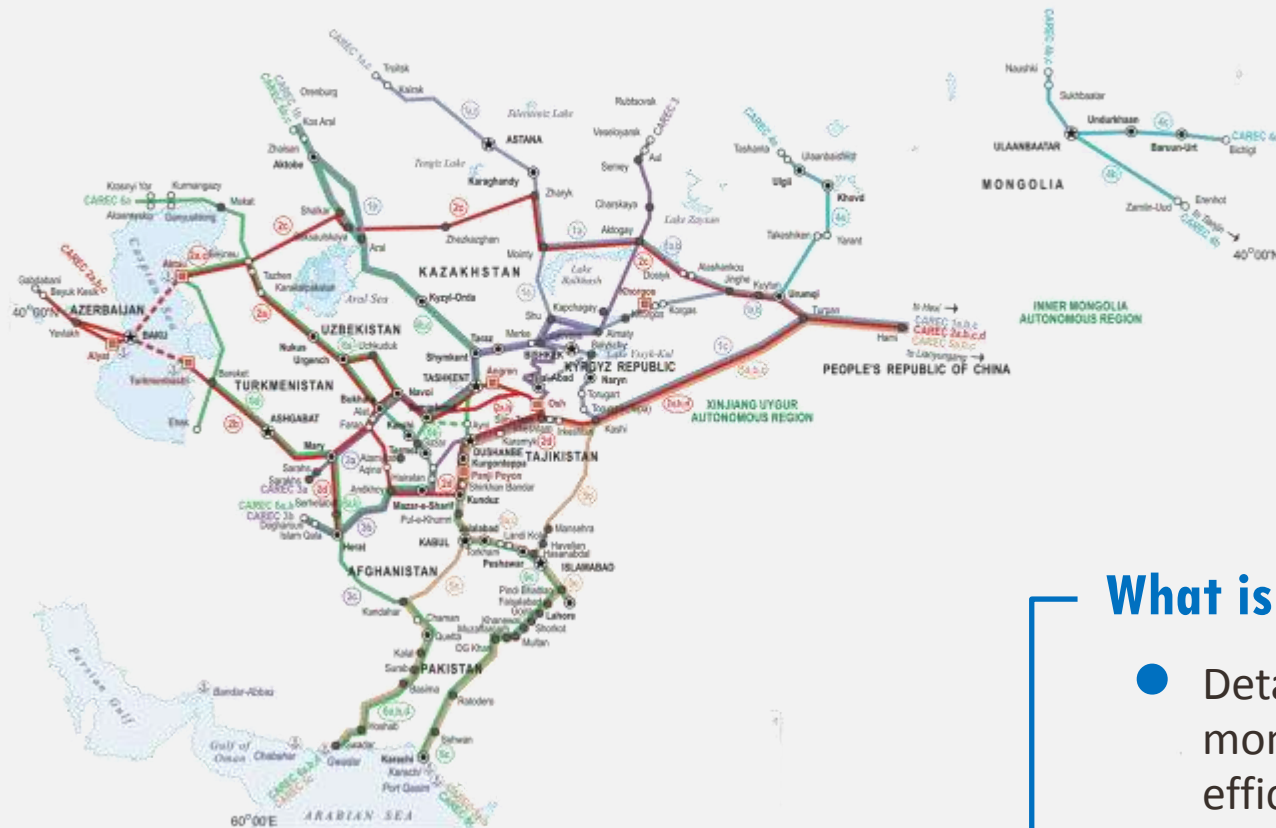


CARECCPMM

Corridor Performance Measurement and Monitoring

CAREC SENIOR OFFICIALS' MEETING
27-28 June 2014 | Manila, Philippines

Transport Corridors & CPMM



What is CPMM?

- Detailed measurement and monitoring of corridor efficiency
- Identify bottlenecks, Improve predictability



Institutional Arrangements: CPMM Partners

Forum for CFCFA members Advertisement on site

Together we will reduce the time and distance!

