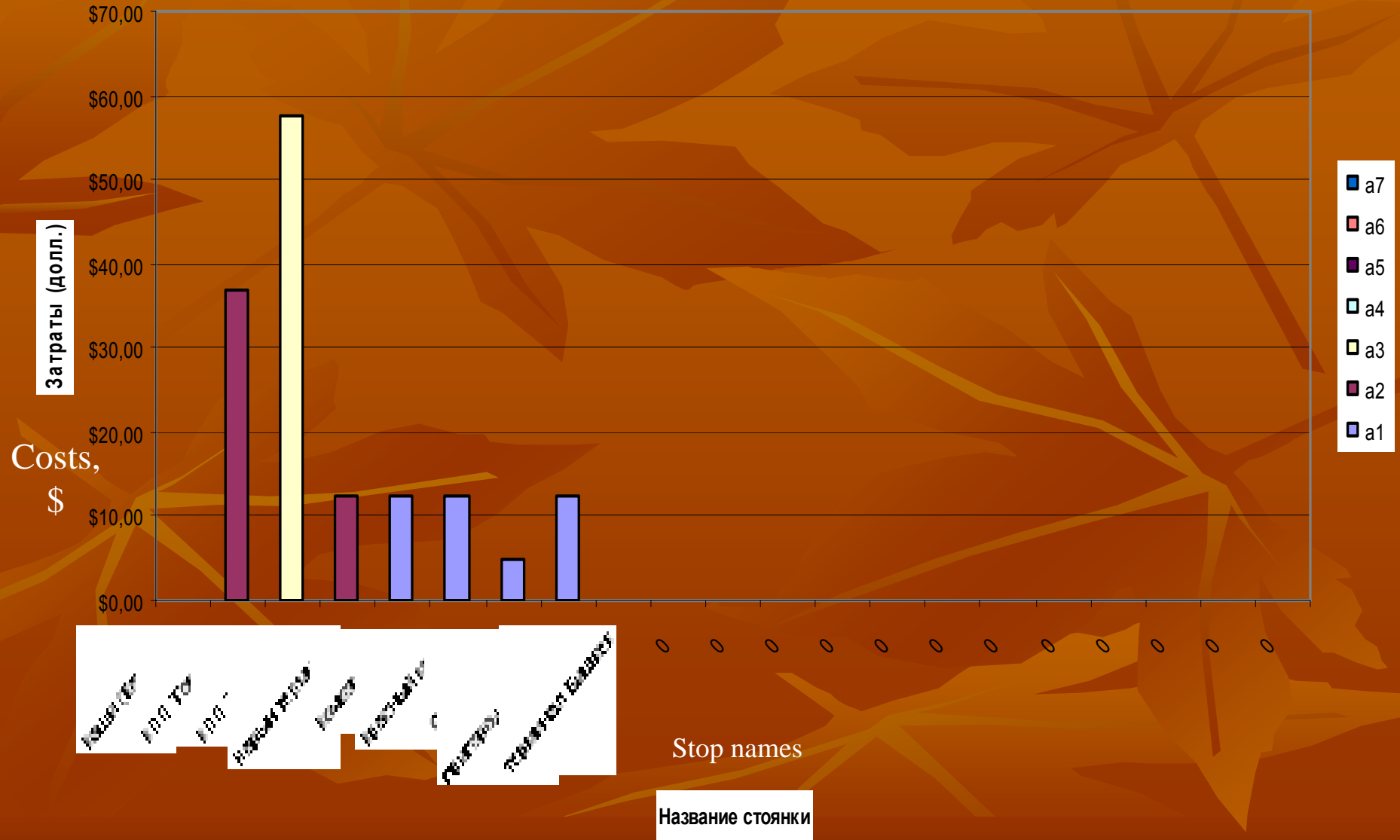
Название стоянки





# Сравнительные данные о затратах на стоянке

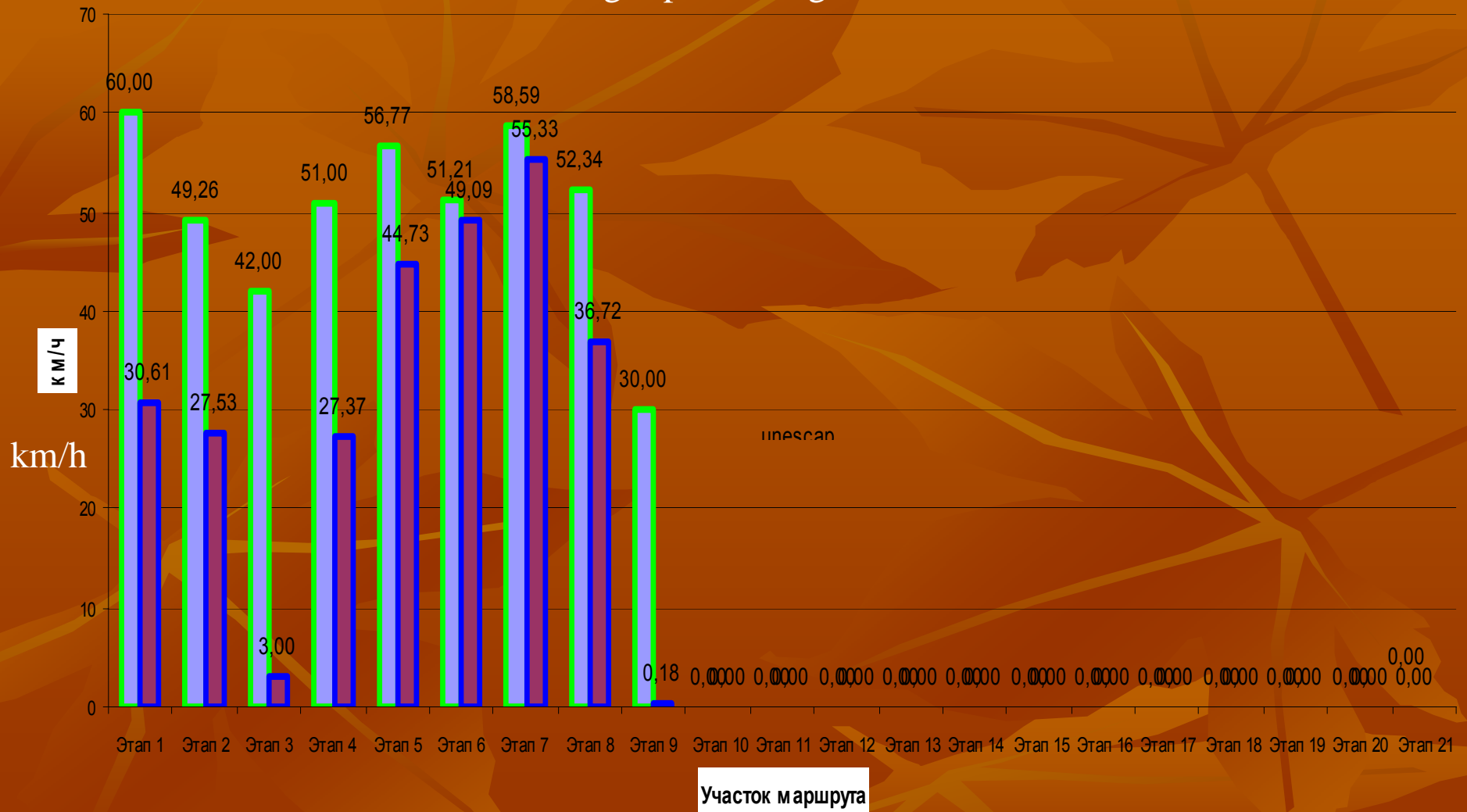
## Comparative data on costs during stops





# Средняя скорость на маршруте

Average speed along the route



Leg

# Findings on Corridor 1c

- Data shows that following are the bottlenecks :
  - Torughart BCP
  - Narin and Bishkek terminals
  - many controlling agencies along corridor
  - PRC carriers are under high corruption pressure compared to their colleagues
  - large time losses waiting in line to access BCP
  - imposing of “permit” in PRC is not justified the the vehicle travels only up to Topo terminal
  - economic distance between PRC and KGZ and cost of goods increase because of these barriers

