

Corridor Performance Measurement and Monitoring (CPMM)

Key Updates from Annual Report 2016
Tashkent (August, 2017)



Corridor Performance Measurement and Monitoring:
CAREC Experience and International Prospects

1 Membership Changes

2 Trade Facilitation Indicators

3 Corridors Analysis

4 Conclusion

5 CPMM – New Direction

New Admission

- **GIRCA** represents Georgia in CFCFA and CPMM.
- **KFFA** in Kazakhstan re-activated CPMM.
- **FMFF** represents Mongolia in CFCFA and CPMM.

Withdrawals

- **MNCCI** from Mongolia stopped CPMM.
- **AIATT** from Tajikistan has ceased its existence.
- **FOA** from Kyrgyz Republic suspended CPMM but now may re-activate as they have a new staff in place.

1 Membership Changes

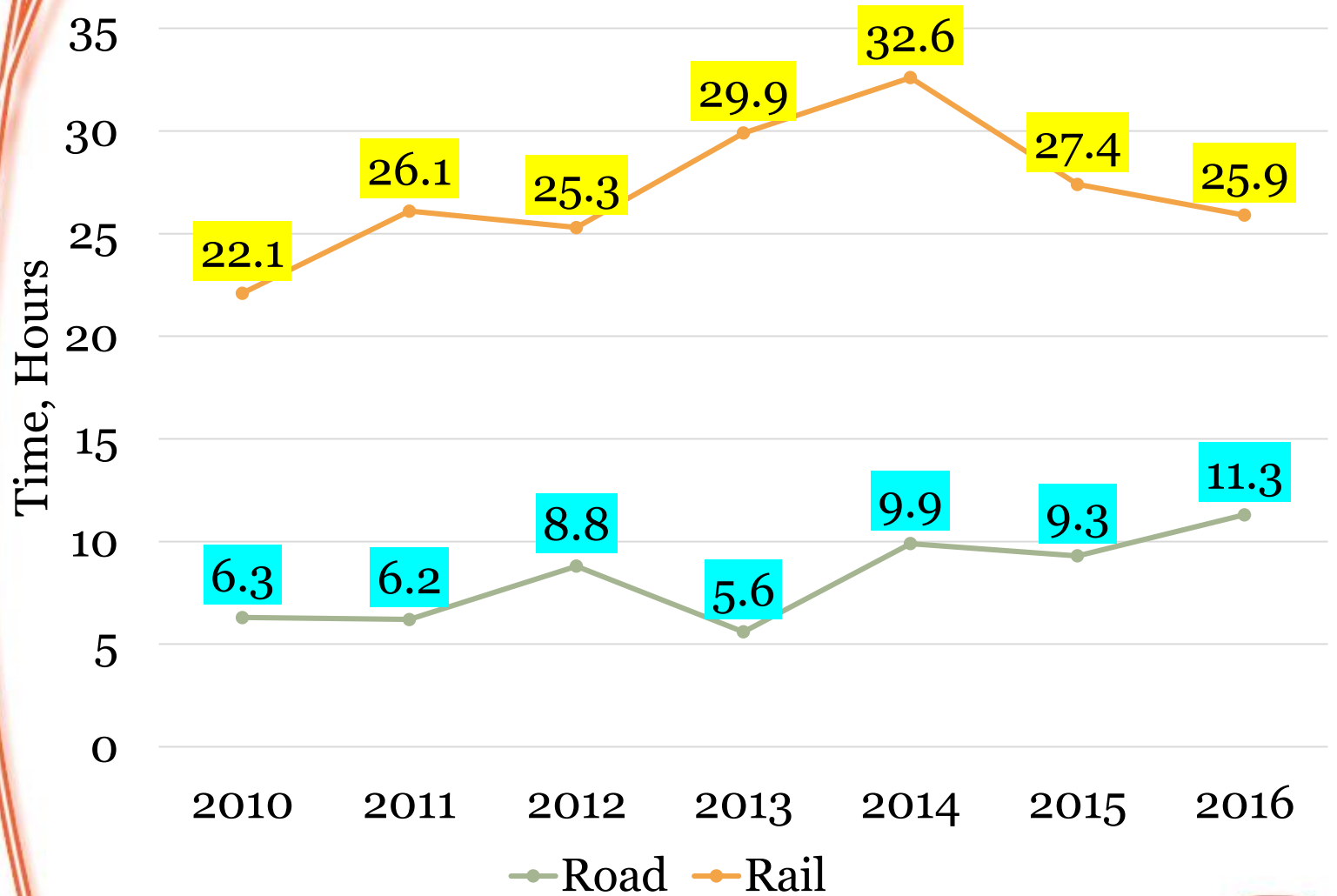
2 Trade Facilitation Indicators

3 Corridors Analysis

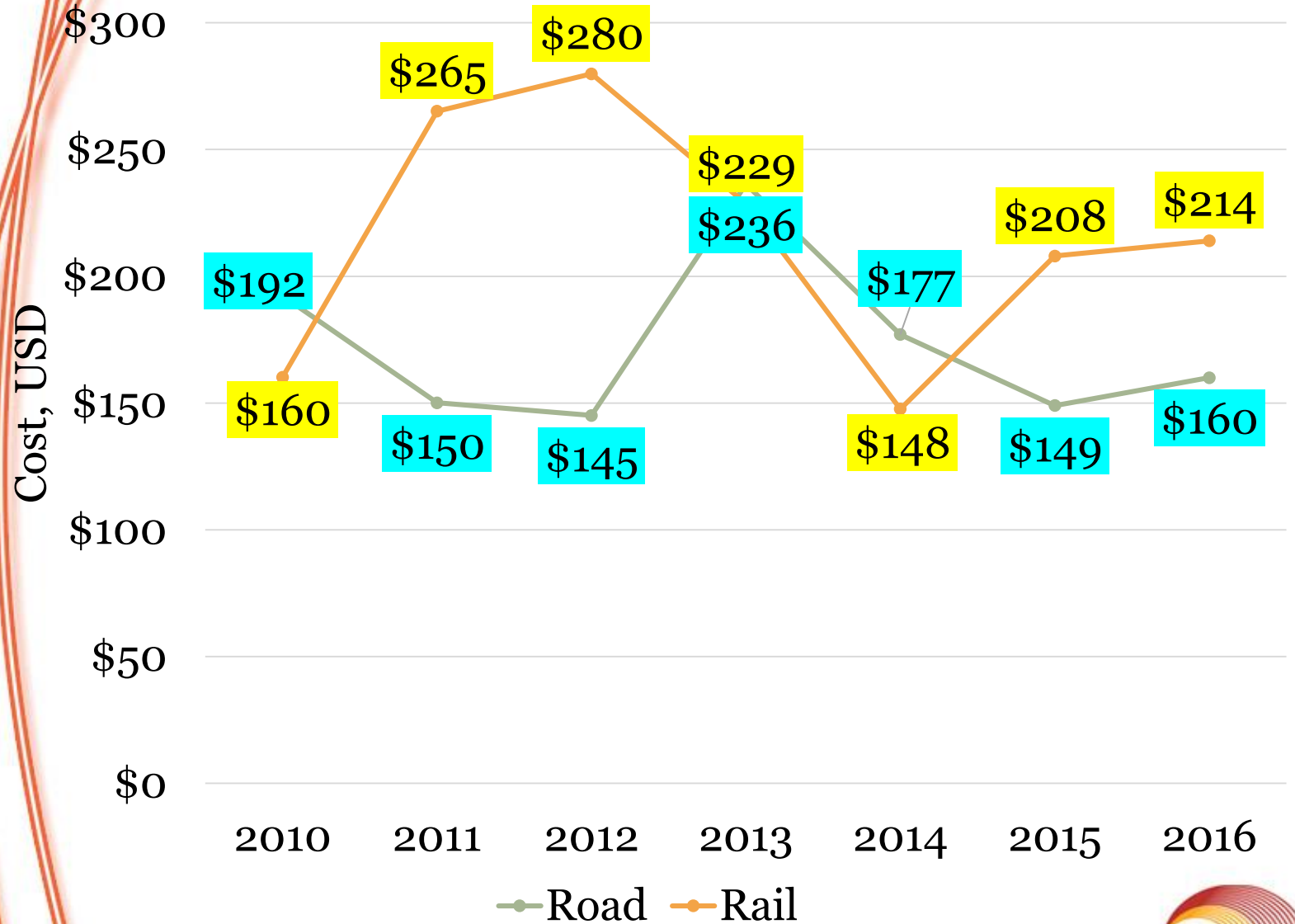
4 Conclusion

5 CPMM – New Direction

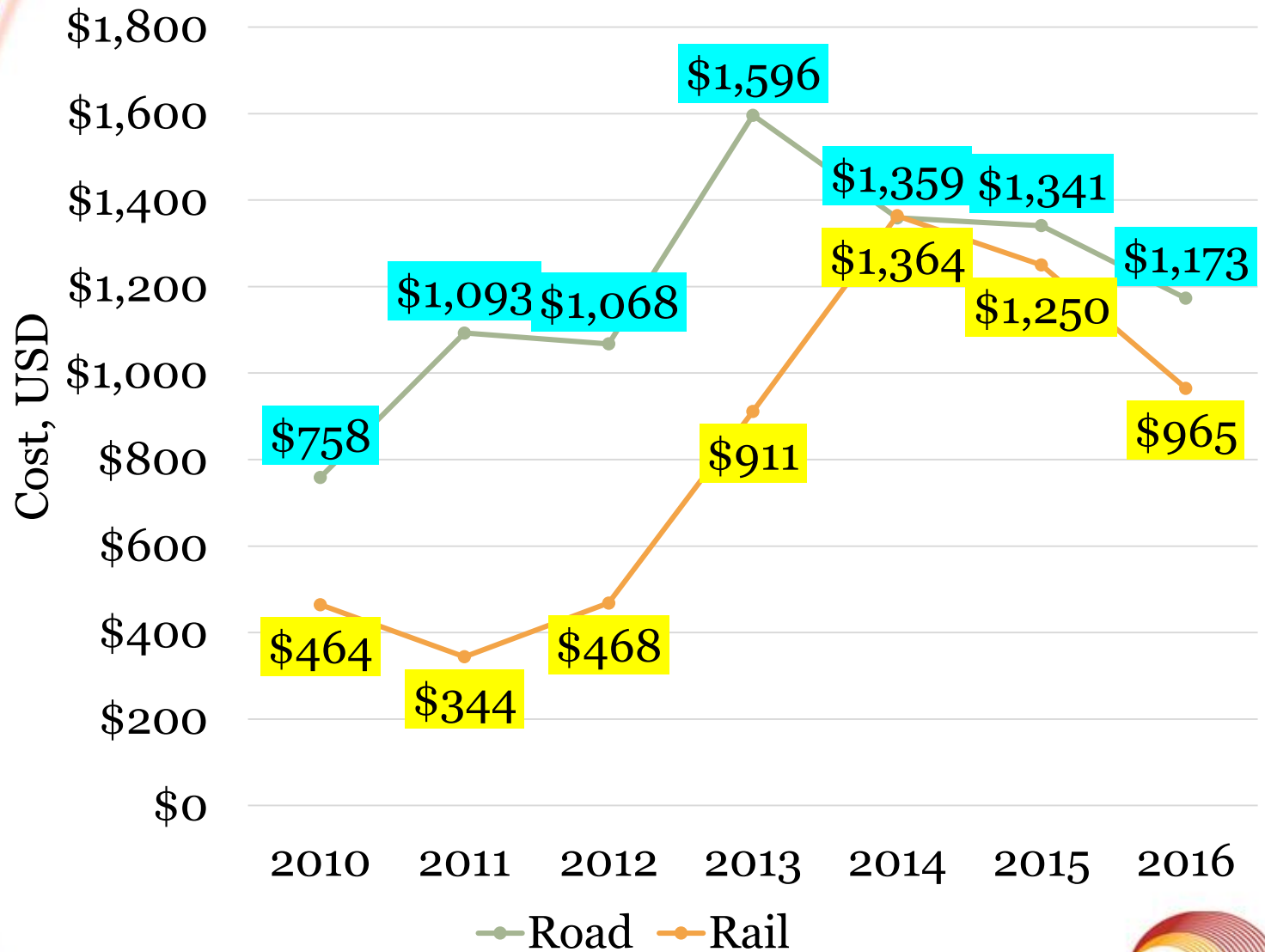
TFI1 : Average Border Crossing Time