CAREC Federation of Carrier and Forwarder Associations

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Last news

Invitation for Regional Conference/Forum for Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers

Zhengzhou, China's fastest growing cargo airport, to test Leipzig as hub

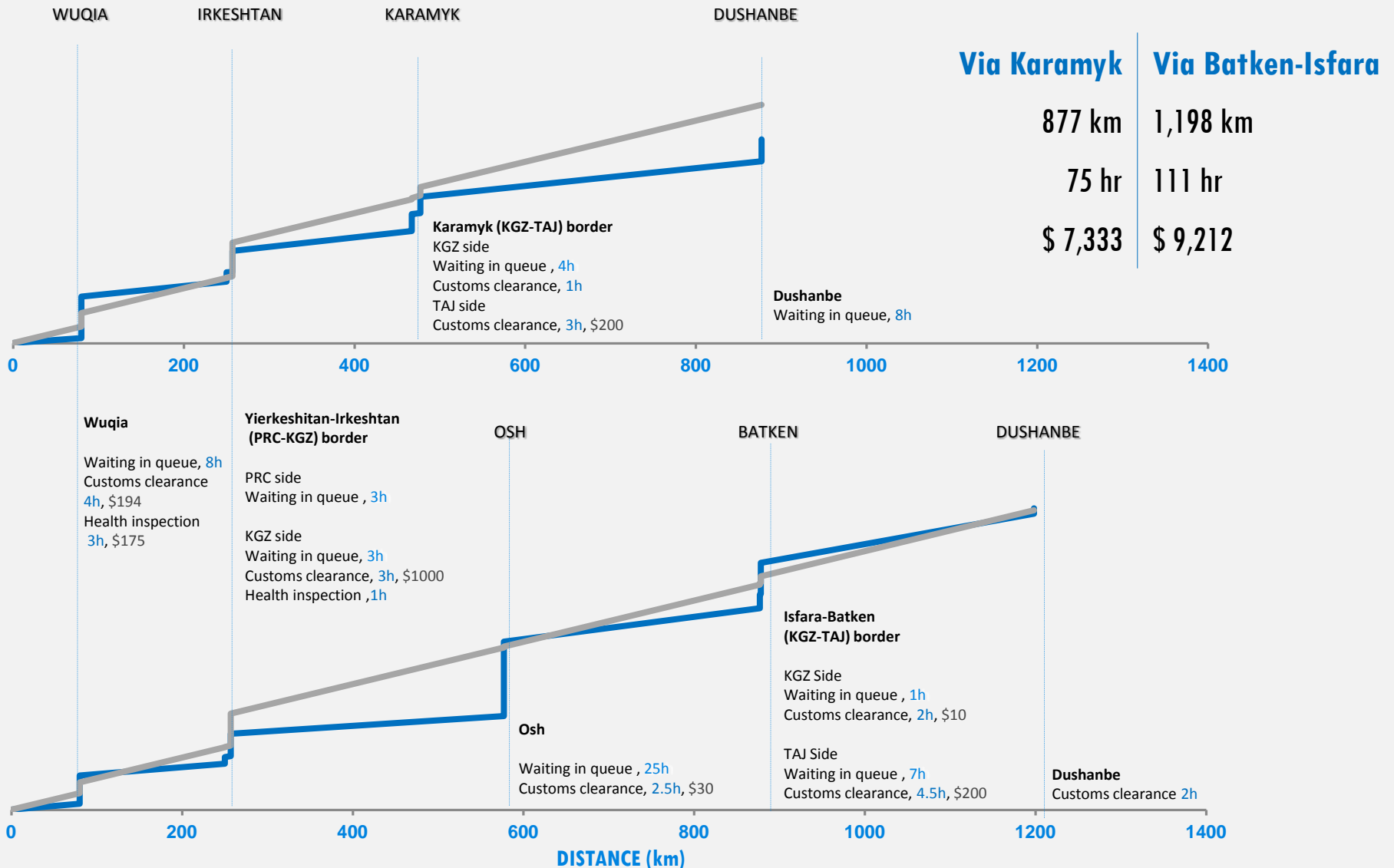
Shandong coastal port box volume up 8.9pc to 7.57 million TEU in 4 months

China's quarterly social logistics value up 6.5pc to US\$7.64 billion

Fujian port container volume up 9.9pc to 3.83 million TEU in 4 months

Time/Cost-Distance (TCD) Methodology

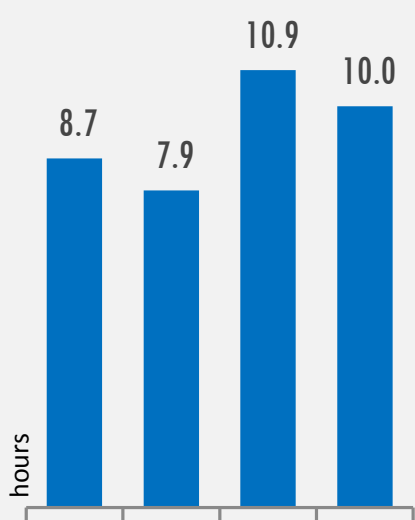
Sample TCD: Kashi (PRC) — Dushanbe (TAJ)



