

CPMM 2011 – Findings

**Corridor Performance Measurement and
Monitoring (CPMM)
Quarter 1 2011 (January to March)**

**10 August 2011
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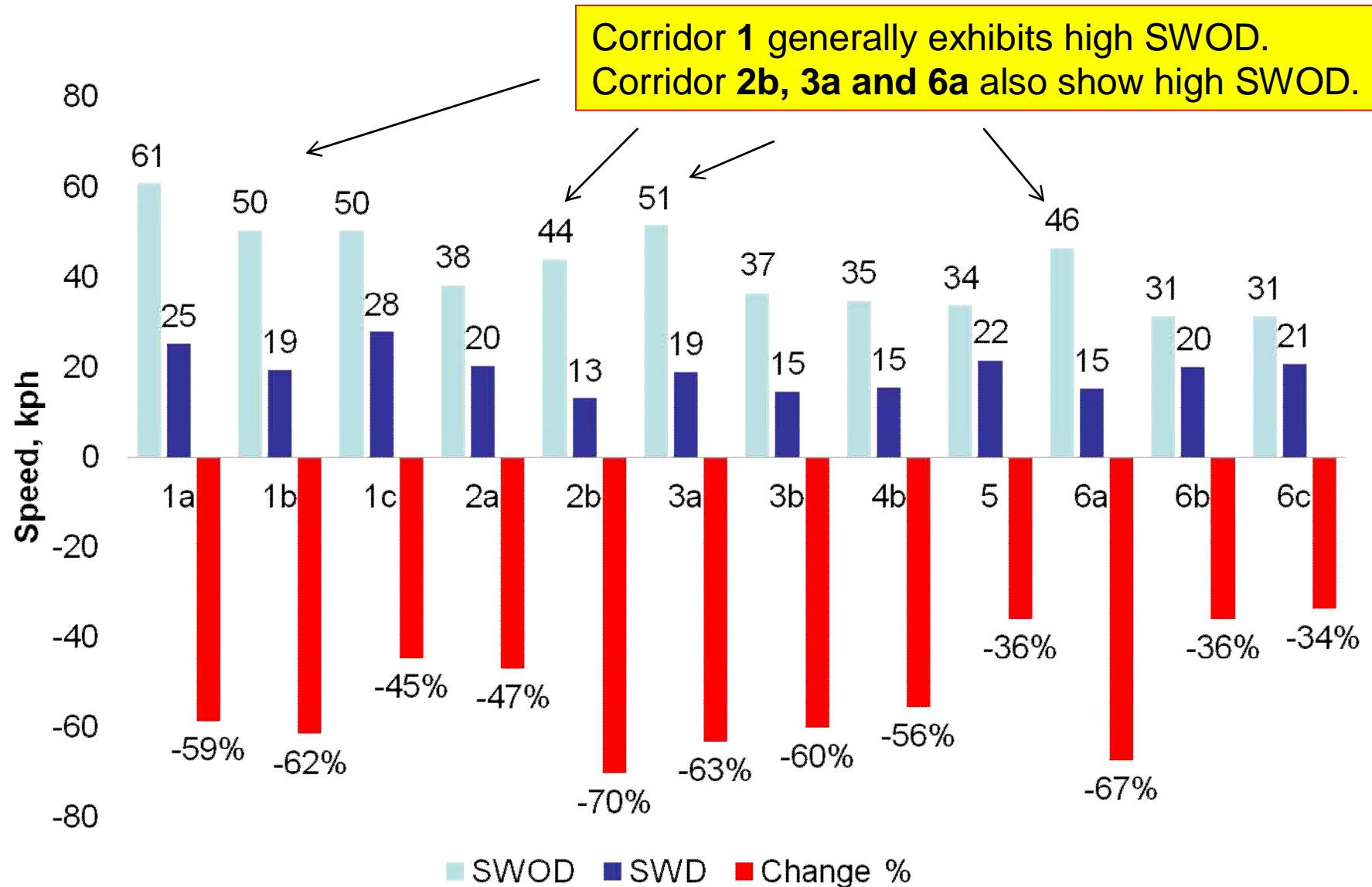
CPMM Partners

Country	Association(s)
Afghanistan	AAFFCO
Azerbaijan	ABADA
Kazakhstan	KFFA
Kyrgyz Republic	FOA, ASMAP, FFA
Mongolia	MNCCI / NTTFC
	NARTAM
PRC	CIFA
	IMLA
	XULA
Tajikistan	ABBAT
Uzbekistan	AIRCUZ, ABDL

Objectives of CPMM

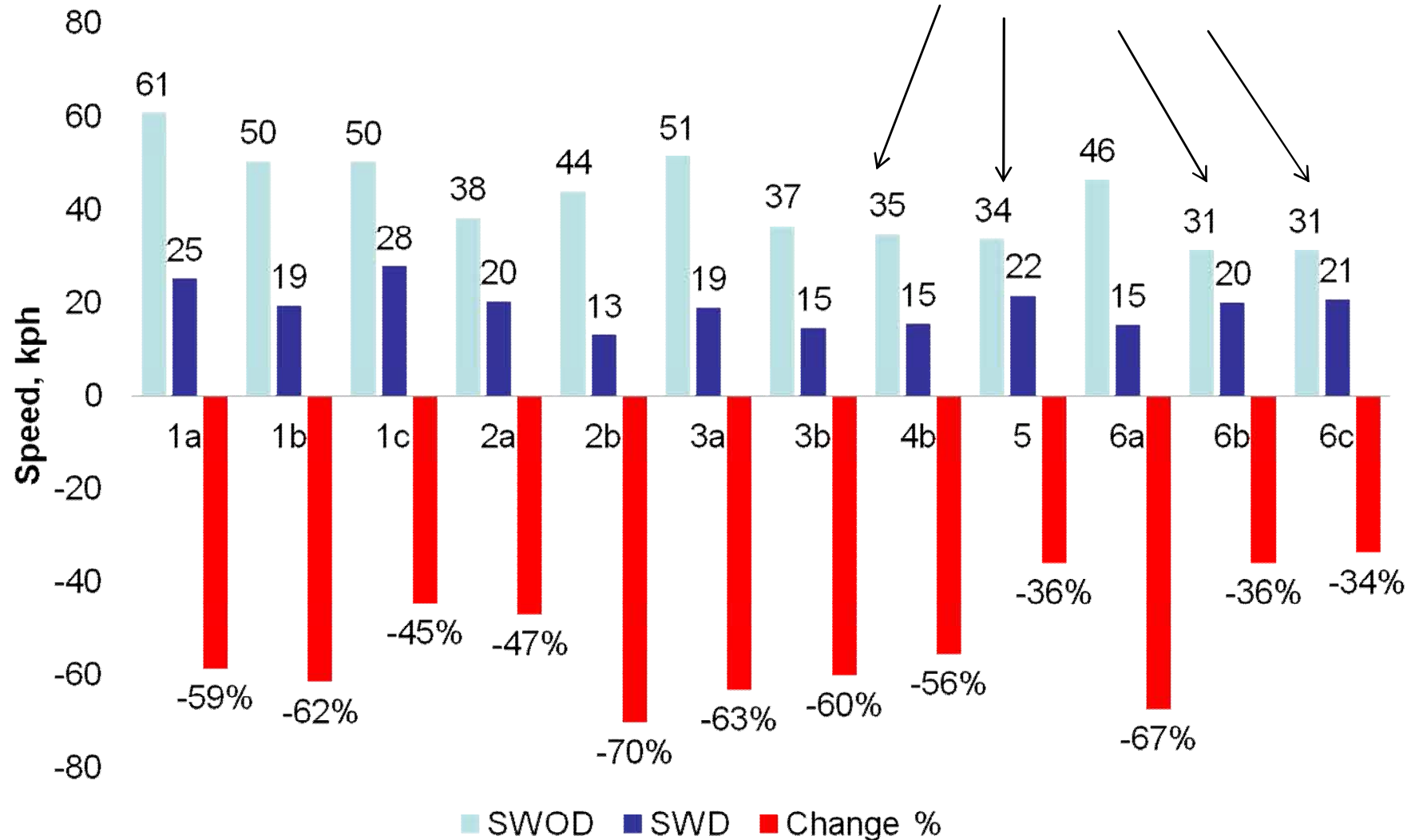
1. To compare the relative performance of cargo transport over different CAREC corridors.
2. To identify the border crossing points (BCPs) that are difficult to cross.
3. To determine the causes of long delays at BCPs.
4. To understand the movement of cargo in Central Asia.