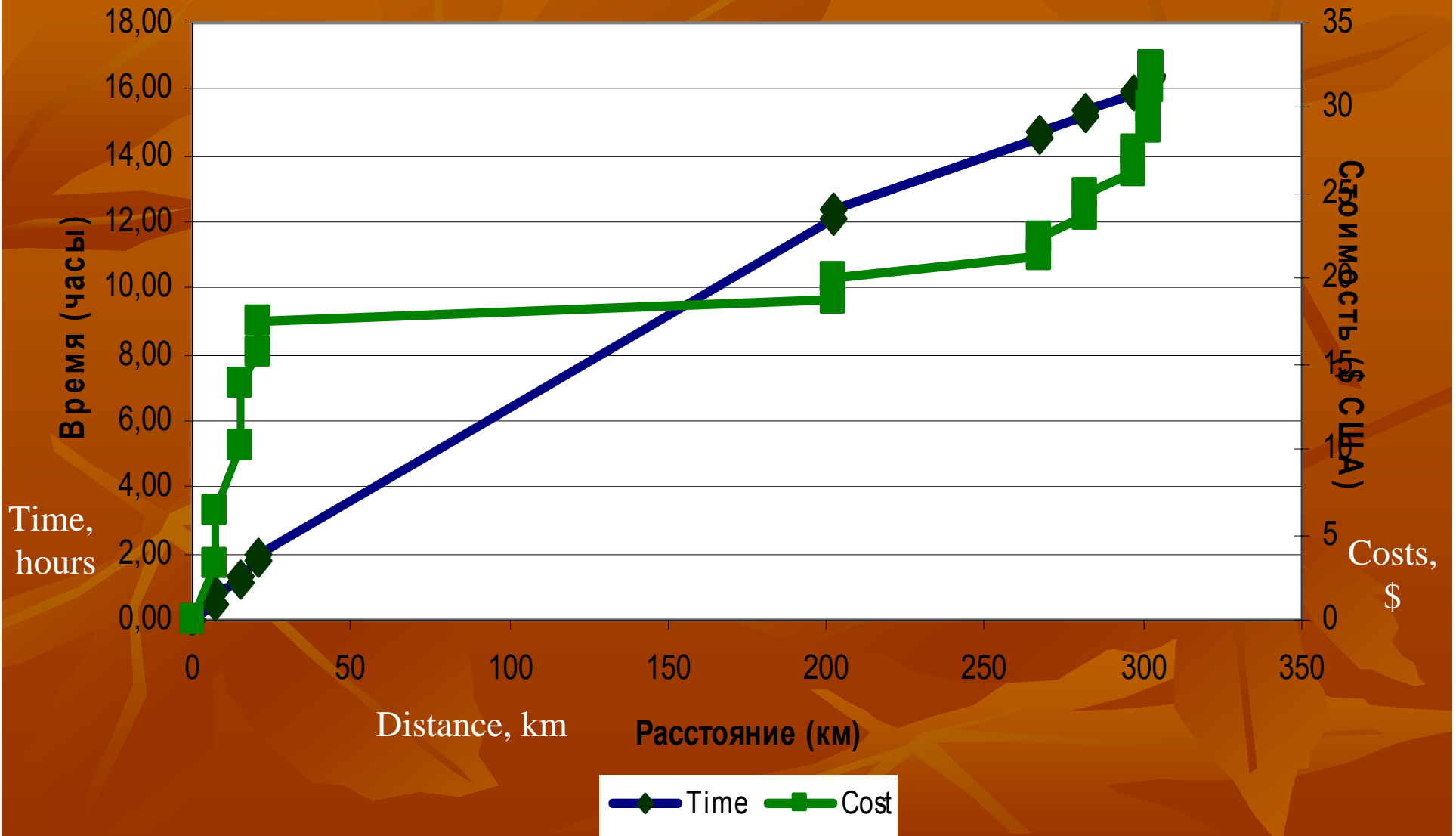
# CAREC corridor # 2 a,b

## Irkeshtam-Osh-Karasu

	21.01.09	22.01.09	11.01.09
<b>1.Forced stops along corridor, including:</b>	19	21	15
Road Traffic Police	8	9	5
MTC (weight, road control transport inspection)	2	4	3
Other Agencies	9	8	7