TFI2 : Average Border Crossing Cost



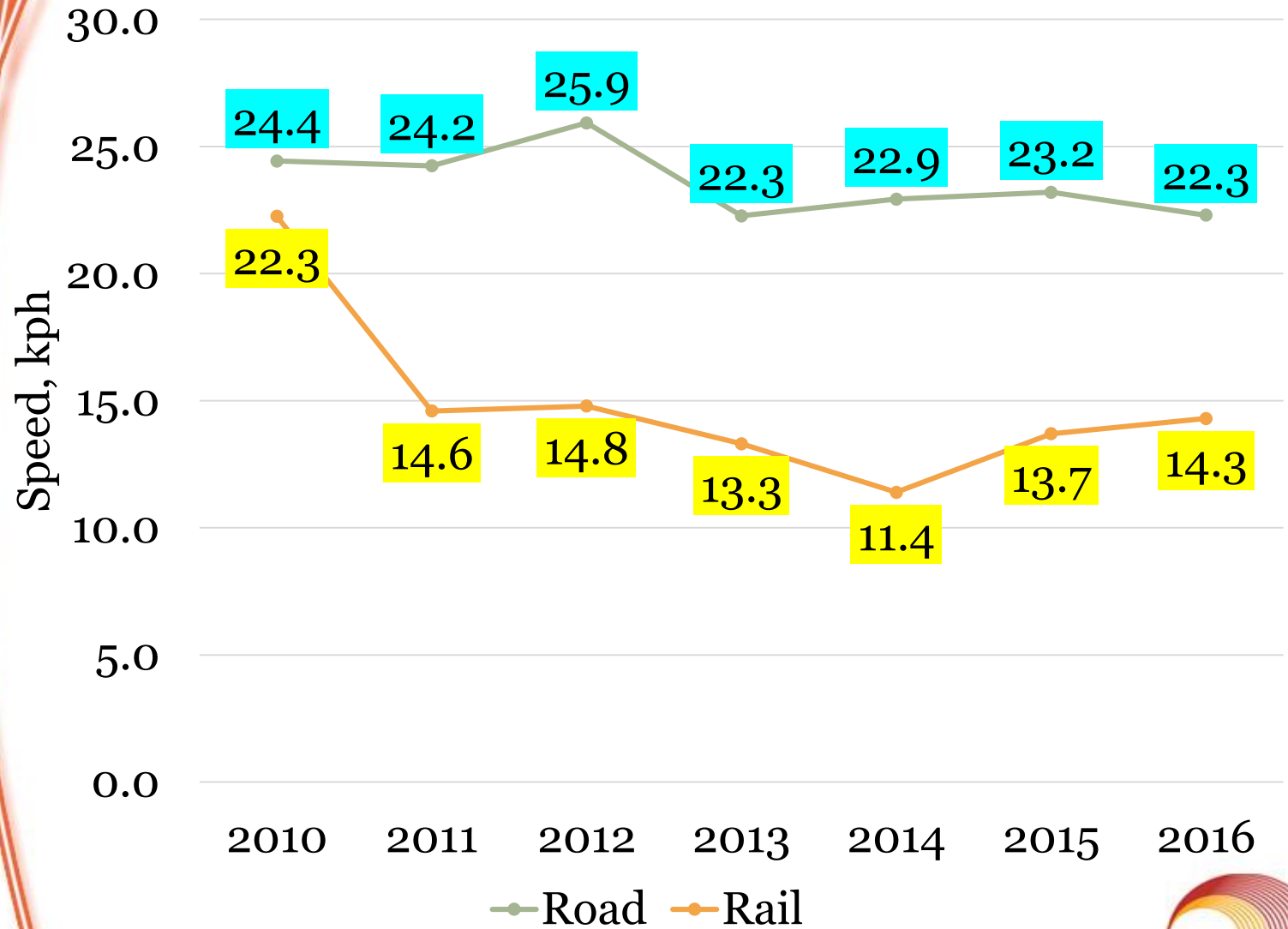
TFI3 : Average Total Transport Cost



Unofficial Cost

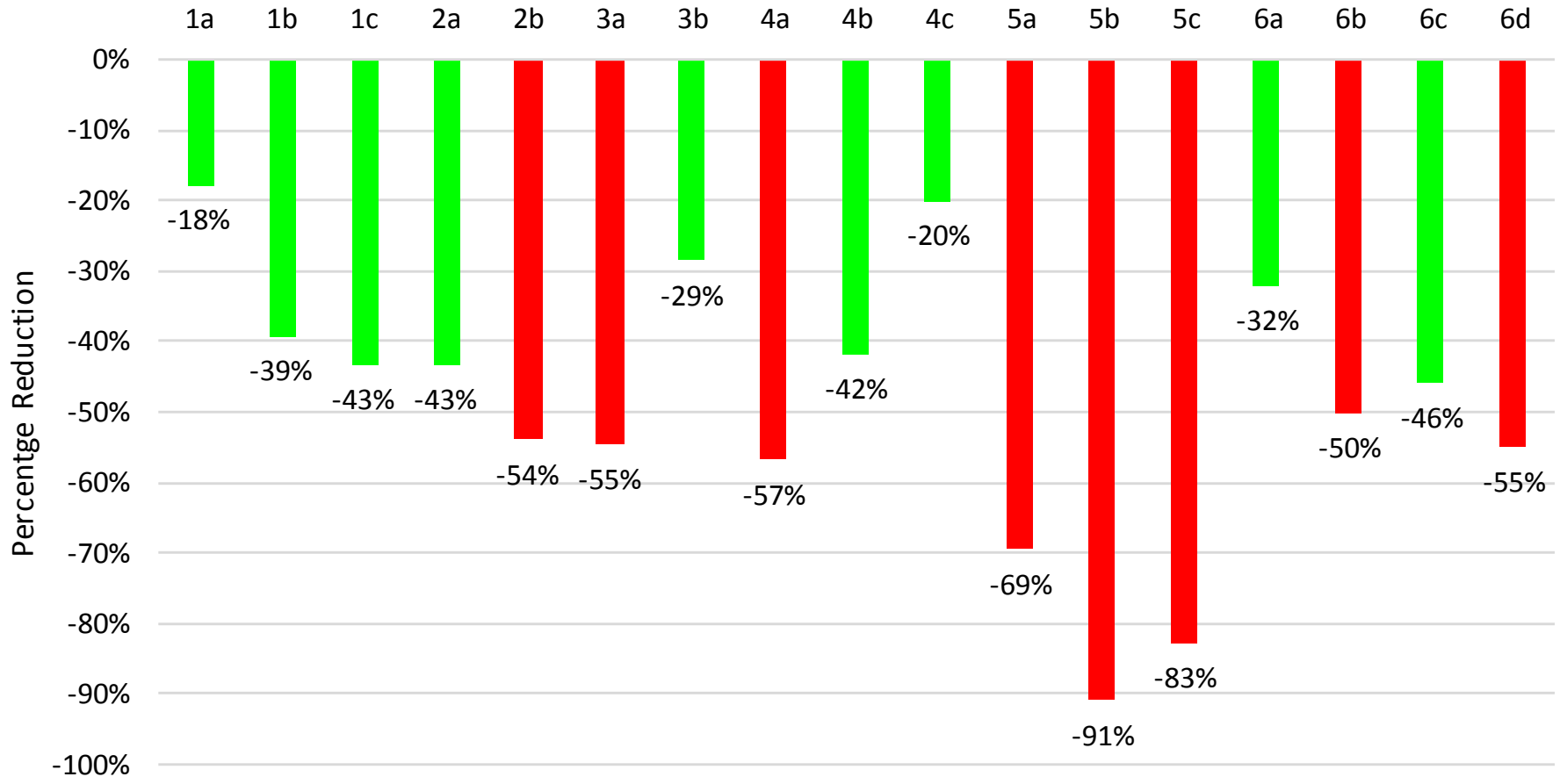
Activities	Count	Probability	Average Cost USD	Expected Cost
Customs Clearance	4,358	30%	\$115.75	\$34.95
Weight/Standard Inspection	2,540	27%	\$25.43	\$6.99
Health / Quarantine	2,351	26%	\$18.73	\$4.88
Visa/Immigration	1,155	12%	\$39.13	\$4.64
Border Security / Control	2,981	22%	\$18.57	\$4.13
Road Toll	2,857	8%	\$33.36	\$2.64
Veterinary Inspection	1,201	28%	\$9.16	\$2.58
Vehicle Registration	1,376	44%	\$5.31	\$2.33
Phytosanitary	1,633	22%	\$9.94	\$2.20
Emergency Repair	220	2%	\$41.65	\$0.95
Loading / Unloading	1,876	Less than 1%	\$91.82	\$0.05
Transport Inspection	1,903	Less than 1%	\$11.85	\$0.02
Police Checkpoint / Stop	3,136	Less than 1%	\$6.39	\$0.00
Escort / Convoy	234	Less than 1%	\$100.38	\$0.00
GAI/Traffic Inspection	1,836	Less than 1%	\$5.95	\$0.00
Waiting/ Queue	69	Less than 1%	\$5.38	\$0.00