Comparisons of Speeds Along Sub-Corridors (Road)



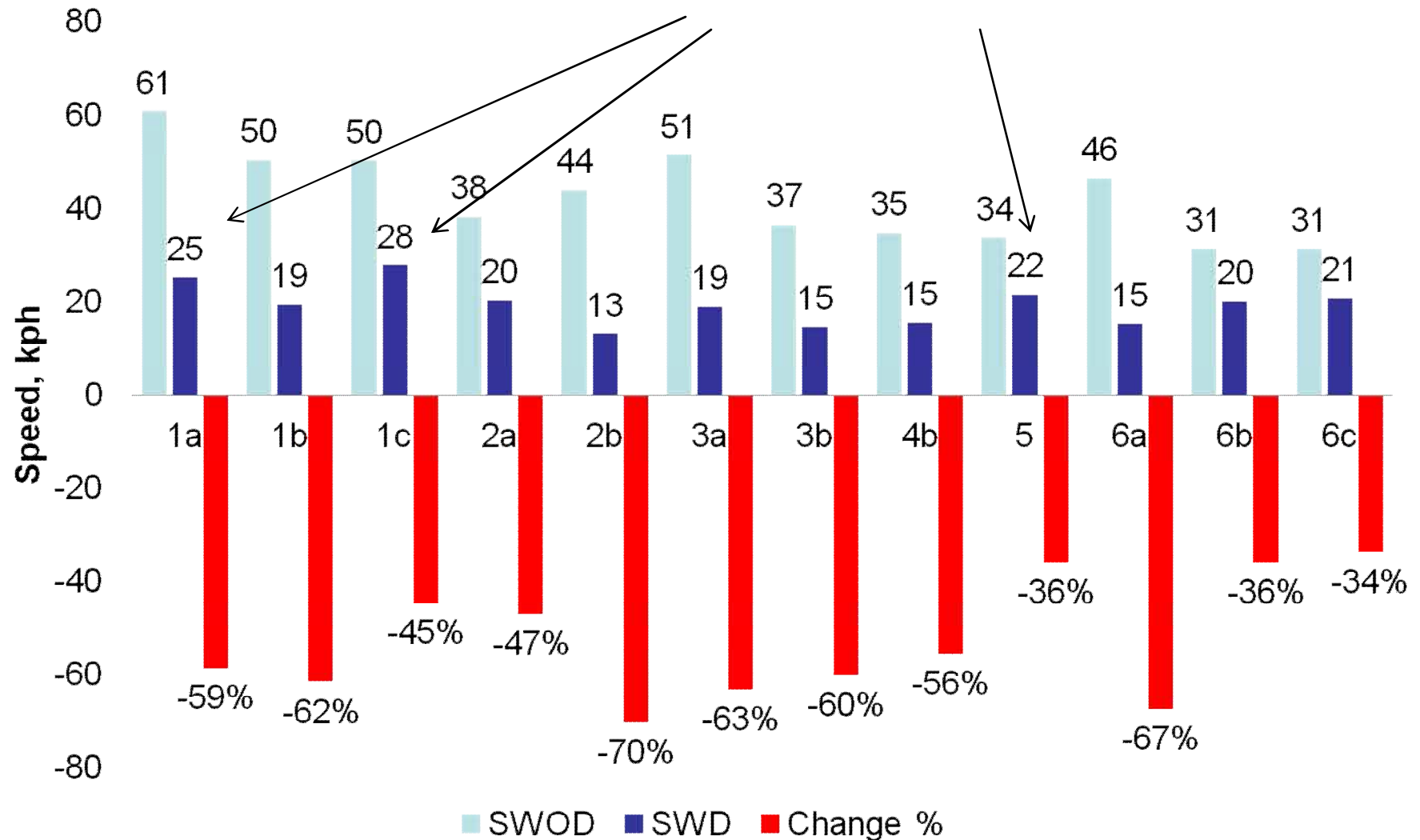
Comparisons of Speeds Along Sub-Corridors (Road)

Corridor 4b, 5, 6b and 6c show low SWOD.



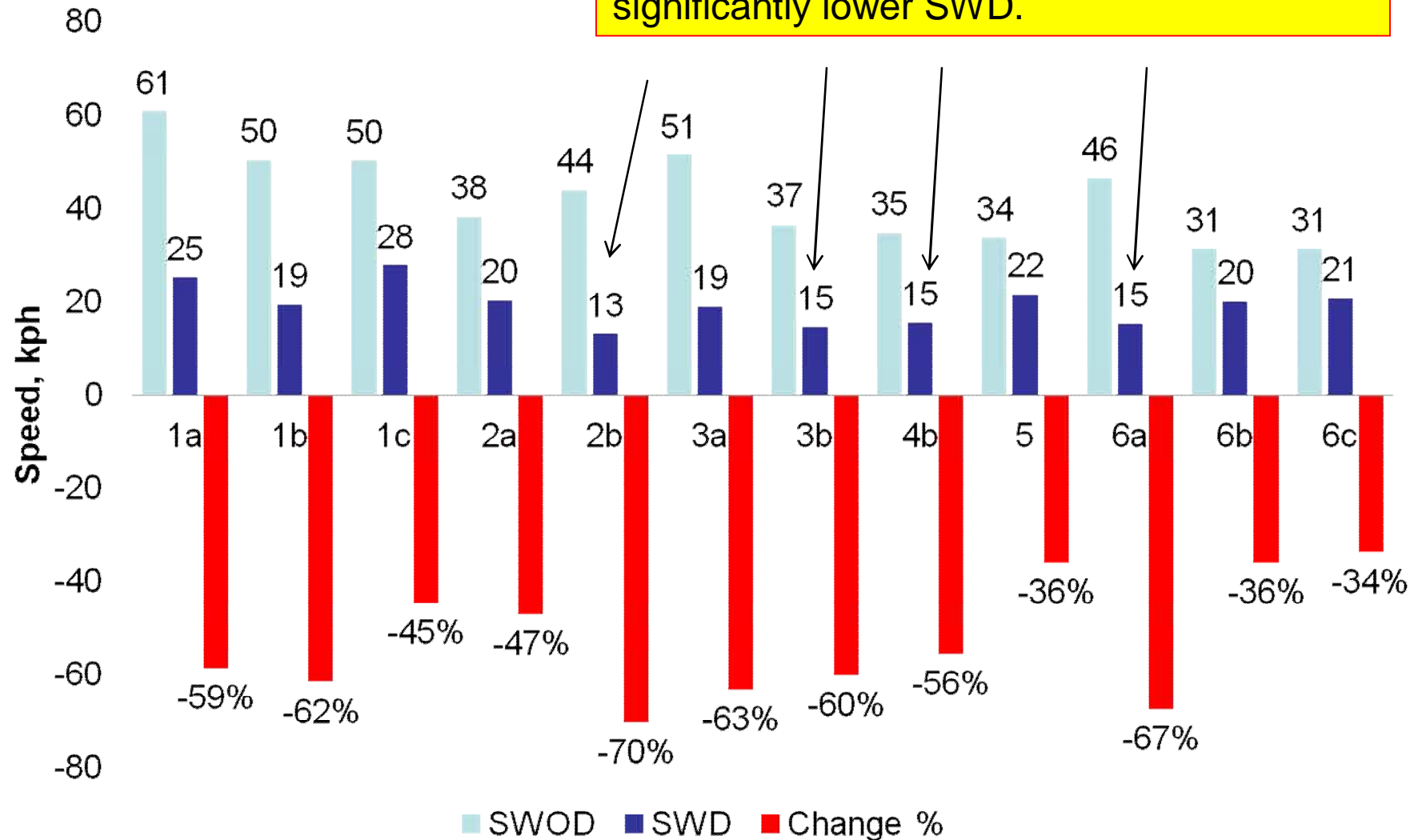
Comparisons of Speeds Along Sub-Corridors (Road)

Corridor 1a, 1c, and 5 show relatively high SWD.