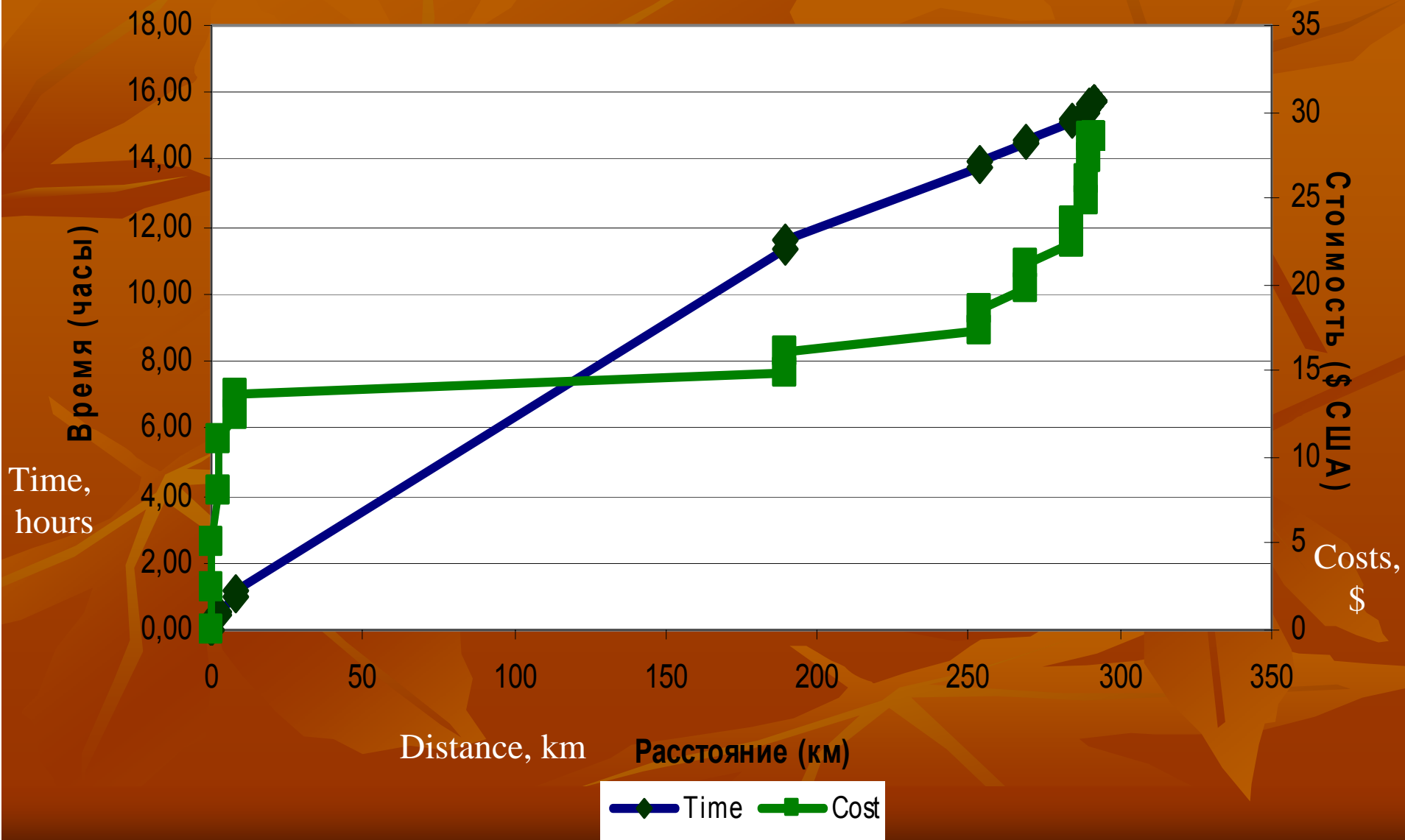
# Модель Время/Стоимость - Расстояние

## Time/Cost-Distance Model



# Модель Время/Стоимость - Расстояние

Time/Cost-Distance Model



# Сравнительные данные о времени стоянки

Duration, hours

Comparative data on stop duration



Stop names



# Сравнительные данные о затратах на стоянке

Costs,  
\$

Comparative data on costs during stops



Затраты (долл.)

Название стоянки

Stop names

## Findings on Corridor # 2 a, b

Time and cost wise obstacles for movements of goods are created by:

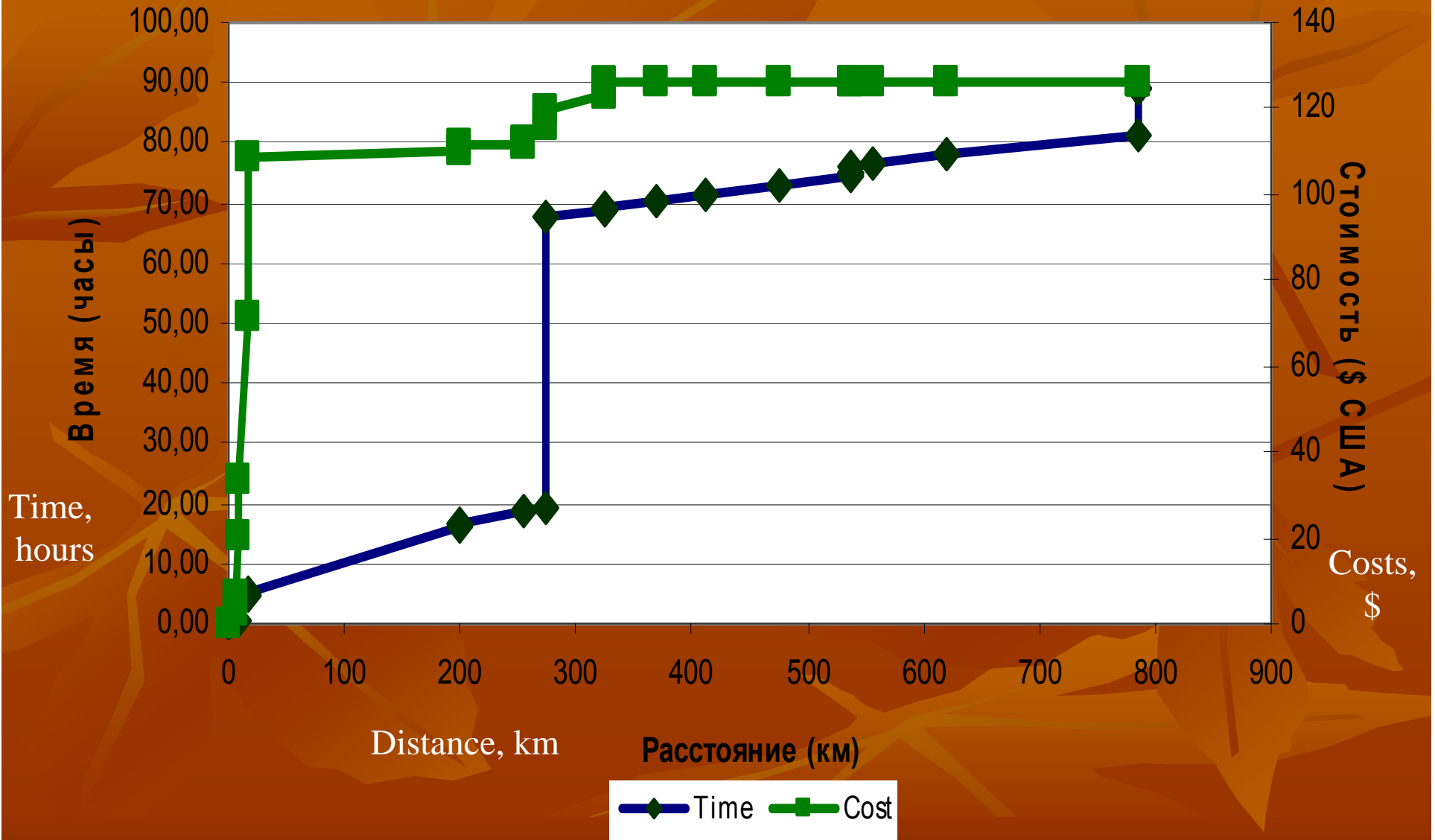
- Irkeshtam BCP (one should think how to reduce border procedures at BCP, introduce “One stop shop” principle)
- many Road Traffic Police along corridor (8-9 times)

## Transit Kashi - Irkeshtam-Osh-Khujand, CAREC Corridor # 2 b, 5.

	21.01.09	22.01.09	11.01.09
<b>1.Forced stops along corridor, including:</b>	19	21	15
Road Traffic Police	8	9	5
MTC (weight, road control transport inspection)	2	4	3
Other Agencies	9	8	7