TFI4 : Average Speed



...8 out of 17 sub-corridors suffered >50% drop in speed

Speed Reduction of Road Transport by Sub-Corridors, 2016



Summary of Bottlenecks
(Both Road and Rail)
Source : CPMM Annual Report 2016

Rail : 44.4 hours

Dostyk (KAZ)

Inbound Corridor 1, 2

Rail : 20.2 hours

Alashankou (PRC)

Outbound Corridor 1, 2

Rail : 20.6 hours

Zamyn Uud (MON)

Inbound Corridor 4

Rail : 45.3 hours

Erenhot (PRC)

Inbound Corridor 4

Road : 39.7 hours

Shirkhan Bandar (AFG)

Inbound Corridor 2, 5, 6

Road : 9.4 hours

Shirkhan Bandar (AFG)

Outbound Corridor 2, 5, 6

Road : 7.0 hours

Rail : 22.7 hours

Khorgos (PRC)

Outbound Corridor 1

Rail : 54.0 hours

Altynkol (KAZ)

Inbound Corridor 1

Road : 42.7 hours

Spin Buldak (AFG)

Inbound Corridor 5, 6

Road : 59.5 hours

Chaman (PAK)

Outbound Corridor 5, 6

Road : 31.1 hours

Torkham (AFG)

Inbound Corridor 5, 6

Road : 34.7 hours

Peshawar (PAK)

Outbound Corridor 5, 6

Road : 18.8 hours

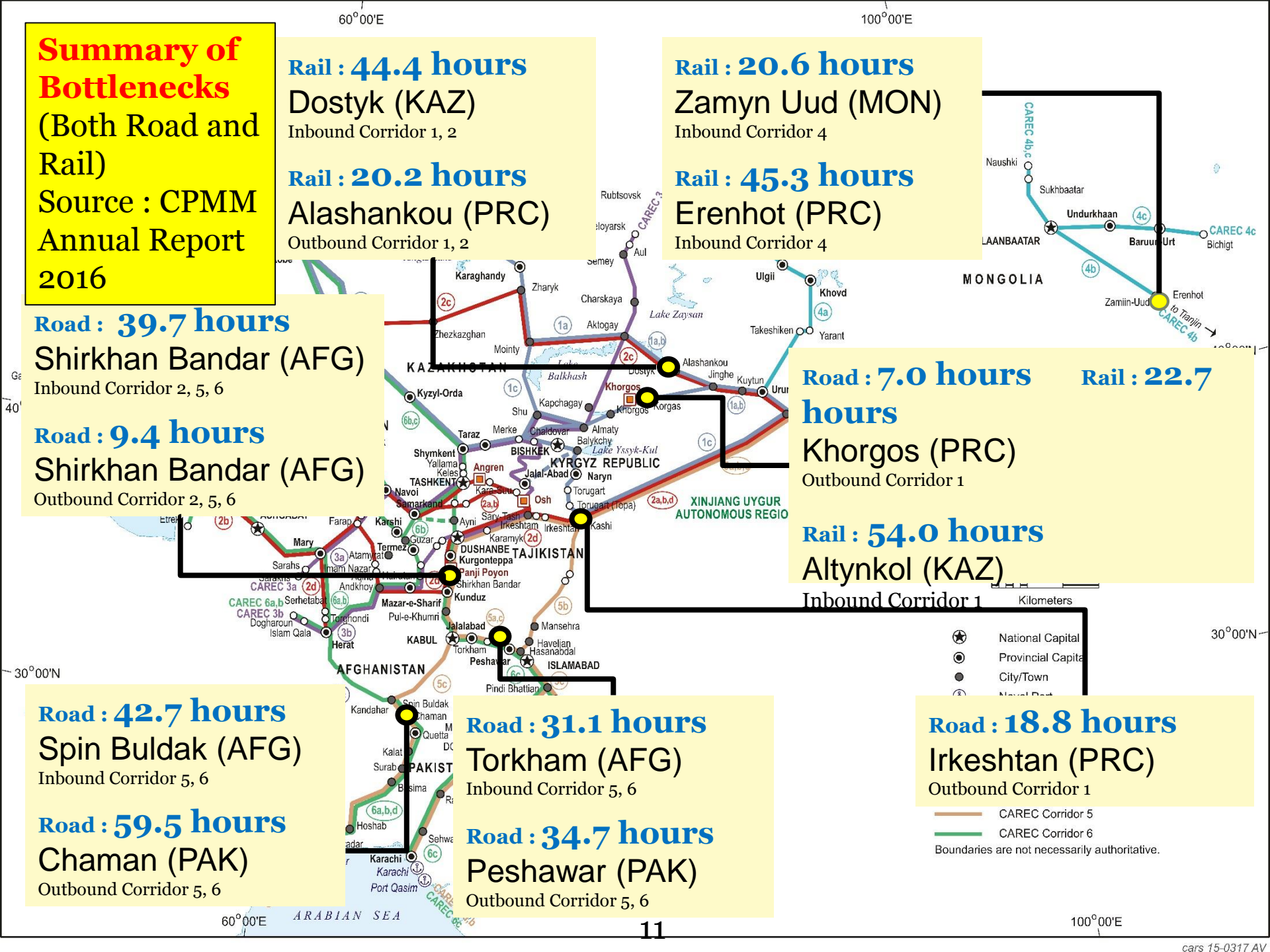
Irkeshtan (PRC)

Outbound Corridor 1

CAREC Corridor 5

CAREC Corridor 6

Boundaries are not necessarily authoritative.



Road : \$261
Farap (TKM)
 Inbound Corridor 2, 3

Rail : \$299
Towraghondi (AFG)

Summary of High Cost Border Points
 (Both Road and Rail)
 Source : CPMM Annual Report 2015

Road : \$99
Spin Buldak (AFG)
 Inbound Corridor 5, 6

Road : \$125
Chaman (PAK)
 Outbound Corridor 5, 6

Road : \$224
Yarant (MON)
 Inbound Corridor 4

Road : \$222
Takehshiken (PRC)
 Outbound Corridor 4

Rail : \$267
Erenhot (PRC)
 Inbound Corridor 4

Rail : \$486
Dostyk (KAZ)
 Inbound Corridor 1

Road : \$332 **Rail : \$638**
Khorgos / Altynkol (KAZ)
 Inbound Corridor 1

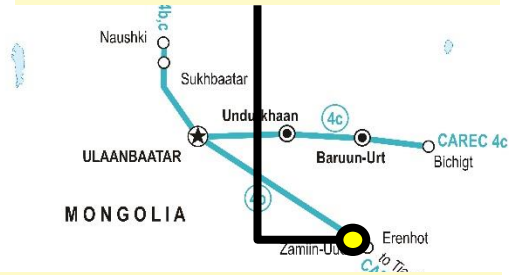
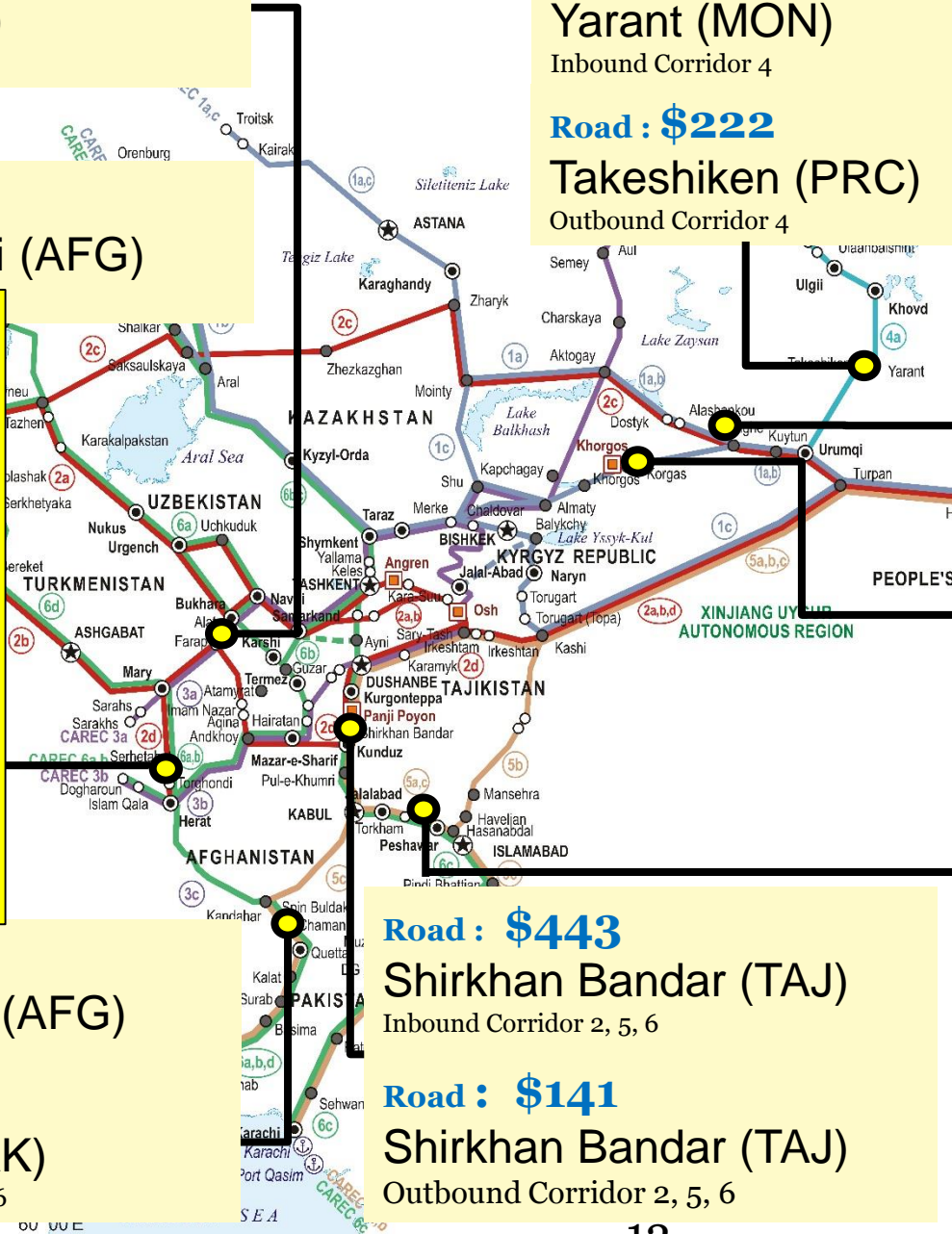
Road : \$599
Khorgos (PRC)
 Outbound Corridor 1