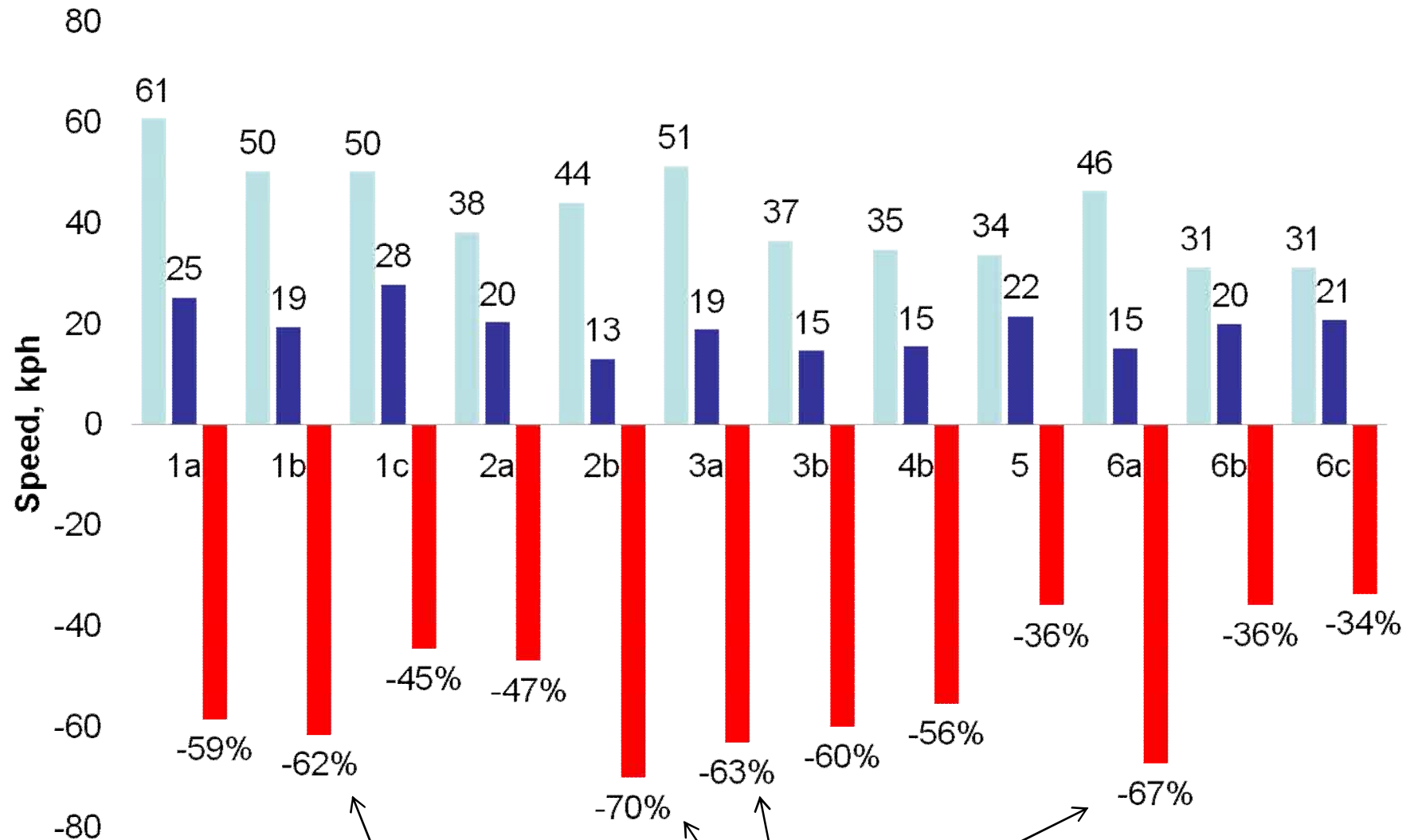


Comparisons of Speeds Along Sub-Corridors (Road)

Corridor 2b, 3b, 4b and 6a show significantly lower SWD.



Comparisons of Speeds Along Sub-Corridors (Road)



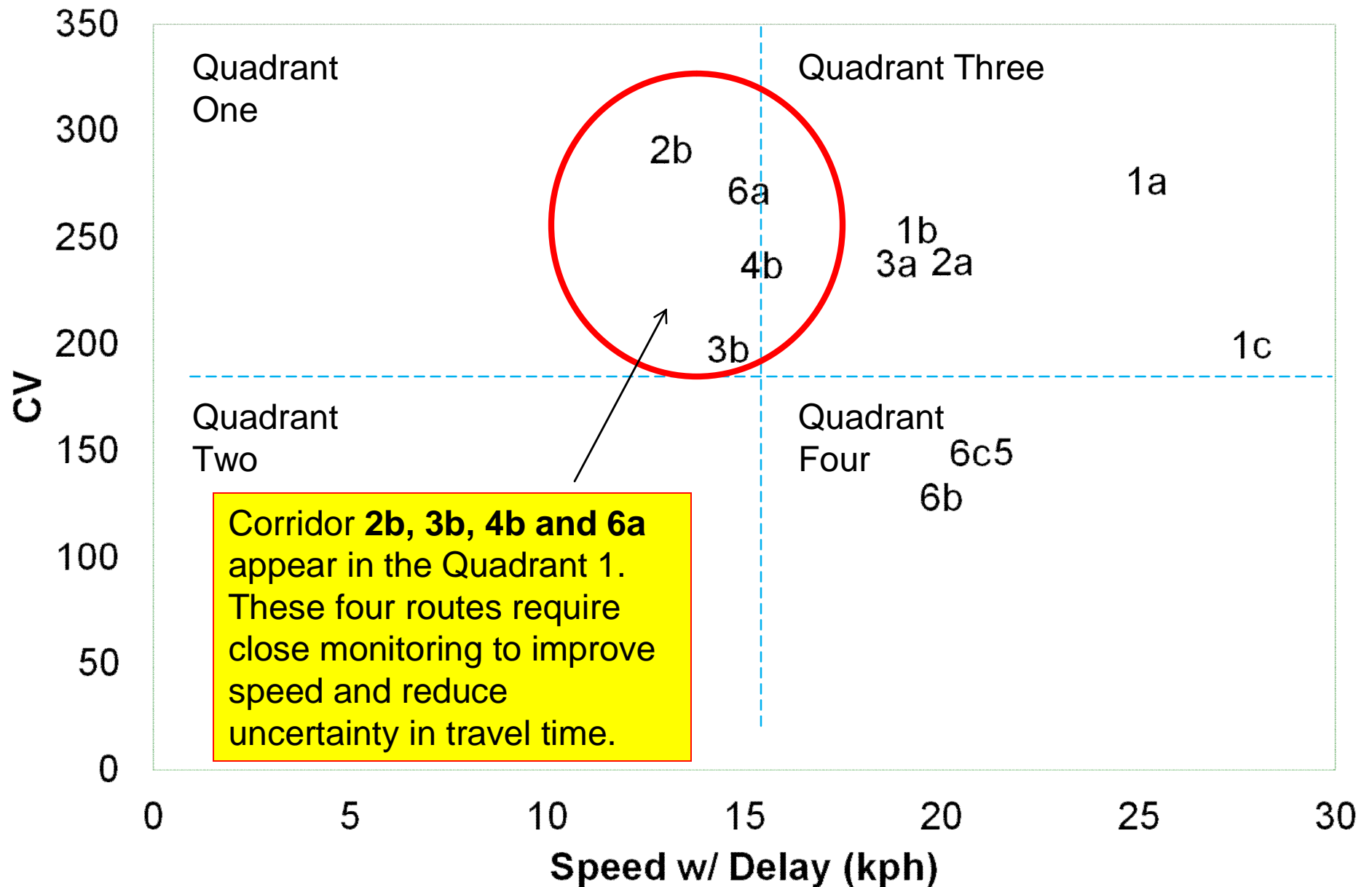
Corridor 1b, 2b, 3a, 6a show the most significant % drop from SWOD to SWD.

Comparisons of Speeds Along Sub-Corridors (Rail)

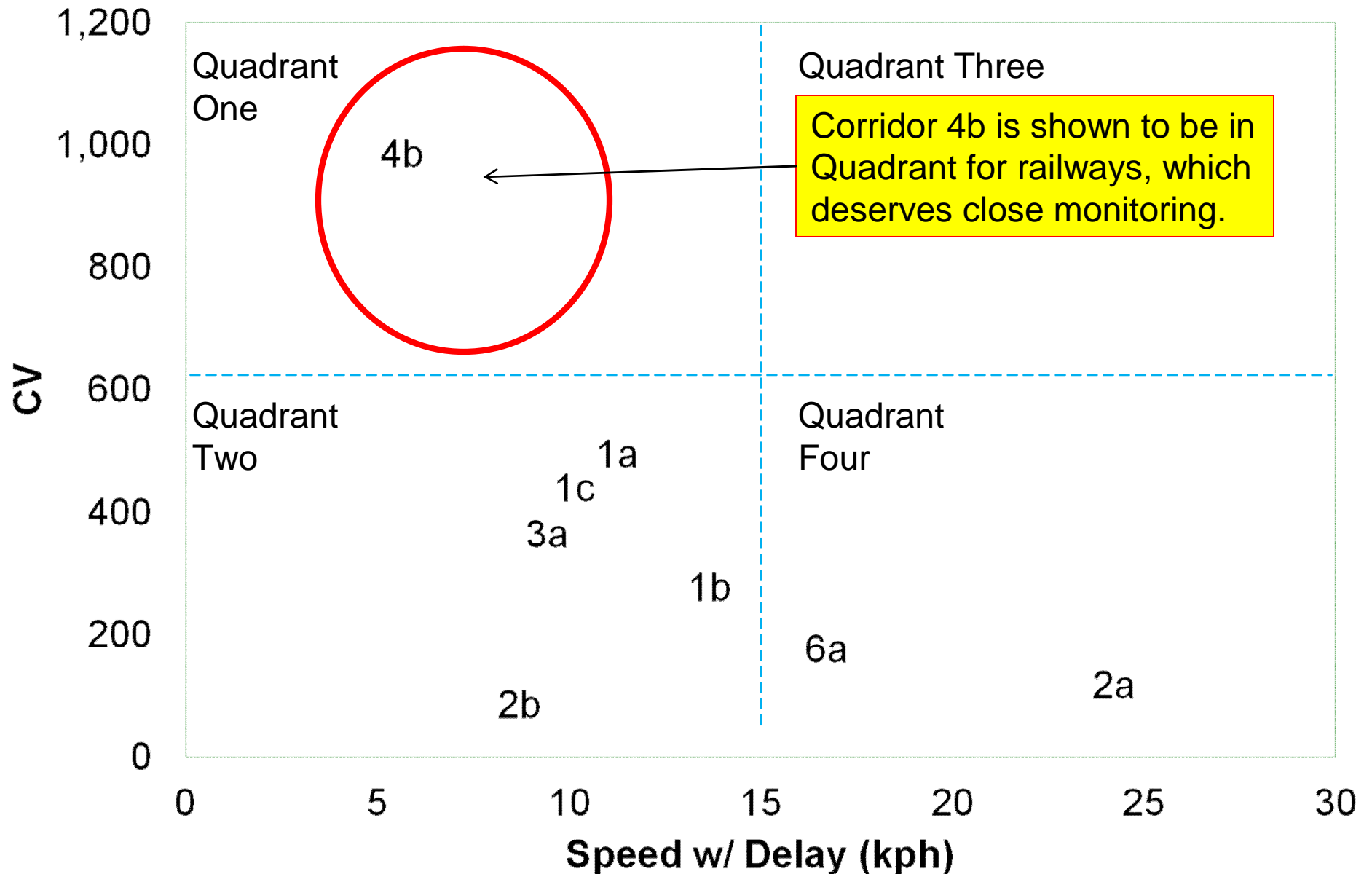
Rail transport exhibits lower speed, as well as lower % change from SWOD to SWD. Corridor 4 deserves close attention.