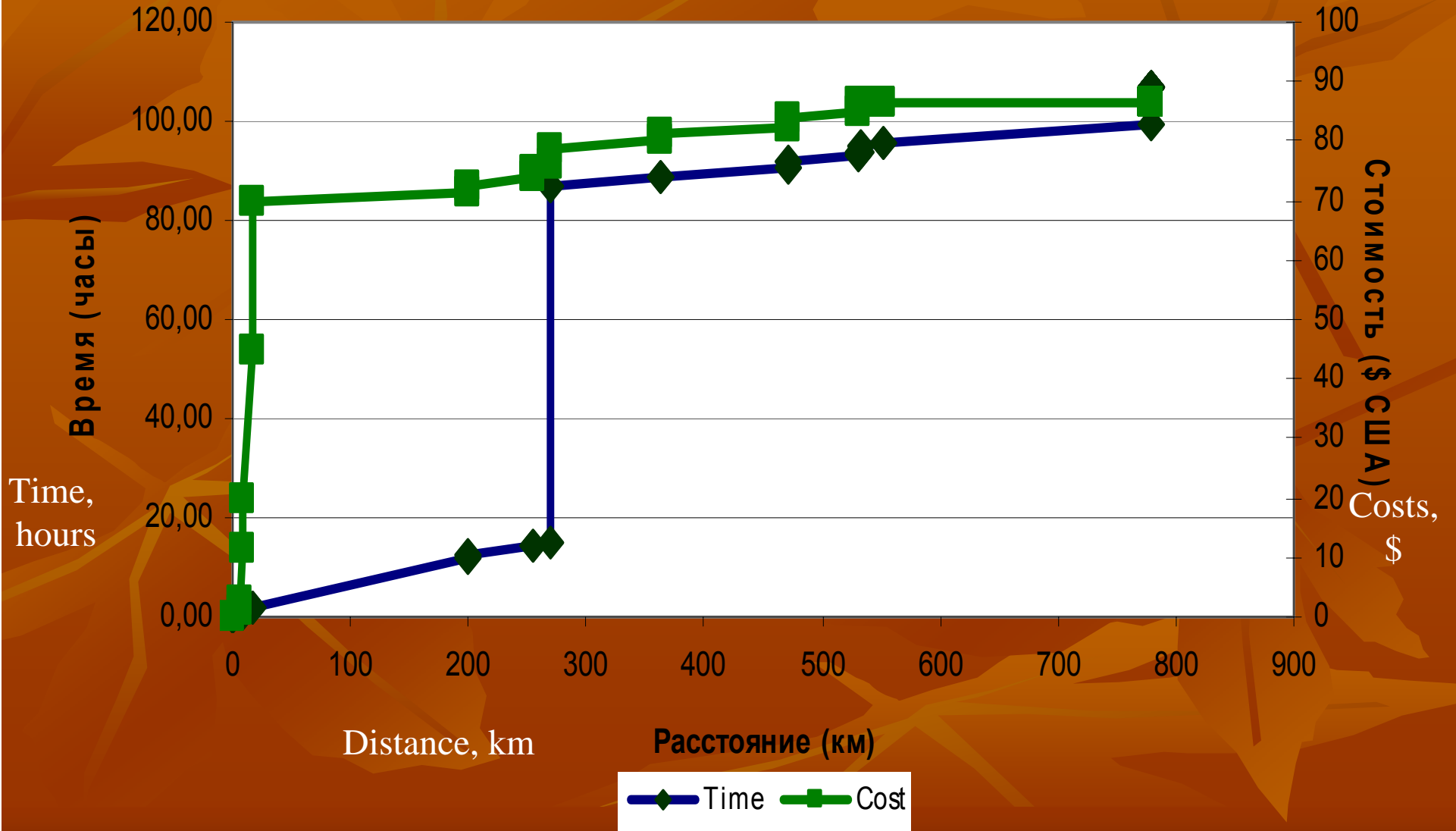
# Модель Время/Стоимость - Расстояние

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# Модель Время/Стоимость - Расстояние

## Time/Cost-Distance Model







# Findings on Corridor 2 b, 5

- Diagrams clearly show that corridor bottlenecks are:
  - Irkeshtam BCP
  - weight MTC,
  - Road Traffic Police
  - Customs convoy for transit (alternative transit enabling methods should be applied)