Road : \$443
Shirkhan Bandar (TAJ)
 Inbound Corridor 2, 5, 6

Road : \$141
Shirkhan Bandar (TAJ)
 Outbound Corridor 2, 5, 6

Road : \$219
Torkham (AFG)
 Inbound Corridor 5, 6

Road : \$303
Peshawar (PAK)
 Outbound Corridor 5, 6



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CAREC Corridor 1 (Speed Map) “Western China-Western Europe”



SWOD

- Below or 30 kph
- 31 to 40 kph
- 41 to 50 kph
- 51 kph and Above

Observations

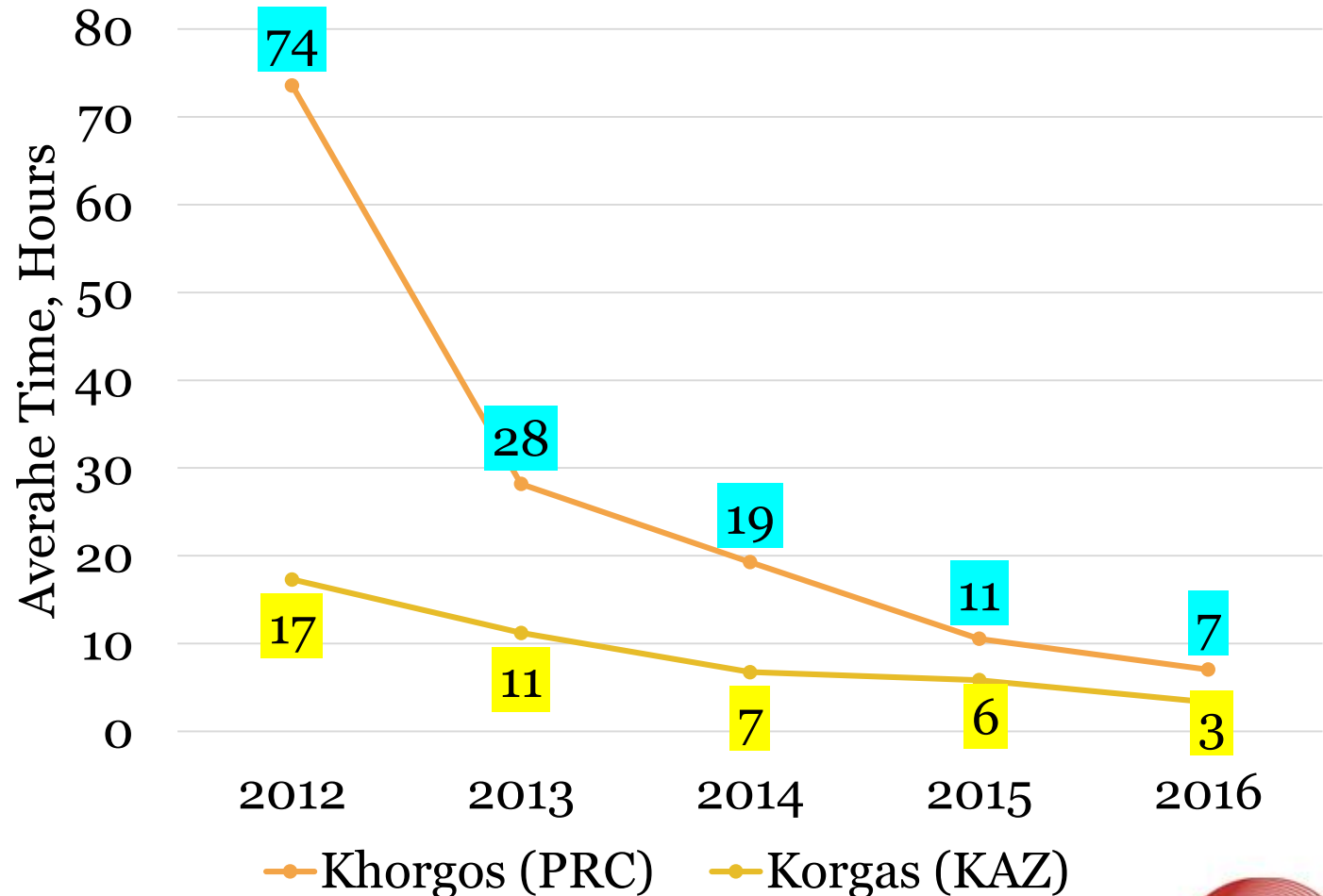
1. Truck speeds are rapid in PRC section as well as the trunk road from Almaty to Astana.
2. Road rehabilitation and improvement can increase speeds in KGZ and western part of KAZ.

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply, on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.

cars 14-2541a AV

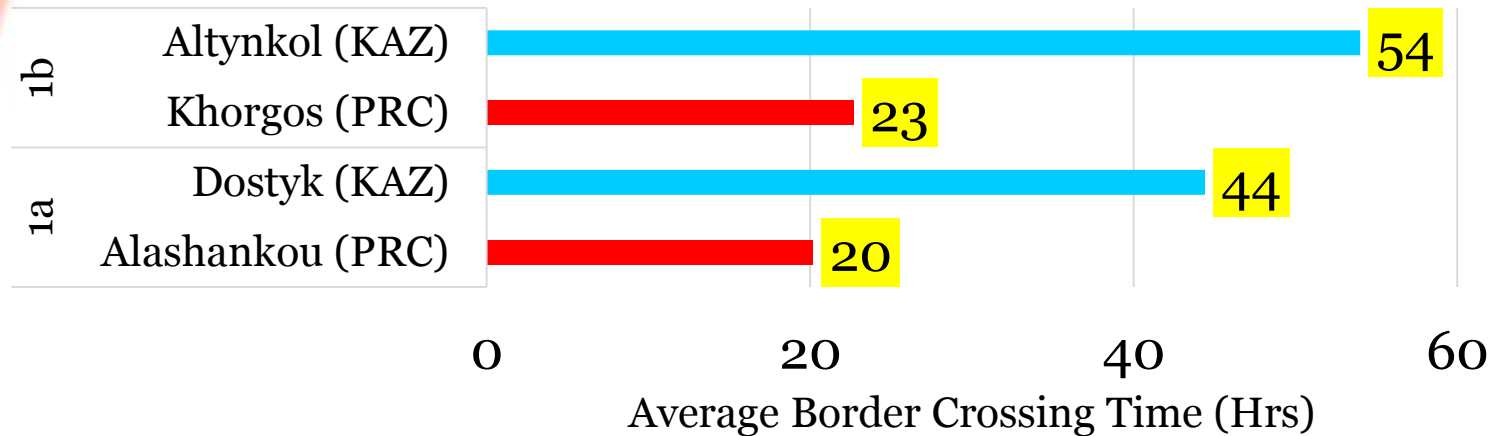
...Khorgos has shown consistent improvement

Average Road Border Crossing Time at Khorgos
(2012-2016)

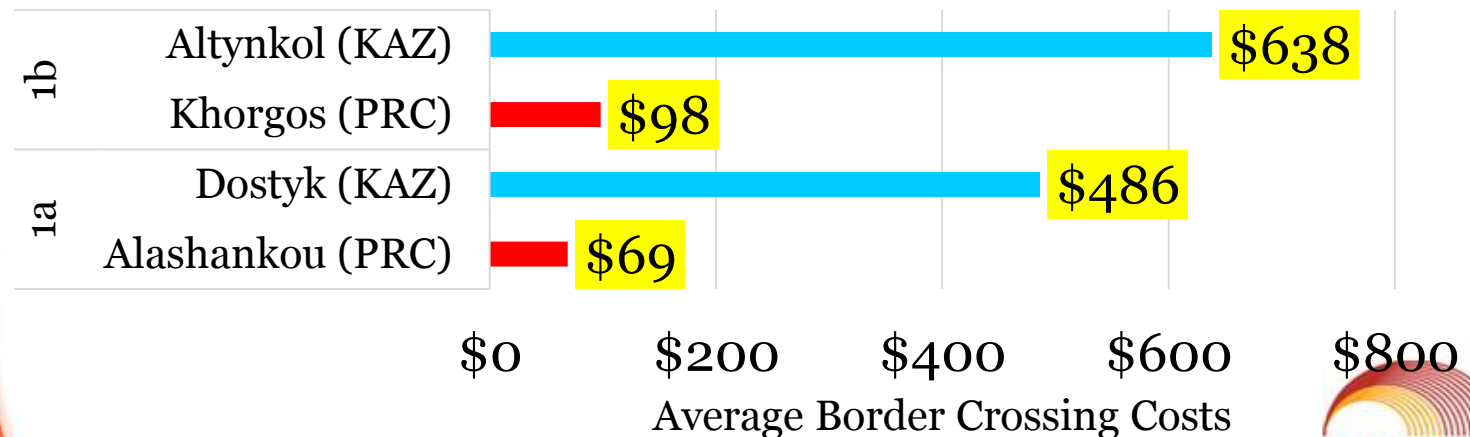


Comparing 1a and 1b (Rail)

Comparisons of BCPs Delays at 1a and 1b (2016)