Speed Indicator for Sub-Corridor, Road Transport, SWD



Speed Indicator for Sub-Corridor, Rail Transport, SWD



BCP Analysis – Corridor 1

Corridor	Border Crossing Point	Country	Count	Duration (hours)			Cost (US\$)
				Mean	Median	Average	
1	Kordai	KAZ	97	3.8	2.0		277.5
	Ak Zhol	KGZ	94	2.7	1.6		32.5
	<u>Dostyk</u>	<u>KAZ</u>	<u>86</u>	<u>46.9</u>	<u>38.0</u>		<u>86.4</u>
	Ala Shankou	PRC	72	7.4	6.0		337.2
	Petuchovo	RUS	43	5.0	1.7		76.8
	Jana Jol	KAZ	42	5.3	3.6		124.1
	<u>Torugart</u>	<u>PRC</u>	<u>39</u>	<u>30.6</u>	<u>9.3</u>		<u>128.6</u>
	Kurgan	RUS	33	5.5	8.0		15.6
	Taraz	KAZ	33	7.5	4.0		126.8
	Torugart	KGZ	26	4.2	3.3		48.7
	Kairak	KAZ	19	3.4	1.8		93.6
	<u>Khorgos</u>	<u>KAZ</u>	<u>15</u>	<u>15.0</u>	<u>2.3</u>		<u>93.5</u>
	<u>Troitsk</u>	<u>RUS</u>	<u>14</u>	<u>12.8</u>	<u>6.3</u>		<u>95.5</u>
	<u>Aktau</u>	<u>KAZ</u>	<u>10</u>	<u>24.3</u>	<u>25.4</u>		<u>8.8</u>
	<u>Khorgos</u>	<u>PRC</u>	<u>10</u>	<u>18.8</u>	<u>16.9</u>		<u>298.4</u>
	Bugristoe	RUS	8	8.0	1.3		52.2
	Chaldovar	KGZ	6	3.5	1.2		80.8
	<u>Konysbayeva</u>	<u>KAZ</u>	<u>6</u>	<u>13.7</u>	<u>12.4</u>		<u>272.5</u>

Causes of Delays at BCPs – Corridor 1

BCP	Country	Count	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Kordai	KAZ	97	0.2	0.1	0.1	0.2	0.1	0.2	0.2	<u>3.0</u>			0.2	0.2	0.2		0.2	<u>3.0</u>
Ak Zhol	KGZ	94	0.2	0.2	0.1	0.2	0.1	0.2	0.2	<u>2.0</u>	<u>4.0</u>		0.2	0.2	0.2		0.2	
Dostyk	KAZ	86	0.1	0.1	0.1	0.2	0.2	<u>2.0</u>		<u>36.0</u>	<u>2.0</u>		0.2	0.3	0.3	0.3	0.2	
Ala Shankou	PRC	72				<u>4.0</u>		<u>2.0</u>			1.0							
Petuchovo	RUS	43	0.2	0.1	0.2	0.2	0.2	0.3	0.3	<u>2.0</u>		0.3	0.2	0.1	0.1		0.2	0.2
Jana Jol	KAZ	42	0.1	0.1	0.1	0.2	0.1	0.3		<u>3.0</u>		0.2	0.2	0.2	0.2		0.2	
Torugart	PRC	39	0.2	0.2		0.3	0.2	0.3	0.2	<u>12.0</u>	<u>5.0</u>		<u>1.2</u>	1.0			0.2	<u>5.0</u>
Kurgan	RUS	33											0.1	0.2	0.2		0.2	
Taraz	KAZ	33						<u>4.0</u>		<u>6.0</u>	<u>8.0</u>			0.4	0.4			<u>17.0</u>
Torugart	KGZ	26	<u>4.0</u>	0.2		0.5	0.2	1.0		<u>4.0</u>							0.3	
Kairak	KAZ	19	0.2	0.2	0.2	0.2	0.2	0.3	0.3	<u>11.3</u>			0.3	0.3	0.3		0.3	
Khorgos	KAZ	15	<u>1.0</u>	0.1	0.1	0.3	1.0	0.3		<u>18.0</u>	<u>9.0</u>		0.2	0.3	0.4	0.2	0.2	0.2
Troitsk	RUS	14	0.1	0.1	0.1	0.2	0.2	<u>3.0</u>	<u>6.0</u>	<u>8.0</u>	<u>9.0</u>			0.3	0.1		0.2	0.3
Aktau	KAZ	10	0.1	0.1	0.1	0.1		<u>6.5</u>		<u>9.5</u>	<u>7.0</u>		0.2	0.3	0.3	0.2	0.2	
Khorgos	PRC	10	0.2	0.1	0.1	0.3	0.5	0.4		<u>8.0</u>	<u>8.0</u>			0.3				<u>4.0</u>
Bugristoe	RUS	8	0.2	0.3	0.2	0.3	0.1	0.3		<u>7.0</u>			0.2	0.3	0.2		0.2	
Chaldovar	KGZ	6	0.2	0.2	0.3	0.2	0.2	0.2		1.0			0.2	1.0			0.2	
Konysbayeva	KAZ	6	0.3	0.3	0.3	0.8		<u>2.5</u>		<u>3.0</u>			0.3	0.3			0.8	

Units in Hours per 500 km , Median Values

Activities: **A.** Health / quarantine, **B.** Phytosanitary, **C.** Veterinary inspection, **D.** Border security / control, **E.** Visa / immigration, **F. Customs clearance**, **G.** Detour, **H. Waiting/ queue**, **I. Loading / unloading**, **J.** Escort / convoy, **K.** Weight/standard inspection, **L.** Police checkpoint / stop, **M.** Transport/GAI inspection, **N.** Environment/ecology checkpoint, **O.** Vehicle registration, **P. Repair / tire replacement**

BCP Analysis – Corridor 2

Corridor	Border Crossing Point	Country	Count	Duration (hours)			Cost (US\$)
				Mean	Median	Average	
2	Dautota	UZB	14	4.6	2.3	16.3	
	Krasnyi Most	AZE	14	7.2	5.5	67.1	
	Krasnyi Most	GEO	14	0.3	0.3		
	<u>Tazhen</u>	<u>KAZ</u>	<u>13</u>	<u>12.4</u>	<u>10.1</u>		<u>223.2</u>
	Alat	UZB	12	6.8	5.3	16.4	
	<u>Farap</u>	<u>TKM</u>	<u>12</u>	<u>18.2</u>	<u>16.1</u>		<u>372.4</u>
	<u>Bazargan</u>	<u>IRN</u>	<u>10</u>	<u>25.6</u>	<u>27.0</u>		<u>598.6</u>
	<u>Mashtakovo</u>	<u>RUS</u>	<u>10</u>	<u>13.5</u>	<u>14.4</u>		<u>293.8</u>
	<u>Sirim</u>	<u>KAZ</u>	<u>10</u>	<u>12.0</u>	<u>10.0</u>		<u>321.6</u>
	<u>Beyneu</u>	<u>KAZ</u>	<u>7</u>	<u>8.8</u>	<u>10.5</u>		<u>51.0</u>
	<u>Artik</u>	<u>TKM</u>	<u>5</u>	<u>18.8</u>	<u>11.7</u>		<u>491.0</u>
	Baku	AZE	5	0.1	0.1	225.0	
	Ozinki	RUS	3	16.2	7.2	150.7	
	<u>Taskala</u>	<u>KAZ</u>	<u>3</u>	<u>20.1</u>	<u>19.7</u>		<u>171.7</u>
	Aktau	KAZ	1				
	<u>Dustlik</u>	<u>UZB</u>	<u>1</u>	<u>24.0</u>	<u>24.0</u>		<u>15.0</u>
	<u>Suvanobad</u>	<u>UZB</u>	<u>1</u>	<u>32.0</u>	<u>32.0</u>		<u>30.0</u>