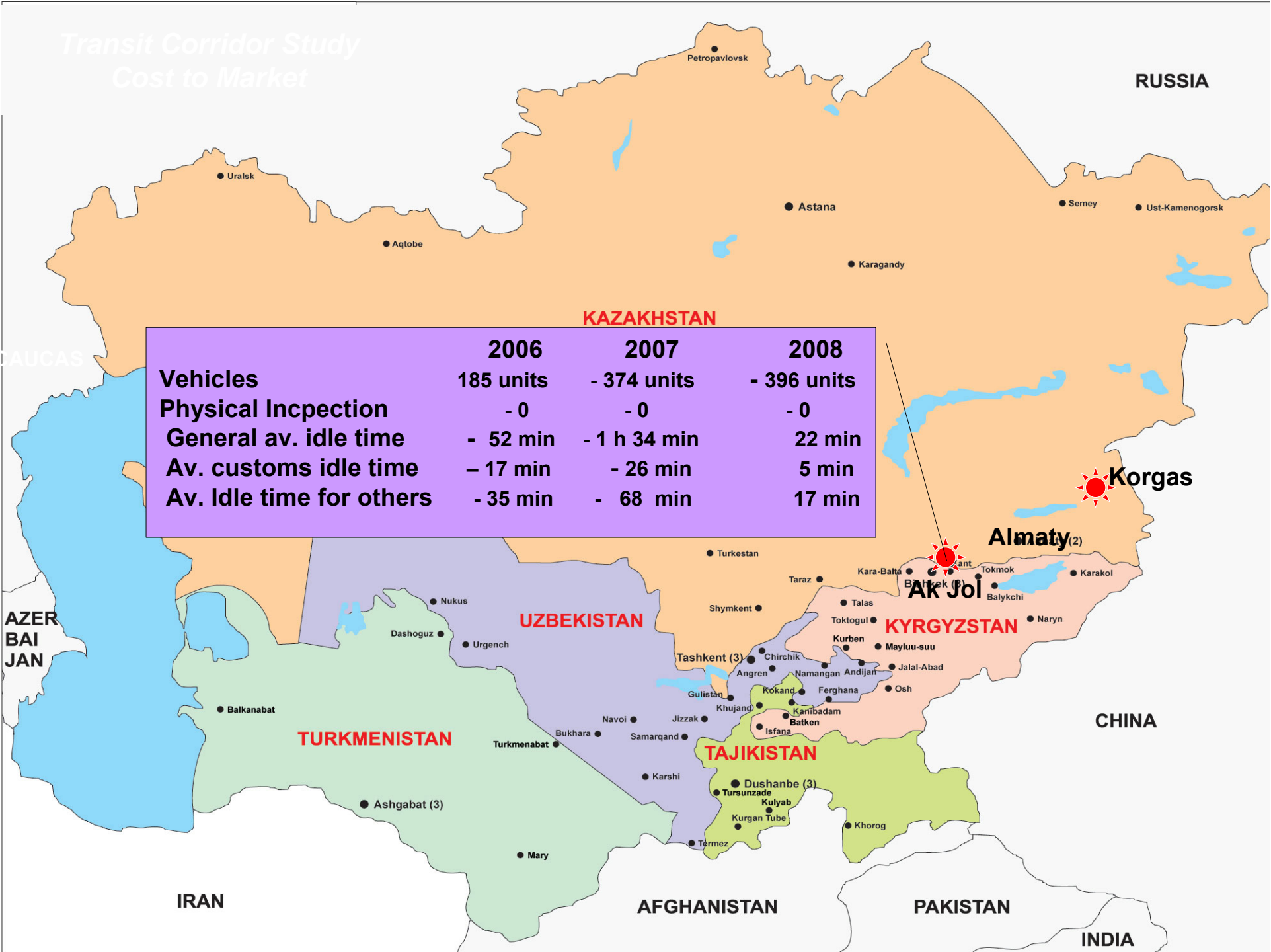
# General Findings

1. - Advantages of the methodology for analyzing the data with computer analysis - results are unified and easily understood
2. - Diagrams clearly show bottlenecks in procedures and infrastructure
3. - Creation of data base of indicators to evaluate corridor performance through systemic research and comparisons
4. - Disadvantage of the method – training of multiple drivers and forms filled by them during their main job activity

# Monitoring Experience

- MONITORING OF CENTRAL ASIAN  
CORRIDORS  
PERFORMED FROM 2006

Transit Corridor Study  
Cost to Market



	2006	2007	2008
<b>Vehicles</b>	185 units	- 374 units	- 396 units
<b>Physical Inspection</b>	- 0	- 0	- 0
<b>General av. idle time</b>	- 52 min	- 1 h 34 min	22 min
<b>Av. customs idle time</b>	- 17 min	- 26 min	5 min
<b>Av. Idle time for others</b>	- 35 min	- 68 min	17 min

# Analysis of lost time at Ak Jol border crossing

	08.08	2007	2006
■ Total max. idle time	19 h 15m	5 h	18 h
■ Total max. idle time customs	64 m	58 m	1 h 10 m
■ Total max. idle time non-customs	19h 10m	4h 55m	40 m



## Analysis of average idle time at Ak Jol border crossing

**Total average idle time at BCP** **22m**

**Average idle time for **customs**** **5m**

**Average idle time for **non-customs**  
clearance** **17m**  
(other controlling agencies)

# Total average idle time at Ak Jol BCP

■ - crossed BCP	210 vehicles
- up to 5 min idle time (32%)	68 vehicles
- up to 10 min idle time (18%)	39 vehicles
- up to 30 min idle time (28%)	59 vehicles
- up to 1 hour idle time (15%)	31 vehicles
- above 1 hour idle time	13 vehicles (6%)