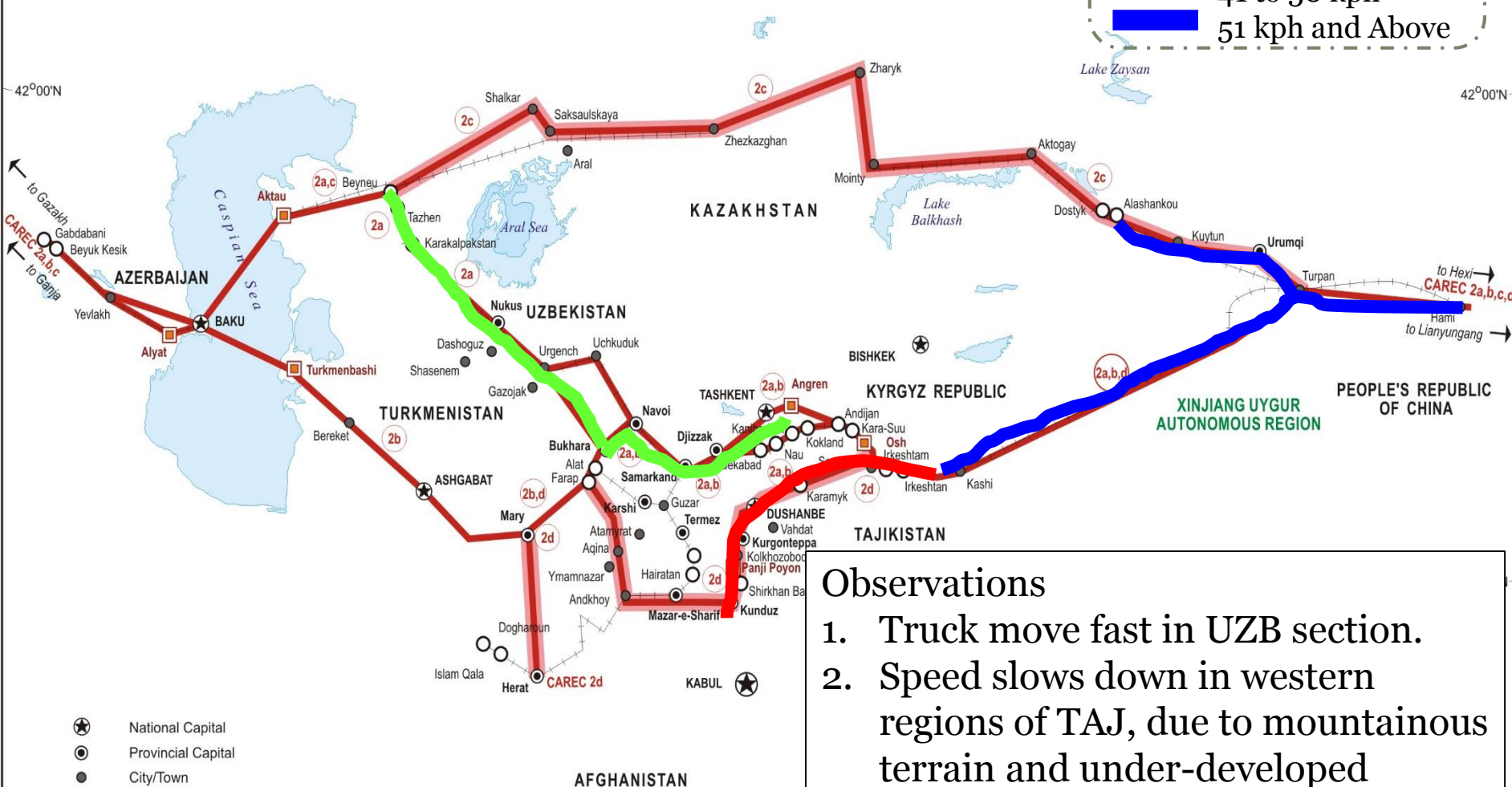
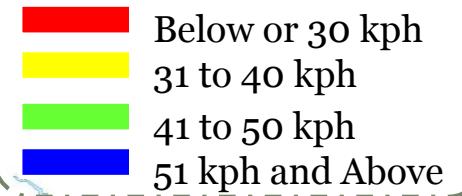


Comparisons of BCPs Costs at 1a and 1b (2016)



CAREC Corridor 2 (Speed Map) "Trans-Caspian"

SWOD



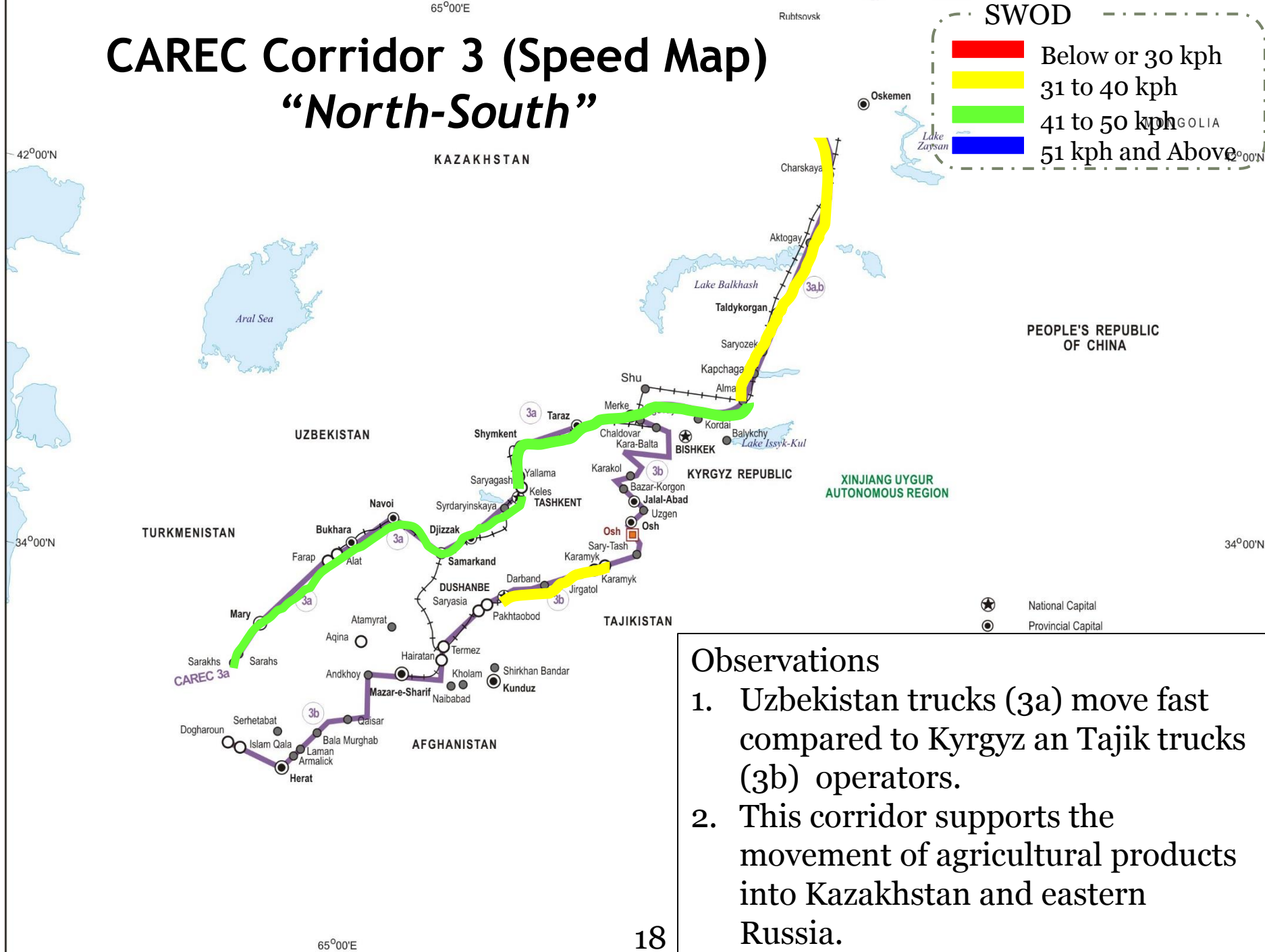
- ★ National Capital
- ⊙ Provincial Capital
- City/Town
- Proposed CAREC Logistics Centres
- CAREC Corridor 2
- Corridor Extension
- ++++ Railway
- Boundaries are not necessarily authoritative.

Observations

1. Truck move fast in UZB section.
2. Speed slows down in western regions of TAJ, due to mountainous terrain and under-developed infrastructure.

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CAREC Corridor 3 (Speed Map) “North-South”



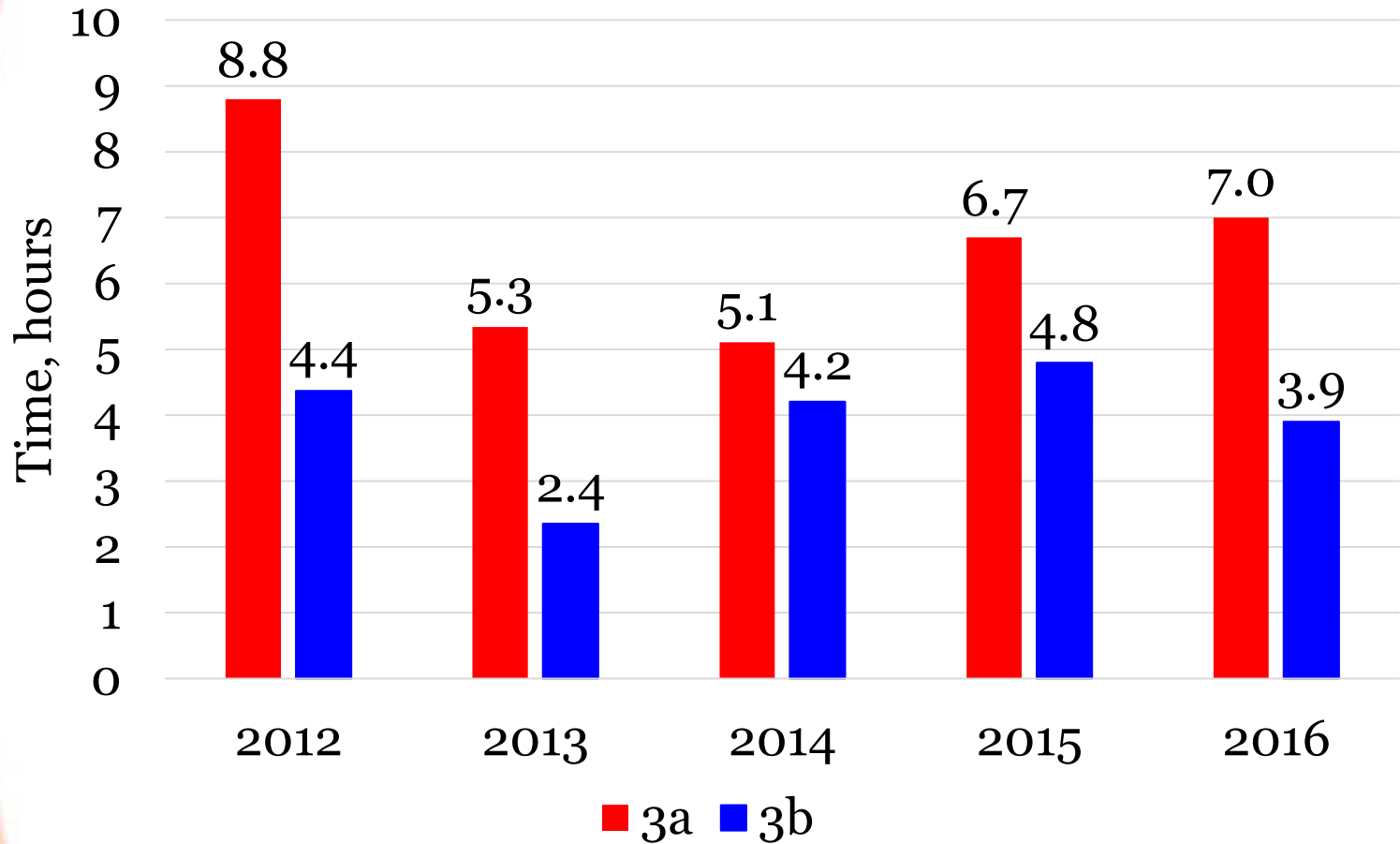
SWOD

- Below or 30 kph
- 31 to 40 kph
- 41 to 50 kph
- 51 kph and Above

- ### Observations
1. Uzbekistan trucks (3a) move fast compared to Kyrgyz and Tajik trucks (3b) operators.
 2. This corridor supports the movement of agricultural products into Kazakhstan and eastern Russia.