Causes of Delays at BCPs – Corridor 2

BCP	Country	Count	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Dautota	UZB	14	0.3	0.3	0.3	0.3		<u>1.5</u>		<u>1.5</u>								
Krasnyi Most	AZE	14				0.2		0.4		<u>4.0</u>			0.3					<u>1.5</u>
Krasnyi Most	GEO	14						0.3										
Tazhen	KAZ	13	0.3	0.3	0.3	0.5	0.5	<u>3.0</u>		<u>5.0</u>			1.0	0.3	0.5		0.3	
Alat	UZB	12	0.2	0.2		0.3		1.0		<u>3.0</u>				0.2				
Farap	TKM	12	0.2	0.2	0.2	0.5		<u>1.2</u>		<u>10.5</u>				0.2			0.5	
Bazargan	IRN	10	0.2	0.3		0.5	0.3	<u>2.0</u>		<u>15.0</u>			0.3	0.3			<u>2.0</u>	<u>4.0</u>
Mashtakovo	RUS	10	0.5	0.3	0.5	0.6	0.1	<u>3.5</u>		<u>3.5</u>			0.5	0.5	0.5		0.5	
Sirim	KAZ	10	0.5	0.3	0.3	0.5	0.4	<u>2.5</u>		<u>4.0</u>				0.5			0.5	
Beyneu	KAZ	7												0.8	0.5			
Artik	TKM	5	0.3	0.3	0.3	0.3		<u>1.5</u>		<u>12.0</u>								
Baku	AZE	5																
Ozinki	RUS	3	0.3	0.3	0.4	0.5	0.3	<u>1.5</u>		<u>16.0</u>			0.3	0.3	0.5			
Taskala	KAZ	3	0.2	0.2	0.3	0.7	0.5	<u>3.0</u>		<u>8.0</u>			0.2	0.2	0.2		0.5	
Aktau	KAZ	1																
Dustlik	UZB	1						<u>3.0</u>		<u>12.0</u>	<u>6.0</u>							
Suvanobad	UZB	1						1.0		<u>20.0</u>	<u>8.0</u>							

Units in Hours per 500 km , Median Values

Activities: **A.** Health / quarantine, **B.** Phytosanitary, **C.** Veterinary inspection, **D.** Border security / control, **E.** Visa / immigration, **F. Customs clearance**, **G.** Detour, **H. Waiting/ queue**, **I.** Loading / unloading , **J.** Escort / convoy, **K.** Weight/standard inspection, **L.** Police checkpoint / stop, **M.** Transport/GAI inspection, **N.** Environment/ecology checkpoint, **O.** Vehicle registration, **P.** Repair / tire replacement

BCP Analysis – Corridor 3

				Duration (hours)		Cost (US\$)
Corridor	Border Crossing Point	Country	Count	Mean	Median	Average
3	<u>Alat</u>	<u>UZB</u>	<u>40</u>	<u>11.5</u>	<u>11.5</u>	<u>50.0</u>
	<u>Farap</u>	<u>TKM</u>	<u>39</u>	<u>12.7</u>	<u>14.1</u>	<u>104.1</u>
	Dusti	TAJ	32	3.2	1.1	42.3
	<u>Sarahs</u>	<u>TKM</u>	<u>28</u>	<u>12.9</u>	<u>14.1</u>	<u>101.7</u>
	Karamik	KGZ	27	1.1	1.1	31.8
	<u>Artik</u>	<u>TKM</u>	<u>12</u>	<u>14.1</u>	<u>16.6</u>	<u>136.7</u>
	Navoi	UZB	10	6.3	7.2	
	Yallama	UZB	6	9.3	9.0	70.8
	Khorgos	KAZ	5	6.4	3.4	8.0
	Konysbayeva	KAZ	5	5.1	5.1	400.0
	<u>Sarasiya</u>	<u>UZB</u>	<u>5</u>	<u>13.4</u>	<u>14.8</u>	-
	<u>Merke</u>	<u>KAZ</u>	<u>4</u>	<u>10.1</u>	<u>12.8</u>	<u>9.3</u>
	<u>Khorgos</u>	<u>PRC</u>	<u>3</u>	<u>18.1</u>	<u>17.9</u>	<u>57.3</u>
	<u>Sarakhs</u>	<u>IRN</u>	<u>3</u>	<u>24.2</u>	<u>25.8</u>	<u>92.5</u>
	<u>Taraz</u>	<u>KAZ</u>	<u>3</u>	<u>14.0</u>	<u>13.2</u>	<u>11.3</u>
	Ak Zhol	KGZ	2	1.1	1.1	8.4
	Kordai	KAZ	2	1.0	1.0	417.0
	<u>Ala Shankou</u>	<u>PRC</u>	<u>1</u>	<u>15.9</u>	<u>15.9</u>	<u>107.0</u>

Causes of Delays at BCPs – Corridor 3

BCP	Country	Count	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Alat	UZB	40	0.3	0.4	0.1	1.0		<u>1.3</u>		<u>3.0</u>			0.6	0.4	0.4		0.3	<u>3.3</u>
Farap	TKM	39	0.3	0.4	0.4	0.9		<u>1.3</u>		<u>2.5</u>			0.6	0.5	0.5		0.5	
Dusti	TAJ	32	0.1	0.1	0.1	0.1	0.1	0.3		<u>5.0</u>			0.6	0.1			0.1	
Sarahs	TKM	28	0.3	0.5	0.3	1.0	0.7	<u>1.3</u>		<u>3.3</u>			0.7	0.4	0.6		0.6	
Karamik	KGZ	27	0.1	0.1	0.1	0.1		0.3						0.1			0.2	
Artik	TKM	12	0.2	0.4		0.9		<u>1.2</u>		<u>3.5</u>			0.8	0.4	0.4		0.6	
Navoi	UZB	10						<u>1.5</u>			<u>4.0</u>			0.3				1.0
Yallama	UZB	6	0.1	0.1	0.1	0.2	0.3	<u>4.0</u>										
Khorgos	KAZ	5	0.1	0.1	0.1	0.2	0.4	<u>2.0</u>		<u>3.0</u>	<u>6.0</u>		0.2	0.3		0.2		
Konysbayeva	KAZ	5	0.1	0.2	0.2	0.3		<u>4.5</u>										
Sarasiya	UZB	5	0.2	0.5		0.8		<u>1.3</u>		<u>4.0</u>			0.7	0.3				1.0
Merke	KAZ	4	0.2	0.2	0.1	0.2	0.3	0.3						0.2	0.3			
Khorgos	PRC	3	0.1	0.1	0.1	0.2	0.5	<u>5.0</u>		<u>4.0</u>	<u>7.0</u>		0.2	0.3		0.2		
Sarakhs	IRN	3	0.1	0.1	0.1	0.2	0.7	<u>7.0</u>		<u>16.0</u>	<u>10.5</u>	<u>6.0</u>	0.2	0.3			0.2	
Taraz	KAZ	3								<u>4.0</u>	<u>7.0</u>		0.2		0.3			
Ak Zhol	KGZ	2		0.2				0.5		1.0			0.3				0.2	
Kordai	KAZ	2	0.1	0.2	0.1	0.1		0.2									0.2	
Ala Shankou	PRC	1	0.1	0.1	0.1	0.2	0.5	<u>5.0</u>										

Units in Hours per 500 km , Median Values

Activities: **A.** Health / quarantine, **B.** Phytosanitary, **C.** Veterinary inspection, **D.** Border security / control, **E.** Visa / immigration, **F. Customs clearance**, **G.** Detour, **H. Waiting/ queue**, **I. Loading / unloading**, **J.** Escort / convoy, **K.** Weight/standard inspection, **L.** Police checkpoint / stop, **M.** Transport/GAI inspection, **N.** Environment/ecology checkpoint, **O.** Vehicle registration, **P.** Repair / tire replacement

BCP Analysis – Corridor 4

Corridor	Border Crossing Point	Country	Count	Duration (hours)		Cost (US\$)
				Mean	Median	Average
4	<u>Erenhot</u>	<u>PRC</u>	<u>229</u>	<u>22.3</u>	<u>8.3</u>	<u>101.6</u>
	<u>Zamyn Uud</u>	<u>MON</u>	<u>193</u>	<u>10.3</u>	<u>5.0</u>	<u>354.6</u>
	Khiyagt	RUS	87	4.8	4.8	7.7
	Sukhbaatar	MON	83	7.8	1.3	7.7
	Altanbulag	MON	58	3.0	2.8	3.4
	<u>Naushki</u>	<u>RUS</u>	<u>30</u>	<u>18.8</u>	<u>18.1</u>	-

Causes of Delays at BCPs – Corridor 4

Route	Country	Count	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Erenhot	PRC	229	0.2	0.2	0.2	0.2	0.1	<u>3.0</u>		<u>12.0</u>	<u>4.0</u>		0.2	0.2			0.1	<u>2.1</u>
Zamyn Uud	MON	193	0.2	0.2	0.2	0.2	0.1	<u>2.5</u>		<u>5.8</u>	<u>2.0</u>			0.2	0.3		0.2	0.8
Khiyagt	RUS	87	0.3	0.3	0.3	0.5		1.0		0.5			0.4	0.3	0.3		0.3	
Sukhbaatar	MON	83						<u>24.0</u>					0.3	0.3	0.3		0.2	<u>1.4</u>
Altanbulag	MON	58	0.3	0.3	0.3	0.3		1.0		0.5	<u>2.0</u>		0.3	0.3	0.3		0.3	
Naushki	RUS	30								<u>18.1</u>								

Units in Hours per 500 km , Median Values

Activities: **A.** Health / quarantine, **B.** Phytosanitary, **C.** Veterinary inspection, **D.** Border security / control, **E.** Visa / immigration, **F. Customs clearance**, **G.** Detour, **H. Waiting/ queue**, **I. Loading / unloading**, **J.** Escort / convoy, **K.** Weight/standard inspection, **L.** Police checkpoint / stop, **M.** Transport/GAI inspection, **N.** Environment/ecology checkpoint, **O.** Vehicle registration, **P. Repair / tire replacement**