# Average vehicles idle time at Ak Jol Customs :

First shift	- crossed BCP	210 vehicles
- up to 5 min idle time		14 vehicles (7%)
- up to 10 min idle time		13 vehicles (6,2%)
- up to 30 min idle time		13 vehicles (6,2%)
- up to 1 hour idle time		1 vehicles (0,6%)
- above 1 hour idle time		0 vehicles
■ - <b>underwent</b> customs control		41 vehicles (20%)
■ - <b>didn't undergo</b> customs control		168 vehicles (80%)

# Drivers Survey

## Forced Stops

Average stops:

total

1 driver

■ Road Traffic Police	-	589	18
■ Transport Inspection	-	375	11
■ Customs	-	260	6
■ Ecology Service	-	44	2
■ Border Guards	-	307	9
■ Others	-	40	



# PAYMENTS:

■ OFFICIAL	- 8 170 \$	for 1 driver	164\$
■ UNOFFICIAL	- 14 224 \$	for 1 driver	296\$
■ Break Down:			
■ Road Traffic Police	- 1 441\$,	for 1 driver	51 \$
■ Transport Inspection	- 775\$		64 \$
■ Customs	- 5 057\$		205 \$
■ Ecology Service	- 457\$		46 \$
■ Border Guards	- 2 582\$		60 \$

# Unofficial payments from TIR vehicles

	KGZ	KAZ	UZB	TAJ
Road Traffic Police	218 (14)	990 (43)	44 (10)	2,4 (1,2)
Transport Inspection	721 (60)	2132 (89)	120 (40)	0
Customs	176 (33)	2054 (114)	1109 (123)	156 (31)
Ecology Service	0	0	0	56 (28)
Border Guards	124 (11)	1330 (70)	0	312 (62)
Total unofficial expenditures	2317	6726	1233	526,4
<b>Average bribe from 1 driver</b>	<b>136</b>	<b>224</b>	<b>137</b>	<b>50</b>

# Driver's Diary, mobile observer, UNESCAP method

**Researched corridor Bishkek – Osh,**  
(CAREC corridor 3b)

Central Asian regional road corridor with access to Ferghana valley, Tashkent city, and through Batken city and Khujand to Dushanbe and Kabul.

- Is an important national road linking north and south of Kyrgyzstan
- Three observers on trucks were sent with difference of two days

# Mobile observer, UNESCAP method, Bishkek-Osh

	14.08.08	15.08.08	17.08.08
<b>1.Forced stops along corridor, including:</b>	14	20	20
Road Traffic Police	10	13	14
MTC (weight, road control transport inspection)	4	6	5
Other Agencies	0	1	1
<b>2. Payments total, including:</b>	12 times (15,9 \$)	13 times (23,5 \$)	19 times (24,4\$)
Official payments	5,6 \$	2 times (10,6 \$)	2 times(10,6 \$)
Road Traffic Police	9,8\$	13 times (12,9 \$)	14 times (13,3\$)
MTC	6,1\$	5 times (10,6 \$)	5 times (11,1\$)
Other Agencies	0	0	0

# Mobile observer, UNESCAP method, Bishkek-Osh

<b>3. Lost time total, including :</b>	48 min	46 min	1h 15 min
Road Traffic Police	26 min	20 min	18 min (1,2min)
MTC	22 min	26 min	42 min (8,4 min)
Other Agencies	0	0	15 min
<b>4. Speed including:</b>			
Max	50 km/h	62 km/h	60 km/h
Min	23 km/h	6,7 km/h	9 km/h

# Модель Время/Стоимость - Расстояние

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# Challenges

1. Complex import and export procedures
2. Long demarcation and delimitation of southern borders of Kyrgyzstan
3. Not harmonized laws, regulations of CAREC countries for customs, border control and other issues
4. Weak technical basis and equipment supply for controlling agencies
5. Lack of coordination among CAREC countries to improve corridor performance
6. Lack of real results among CAREC governments to eliminate the identified trade barriers
7. Lack of constant and efficient dialogue among government and business
8. High barriers increase economic distance, cost of traffic and goods

# Improve performance of CAREC transport corridors

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through:

- systemic collection of reliable baseline data and evaluation indicators
- expand corridor monitoring experience to all CAREC countries
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- Participation of business structures in corridor performance measurement