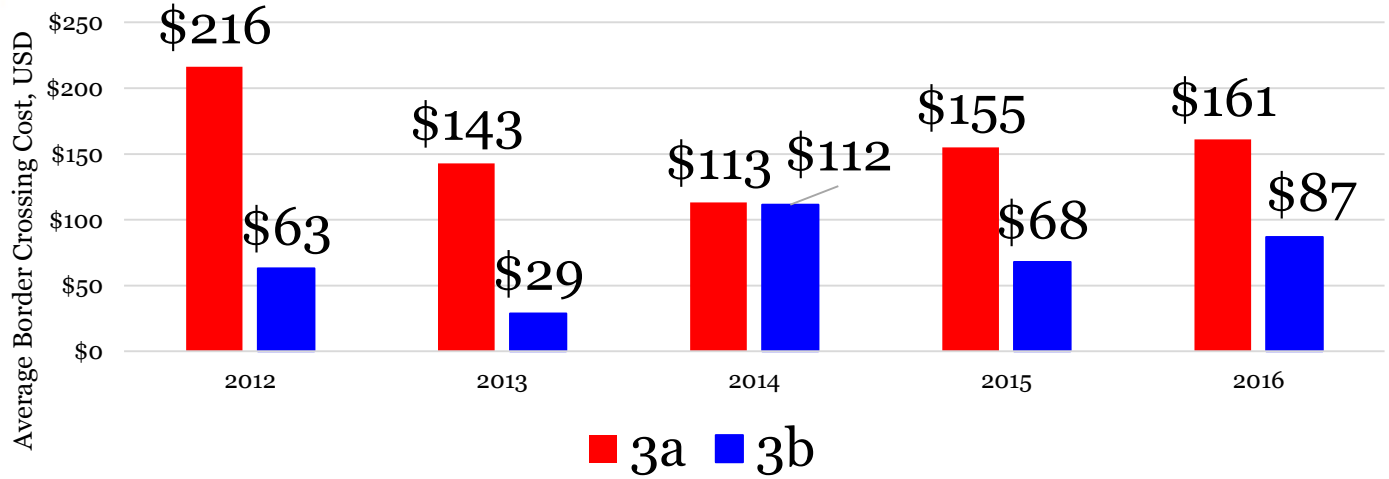
... Border Crossing time at 3a is longer

Comparing Border Crossing Times of 3a and 3b
(2012-2016)

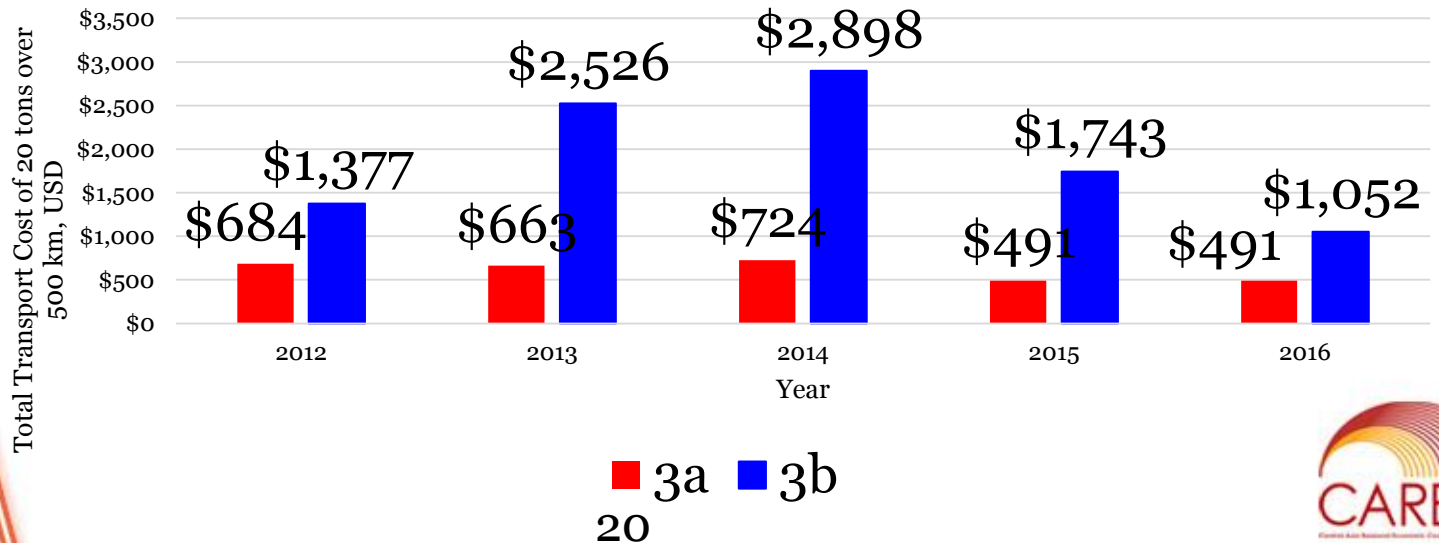


... Costly to Cross 3a BCP, but is cheaper overall!

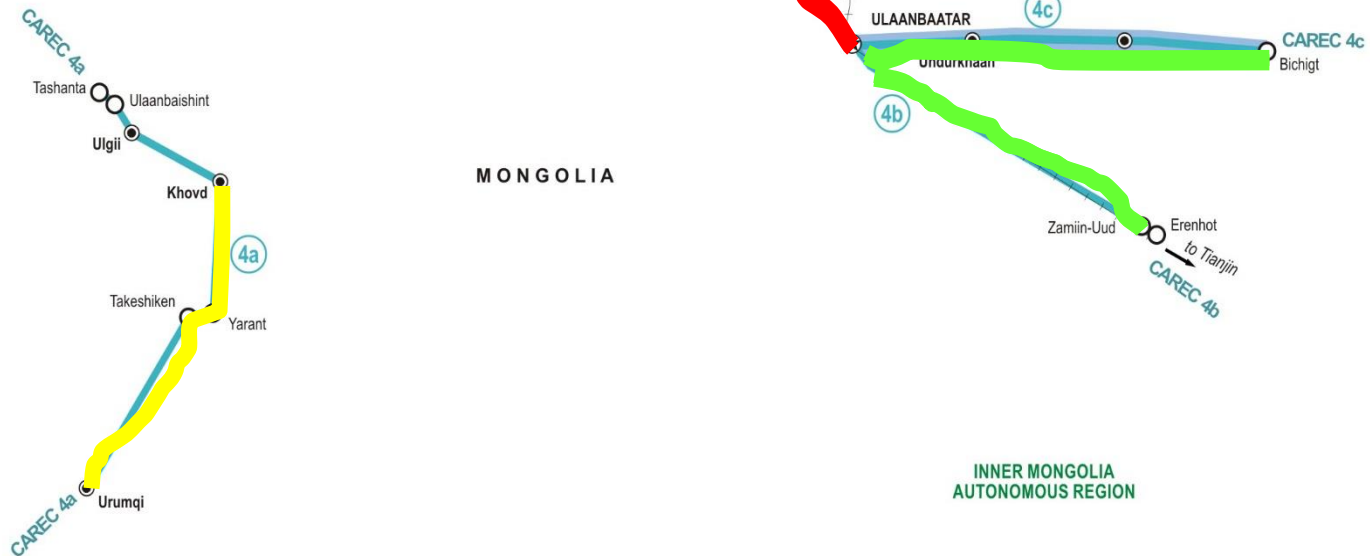
Comparing Border Crossing Costs of 3a and 3b (2012-2016)



Comparing Transport Costs of 3a and 3b (2012-2016)



CAREC Corridor 4 (Speed “Trans-Mongolian Corridor”