BCP Analysis – Corridor 5

				Duration (hours)			Cost (US\$)
Corridor	Border Crossing Point	Country	Count	Mean	Median	Average	
5	Sherkhan Bandar	AFG	45	1.6	1.5	273.8	
	Karamik	KGZ	30	1.1	1.1	37.1	
	Nizhni Pianj	TAJ	26	1.0	1.0	26.4	
	Torkham	AFG	22	3.0	3.0	212.5	

Causes of Delays at BCPs – Corridor 5

BCP	Country	Count	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Sherkhan Bandar	AFG	45		0.2	0.2	0.1		0.3			<u>1.4</u>							
Karamik	KGZ	30	0.1	0.1	0.2	0.2		0.3						0.1			0.1	
Nizhni Pianj	TAJ	26	0.1	0.1	0.1	0.2		0.3					0.3				0.1	
Torkham	AFG	22				0.6		0.5			<u>1.4</u>			0.2				

Units in Hours per 500 km , Median Values

Activities: **A.** Health / quarantine, **B.** Phytosanitary, **C.** Veterinary inspection, **D.** Border security / control, **E.** Visa / immigration, **F.** Customs clearance, **G.** Detour, **H.** Waiting/ queue, **I.** Loading / unloading , **J.** Escort / convoy, **K.** Weight/standard inspection, **L.** Police checkpoint / stop, **M.** Transport/GAI inspection, **N.** Environment/ecology checkpoint, **O.** Vehicle registration, **P.** Repair / tire replacement

BCP Analysis – Corridor 6

Corridor	Border Crossing Point	Country	Count	Duration (hours)		Cost (US\$)
				Mean	Median	Average
6	Hairaton	AFG	66	2.7	2.8	205.5
	Torkham	AFG	66	2.3	2.3	188.3
	Aksarayskiy	RUS	2			
	Ganyushking	KAZ	2	2.6	2.6	
	Ayraton	UZB	1	5.5	5.5	
	Beyneu	KAZ	1	1.3	1.3	5.0
	<u>Dautota</u>	<u>UZB</u>	<u>1</u>	<u>14.9</u>	<u>14.9</u>	-
	<u>Krasnyi Yar</u>	<u>RUS</u>	<u>1</u>	<u>18.2</u>	<u>18.2</u>	<u>277.0</u>
	Kurmangazy	KAZ	1	7.0	7.0	277.0
	Tazhen	KAZ	1	8.4	8.4	270.0

Causes of Delays at BCPs – Corridor 6

BCP	Country	Count	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Hairaton	AFG	66				0.6		0.6			<u>1.4</u>			0.2				0.2
Torkham	AFG	66		0.6		0.6		0.5			<u>1.3</u>			0.2				
Aksarayskiy	RUS	2																
Ganyushking	KAZ	2																
Ayraton	UZB	1				1.0		<u>1.5</u>			<u>3.0</u>							
Beyneu	KAZ	1												0.3				
Dautota	UZB	1	0.5	0.8		0.6		1.0		<u>1.8</u>			0.5	0.3				
Krasnyi Yar	RUS	1	0.5	<u>1.1</u>		<u>1.3</u>		<u>2.3</u>		<u>1.8</u>			0.5	0.4	0.6		0.6	
Kurmangazy	KAZ	1	0.3	<u>1.1</u>		0.7		1.0		<u>2.3</u>			0.7	0.4	0.5			
Tazhen	KAZ	1	0.3	<u>1.3</u>		1.0		<u>1.8</u>		<u>1.5</u>			0.6	0.3	0.7			

Units in Hours per 500 km , Median Values

Activities: **A.** Health / quarantine, **B. Phytosanitary**, **C.** Veterinary inspection, **D. Border security / control**, **E.** Visa / immigration, **F. Customs clearance**, **G.** Detour, **H. Waiting/ queue**, **I. Loading / unloading**, **J.** Escort / convoy, **K.** Weight/standard inspection, **L.** Police checkpoint / stop, **M.** Transport/GAI inspection, **N.** Environment/ecology checkpoint, **O.** Vehicle registration, **P.** Repair / tire replacement

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1

Road Transport

Ongoing

Firm (2011-13)

Planned (2014~)

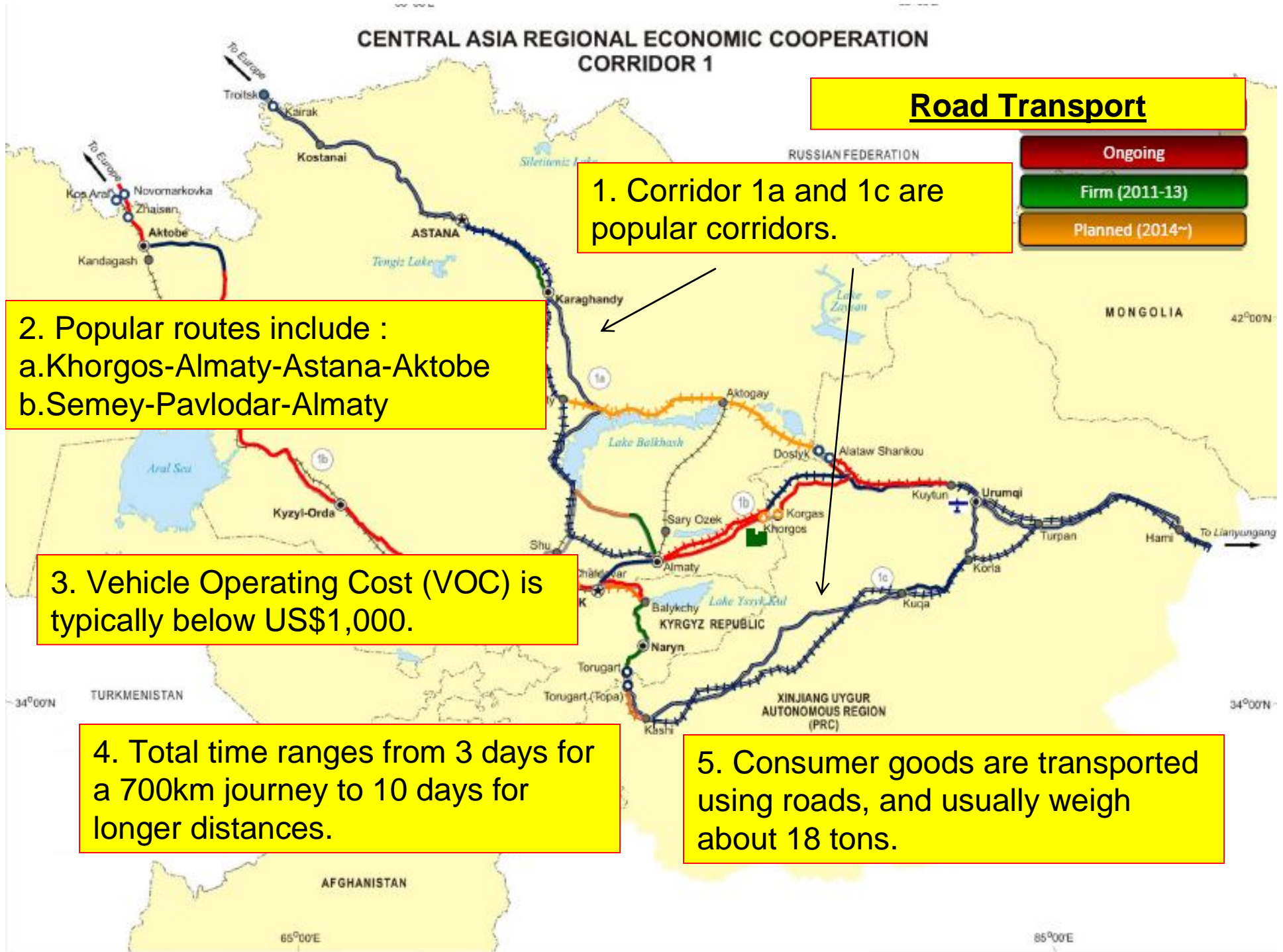
1. Corridor 1a and 1c are popular corridors.