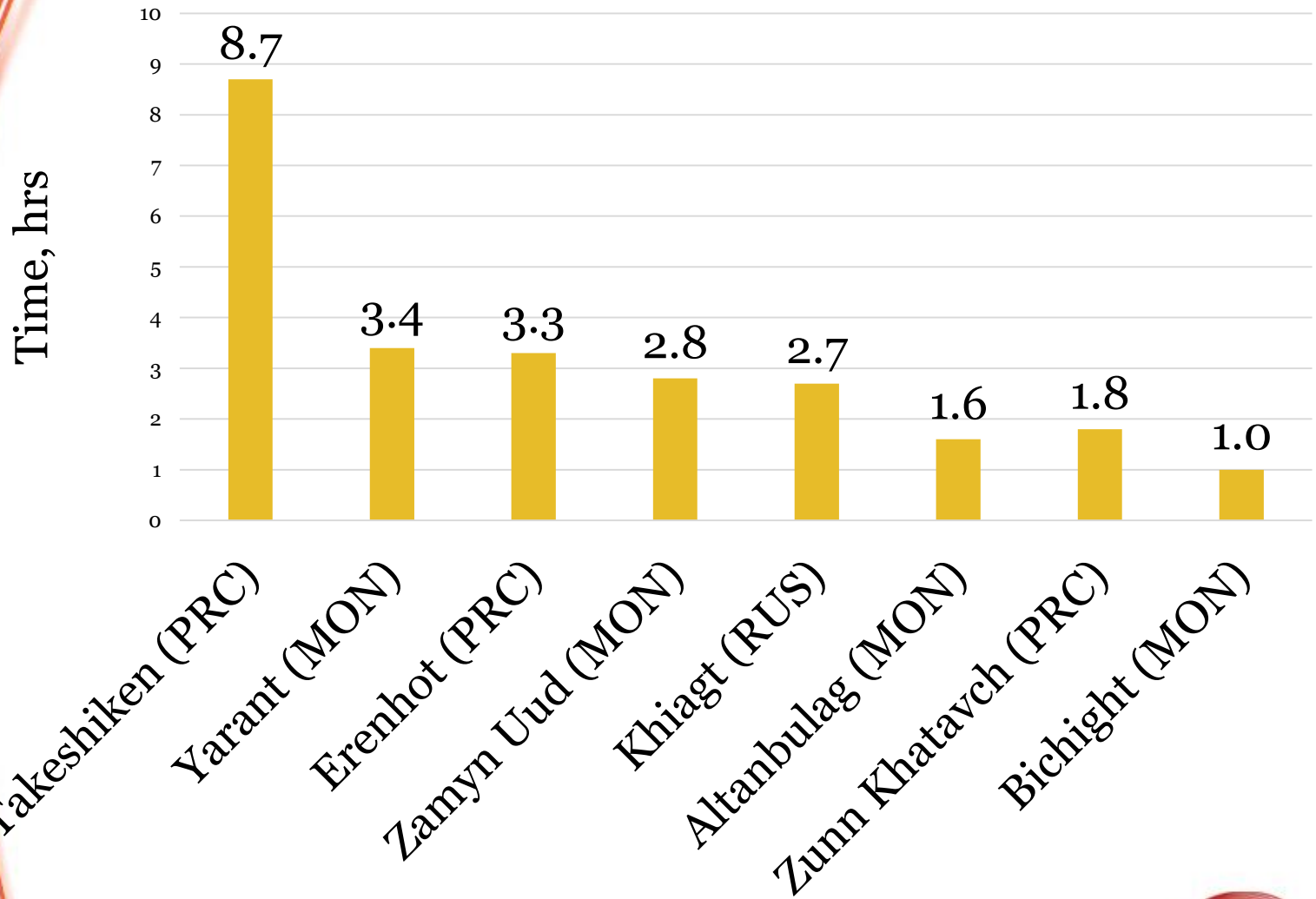


Observations

1. In 2016, all three sub-corridors 4a, 4b and 4c were covered.
2. Along 4a, shipment of coal from Mongolia to China were studied.
3. 4b continued to be the most active corridor.

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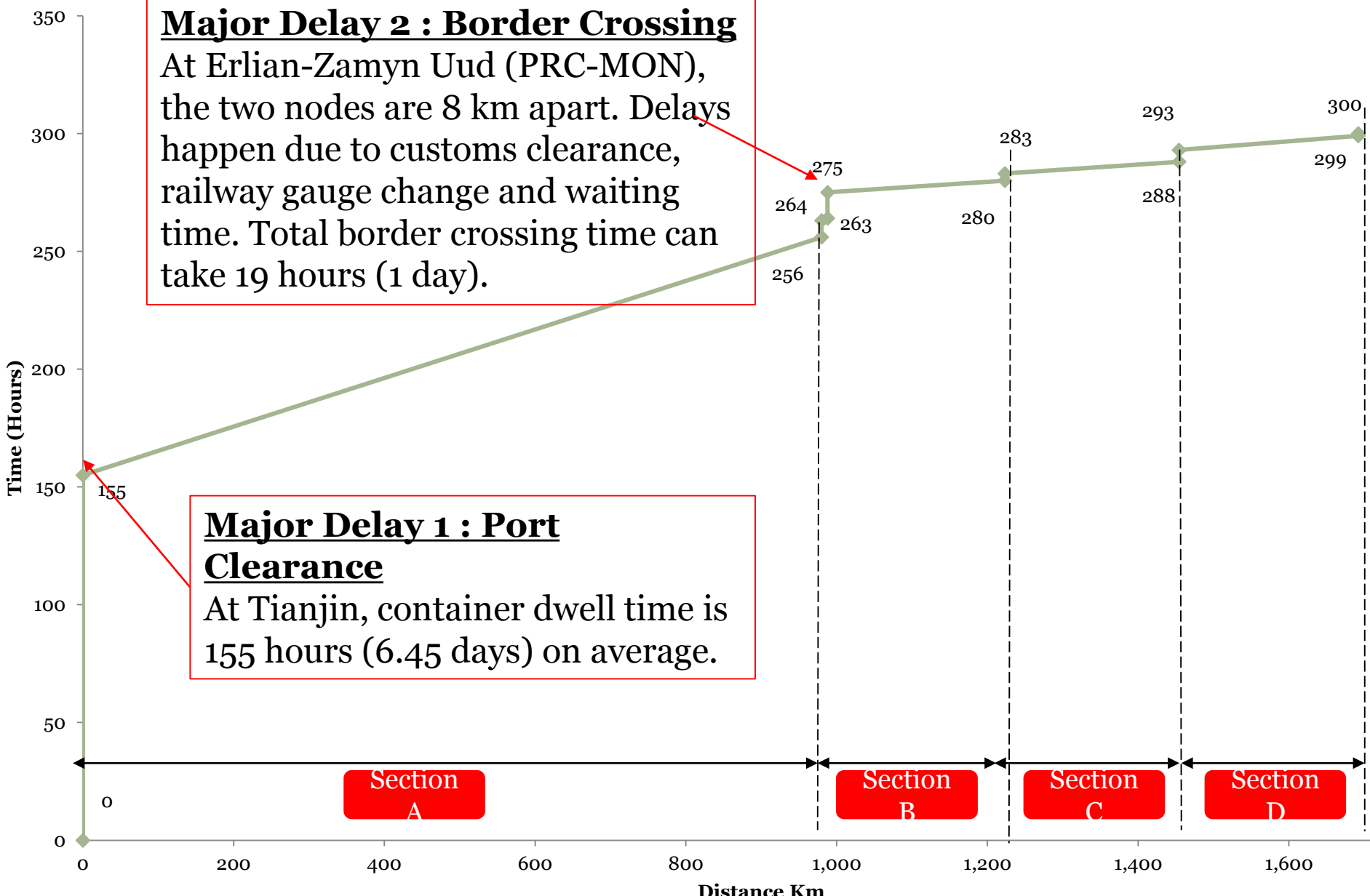
Comparing Border Crossing Time



Rail Movement from Tianjin to Ulaan Baatar

Major Delay 2 : Border Crossing
At Erlian-Zamyn Uud (PRC-MON), the two nodes are 8 km apart. Delays happen due to customs clearance, railway gauge change and waiting time. Total border crossing time can take 19 hours (1 day).

Major Delay 1 : Port Clearance
At Tianjin, container dwell time is 155 hours (6.45 days) on average.



CAREC Corridor 5 (Speed Map)

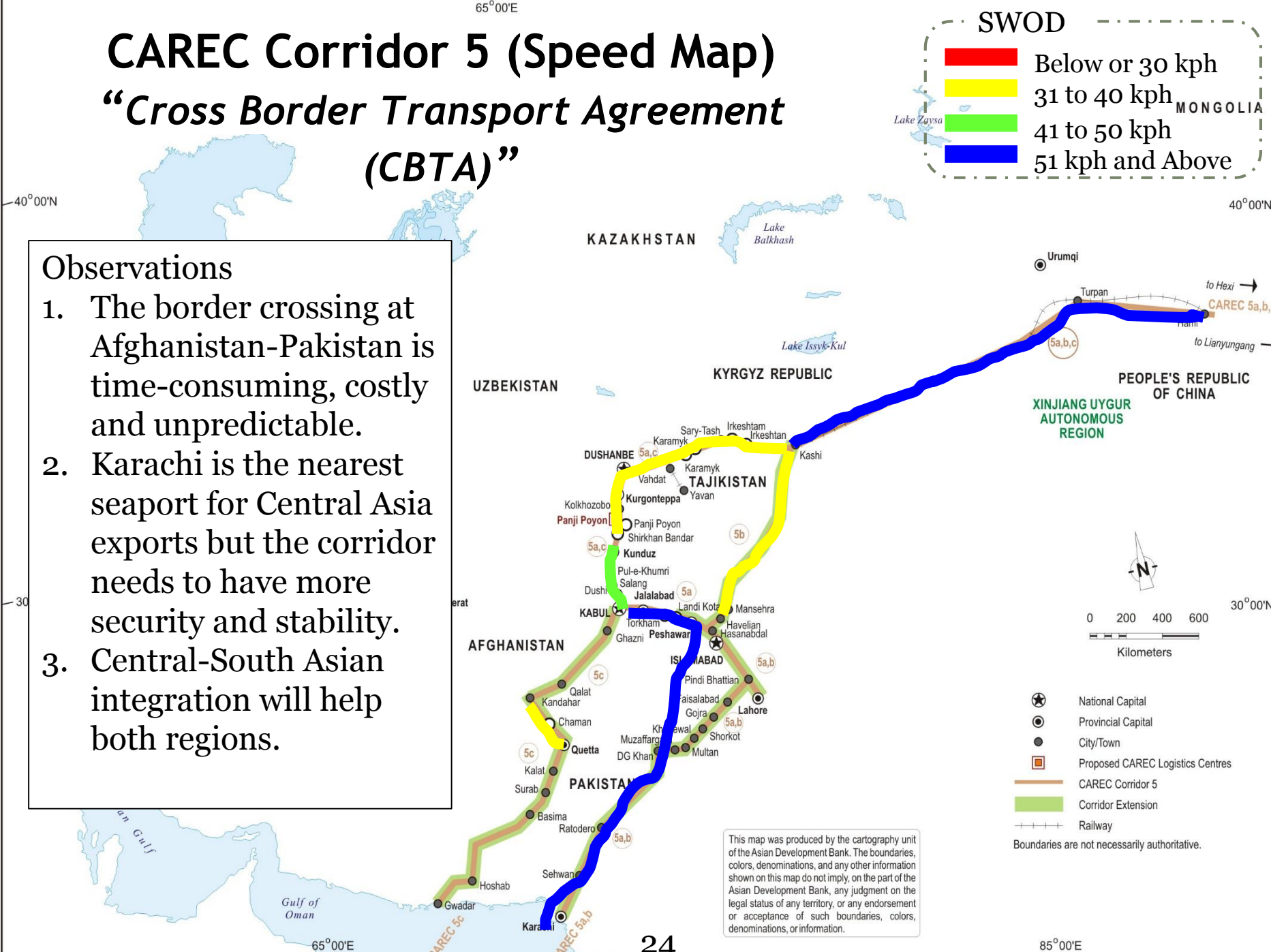
“Cross Border Transport Agreement (CBTA)”

SWOD

- Below or 30 kph
- 31 to 40 kph
- 41 to 50 kph
- 51 kph and Above

Observations

1. The border crossing at Afghanistan-Pakistan is time-consuming, costly and unpredictable.
2. Karachi is the nearest seaport for Central Asia exports but the corridor needs to have more security and stability.
3. Central-South Asian integration will help both regions.



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Afghanistan-Pakistan border : Unpredictability

	Border Crossing Point	Q4 2016	Q1 2017	% increase
1	Peshawar (PAK)	37.0	57.2	54.6%
2	Chaman (PAK)	63.0	77.4	22.8%
3	Spin Buldak (AFG)	32.6	42.5	30.3%

Border crossing performance at Corridor 5 is affected by the Afghanistan-Pakistan border. In Q1 2017, border closure by Pakistan authorities resulted in a substantial increase of border crossing time.

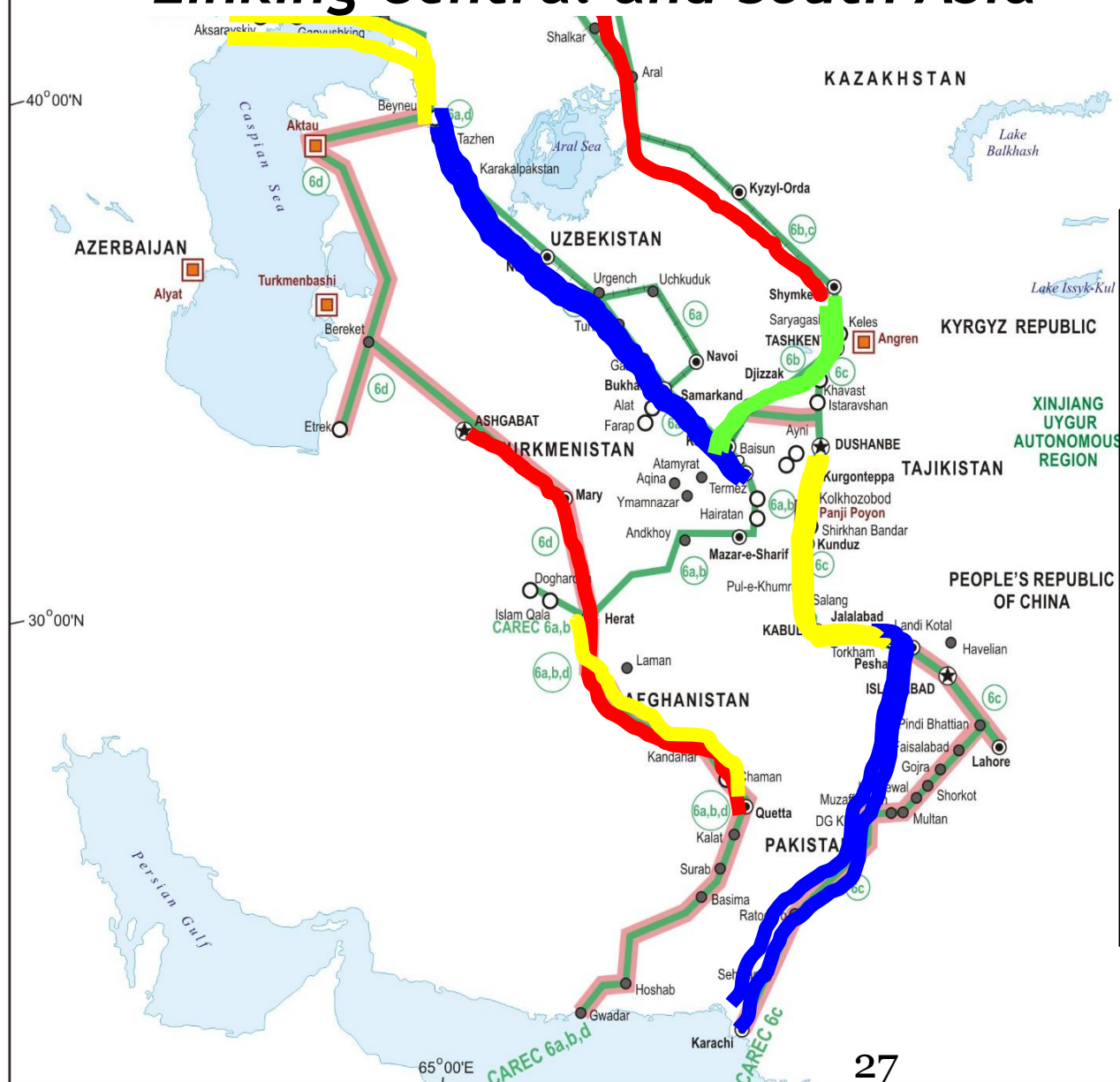
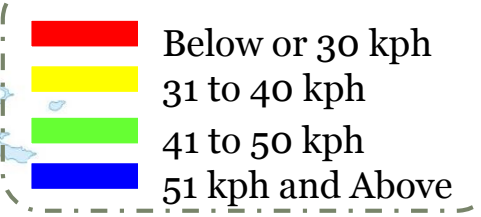
China Exports to Tajikistan : 3 Options

Comparisons	Route A (Karamyk)	Route B (Batken)	Route C (Kulma)
Distance (km)	869	1,298	1,410
Number of Days	3 days	4 days	4 days
Total Cost	\$5,200	\$5,300	\$3,500
Cost per 500 km	\$2,992	\$2,042	\$1,241

CAREC Corridor 6 (Speed Map)

“Linking Central and South Asia”

SWOD

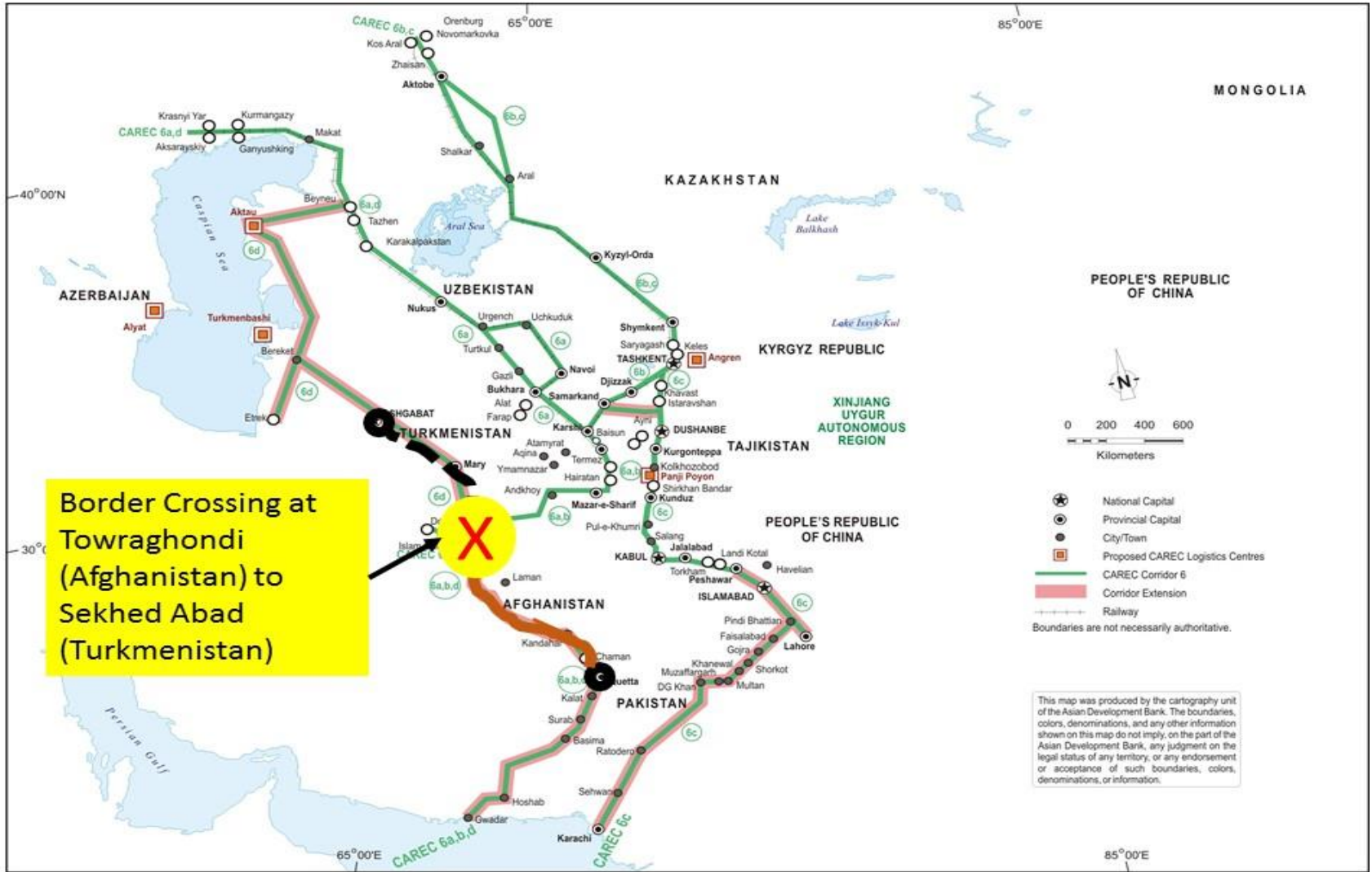


Observations

1. Uzbek operators actively shipped goods from and to Russia.
2. 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.

denominations, or information.

Pakistan-Afghanistan-Turkmenistan



Border Crossing at Towraghondi (Afghanistan) to Sekhed Abad (Turkmenistan)

OPS 14/25/11 AV

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- ❖ There are still several impediments to the free flow of goods across border in Central Asia.
- ❖ Road and rail face different sets of constraints.
- ❖ Within the core Central Asia Republics, challenges are smaller. However, developments such as the Eurasian Economic Union can result in new regulations and constraints.
- ❖ Central Asia and South Asia inter-regional trade needs to overcome barriers in transport, transit and trade facilitation. Despite the challenges, this is important due to access to seaports.

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- ❖ The last revision was 2013.
- ❖ So far new associations have joined and new transit developments and routes have emerged.
- ❖ There may be a need to revise the template and the methodology.
- ❖ CPMM is so far transport dominated. Can CPMM be extended to study entire value chain? Can CPMM be revised to study trade related procedures that can help to increase exports?
- ❖ Please give us your views.

Reminder to All CPMM Partners

- ❖ Please check the data and the Dashboard in the Excel spreadsheet before sending the files to international consultants.
- ❖ Please respond to questions immediately.
- ❖ If the questions are not answered on time, the samples can be rejected, which affects your payment.
- ❖ Associations performance is monitored on a six months duration. ADB reserves the right to vary the number of samples allocated to each association.
- ❖ Please enter additional information inside the textbox provided in the Excel spreadsheet to explain the data if necessary.

THANK YOU!