2. Popular routes include :
a. Khorgos-Almaty-Astana-Aktobe
b. Semey-Pavlodar-Almaty

3. Vehicle Operating Cost (VOC) is typically below US\$1,000.

4. Total time ranges from 3 days for a 700km journey to 10 days for longer distances.

5. Consumer goods are transported using roads, and usually weigh about 18 tons.



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1

Rail Transport

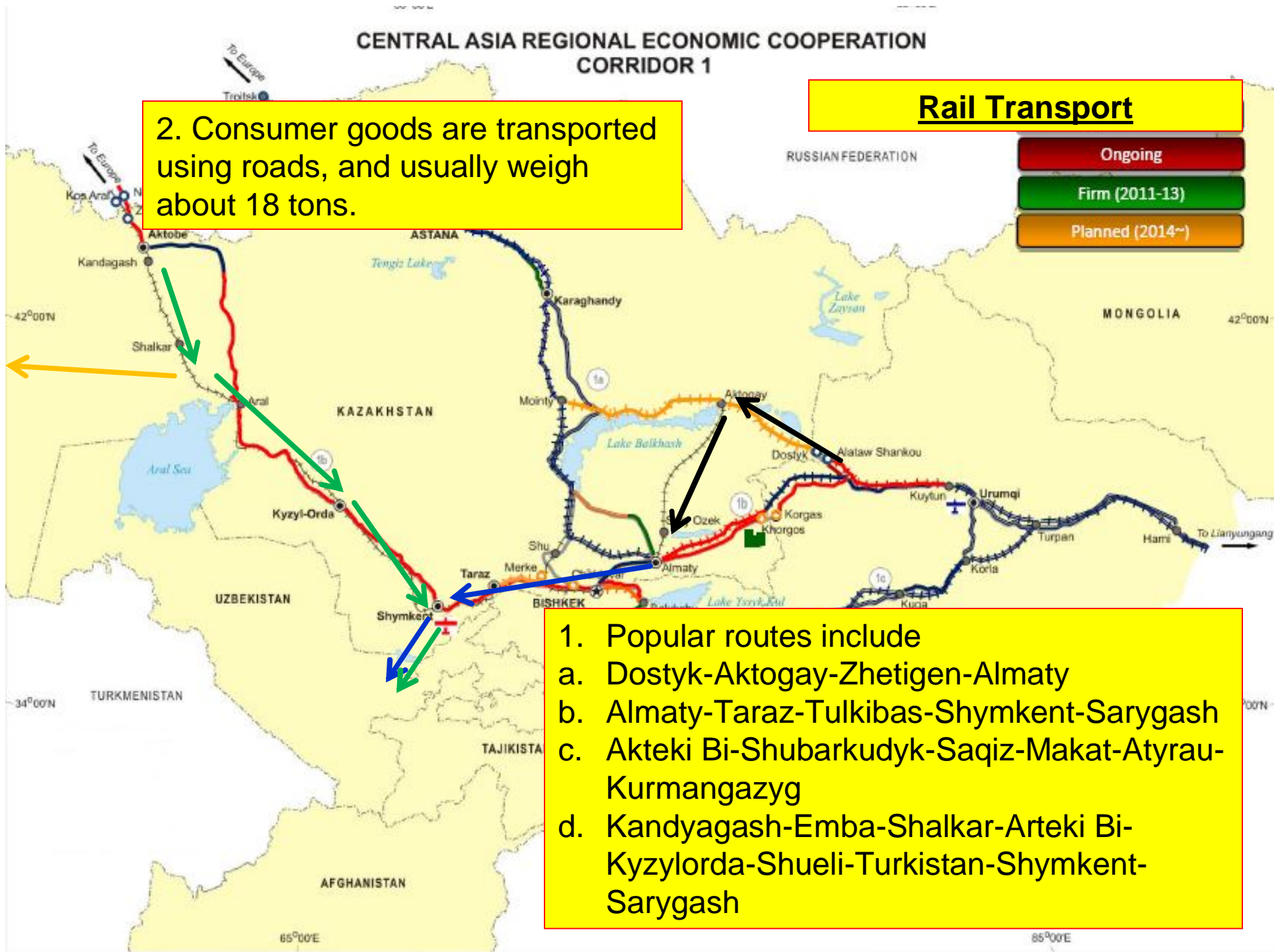
Ongoing

Firm (2011-13)

Planned (2014~)

2. Consumer goods are transported using roads, and usually weigh about 18 tons.

1. Popular routes include
 - a. Dostyk-Aktogay-Zhetigen-Almaty
 - b. Almaty-Taraz-Tulkibas-Shymkent-Sarygash
 - c. Akteki Bi-Shubarkudyk-Saqiz-Makat-Atyrau-Kurmangazyg
 - d. Kandyagash-Emba-Shalkar-Arteki Bi-Kyzylorda-Shueli-Turkistan-Shymkent-Sarygash



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1

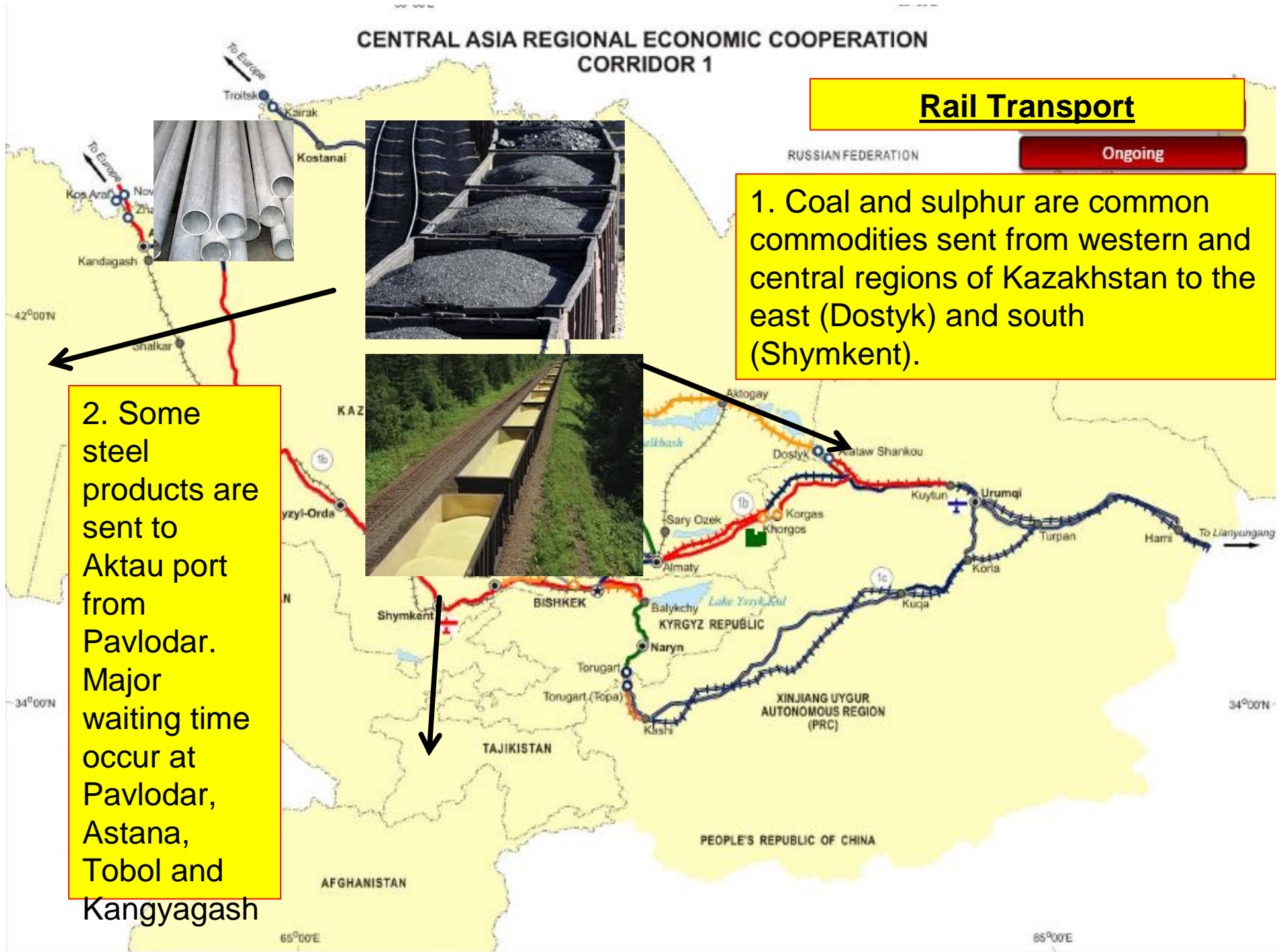
Rail Transport

RUSSIAN FEDERATION

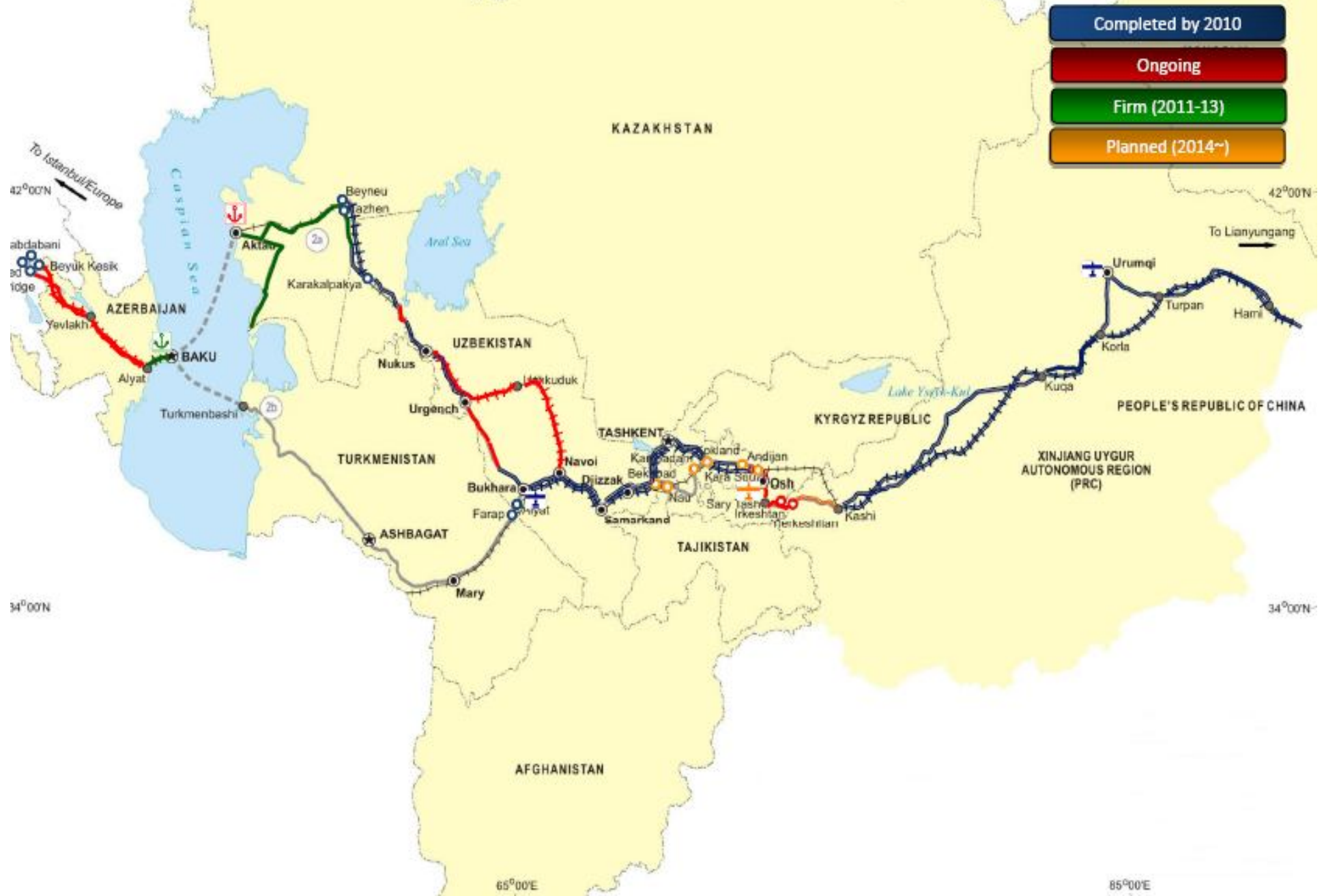
Ongoing

1. Coal and sulphur are common commodities sent from western and central regions of Kazakhstan to the east (Dostyk) and south (Shymkent).

2. Some steel products are sent to Aktau port from Pavlodar. Major waiting time occur at Pavlodar, Astana, Tobol and Kangyagash



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 2

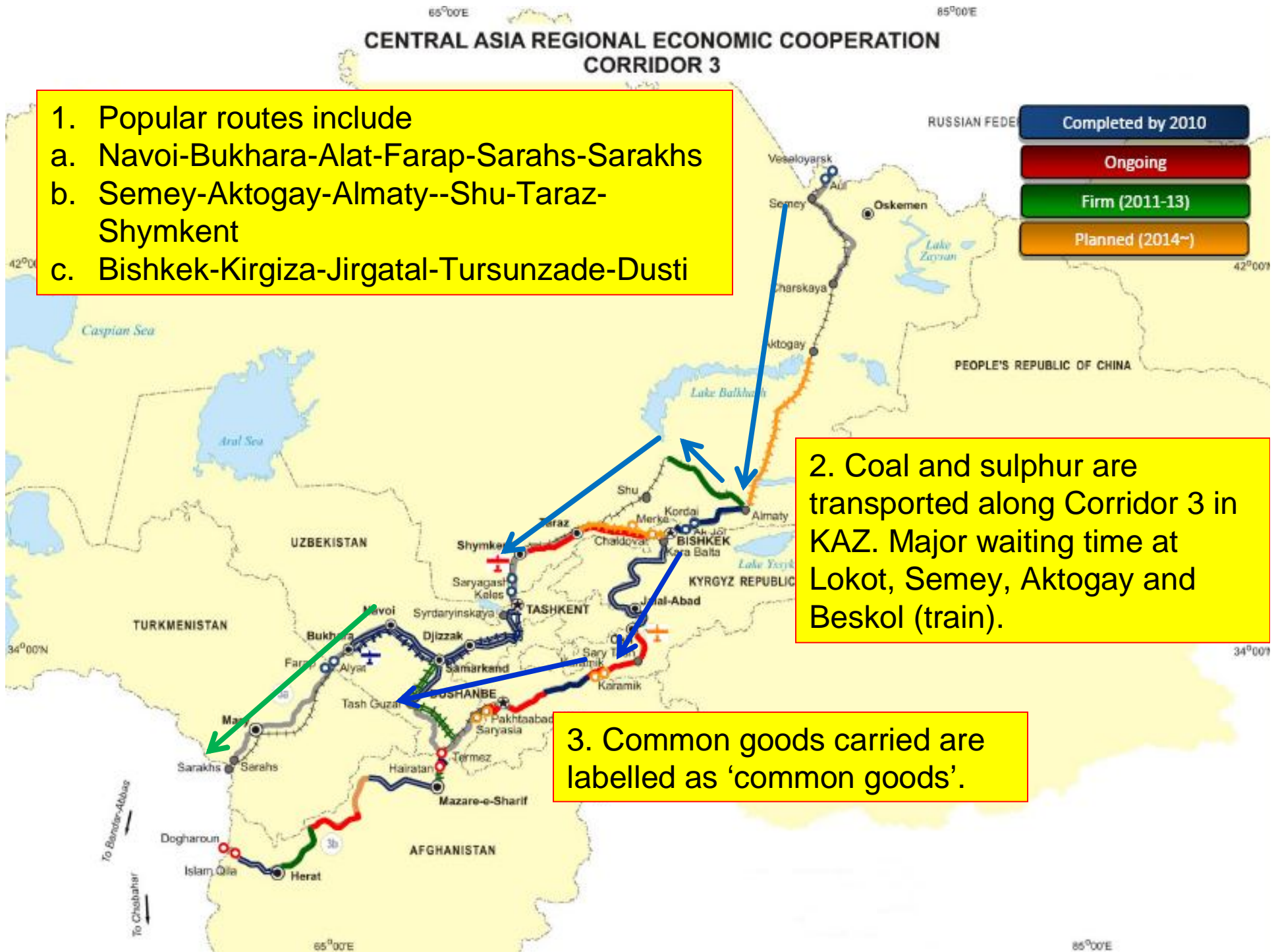


CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 3

1. Popular routes include
 - a. Navoi-Bukhara-Alat-Farap-Saraks-Sarakhs
 - b. Semey-Aktogay-Almaty--Shu-Taraz-Shymkent
 - c. Bishkek-Kirgiza-Jirgatal-Tursunzade-Dusti

2. Coal and sulphur are transported along Corridor 3 in KAZ. Major waiting time at Lokot, Semey, Aktogay and Beskol (train).

3. Common goods carried are labelled as 'common goods'.



85°00'E

100°00'E

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4

2. VOC from Khiagt to UB is more costly than UB to Khiagt.

Road Transport

336 km

Ongoing

Firm (2011-13)

Planned (2014~)

736 km

3. VOC from Erlian to UB is costly. The travel from Erlain-Choyr, Choyr-Sainshand can cost US\$500 per section.

1. Vehicle Operating Cost (VOC) is very high in Corridor 4. It costs \$1,000 in northern section and US\$1,700 in southern section.

KYRGYZ REPUBLIC

XINJIANG UYGHUR
REG

100°00'E

4. Common items transported are cosmetics, food, medicine, and spare parts.

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4

Rail Transport

Transit : 1678 km, \$2810, 12-14 days
Route : Naushki-Sukhbaatar-Tolgoit-Zamyn Uud – Erlian- Tianjin
Products : Wood/Timber
Carriage : 60-70 tons using rail wagons



Ongoing
Firm (2011-13)
Planned (2014~)

Import : 1277 km, \$3670, 10-14 days
Route : Tianjin-Erlian-Zamyn Uud-UB
Products : Manufactured Goods, Food
Carriage : 20" or 40" Containers



MONGOLIA
(OUS REGION
PRC)

Export: 1277 km, \$2231, 10-14 days
Route : UB-Zamyn Uud – Erlian- Tianjin
Products : Minerals, Cashmere, Copper Cathodes
Carriage : 20" or 40" Containers



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 5

Completed by 2010

Ongoing

Firm (2011-13)

Planned (2014~)

2. VOC is very high in TAJ. For a distance of 600-700km, the VOC is \$2,000. This is high compared to 2010 and 2009 data.

1. In TAJ, the most common route is Ainy-Kurgan Tyube-NizhnyPanj-Shirkan Bandar-Kundoz

4. In AFG, NATO can sometimes stop traffic causing delays (e.g. Samagan).

3. In AFG, there are unofficial taxes collected at Pulkhumri and Jalalabad. This is called 'Municipal Tax' payable upon entry into the two cities.



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6

1. Popular routes include
 - a. Navoi-Nukus-Karakalpaykia-Tazhen-Beyneu-Makat-Atyrau-Ganyushking
 - b. Hayratan-Kabul-Torkham
 - c. Shymkent-Saryagash-Tashkent
 - d. Shymkent-Kyzylorda-Shalkar-Kandyagash-Aktobe (rail)

2. In AFG, the most heavily used route is Hayratan-Kabul-Torkham. Traffic is both ways. The distance spans 600-700km, costs \$2,500 and takes 1-2 days.

3. In the Hayratan-Kabul-Torkham route, common item is scrap iron. In the opposite direction, the common item carried is perishables (food).



Thank you



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