Trade Facilitation Indicators (TFIs)

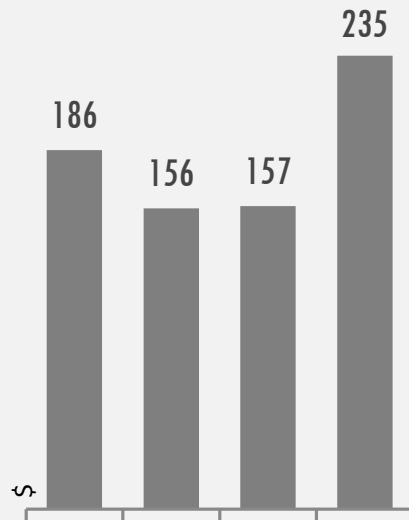
			2010	2011	2012	2013
TFI1	Time to Clear a BCP in hours	Avg	8.7	7.9	10.9	10.0
		Median	4.1	4.1	4.2	5.3
TFI2	Cost Incurred at BCP in US\$	Avg	186	156	157	235
		Median	114	90	76	120
TFI3	Cost Incurred to Travel a Corridor Section in US\$, per 500km per 20 ton	Avg	712	959	999	1,482
		Median	405	637	621	1,003
TFI4	Speed to Travel on CAREC Corridors (SWD) in kph	Avg	23.5	21.9	22.9	19.9
		Median	22.6	20.2	25.0	18.2
	Speed without Delay (SWOD) in kph	Avg	35.2	38.0	37.8	36.1
		Median	37.5	39.9	35.5	34.2

TFI Trends 2010-2013



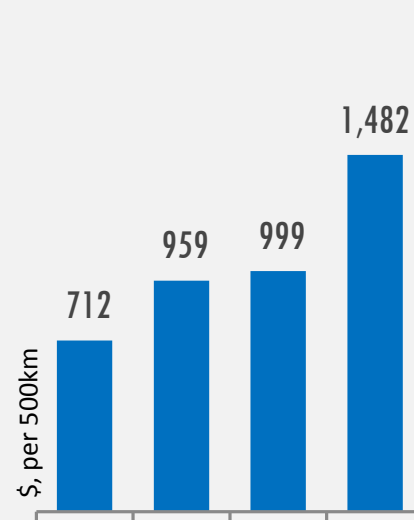
TFI1

Time to Clear a BCP



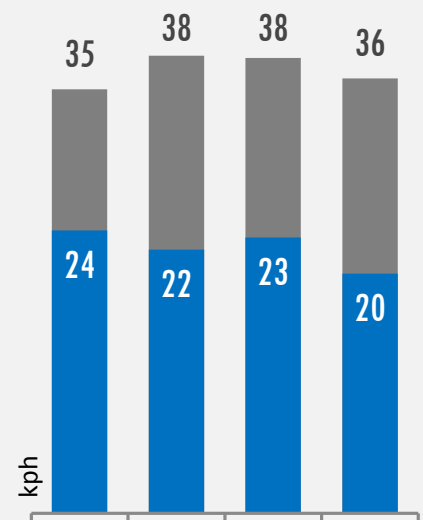
TFI2

Cost Incurred at BCP



TFI3

Cost Incurred to Travel a Corridor Section

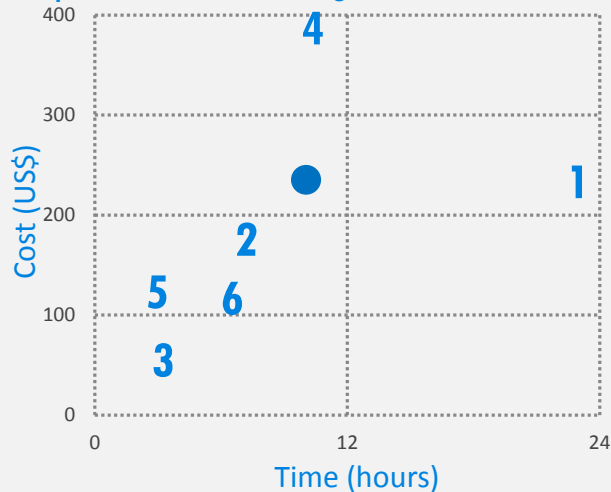


TFI4

Speed to Travel on CAREC Corridors (SWD)

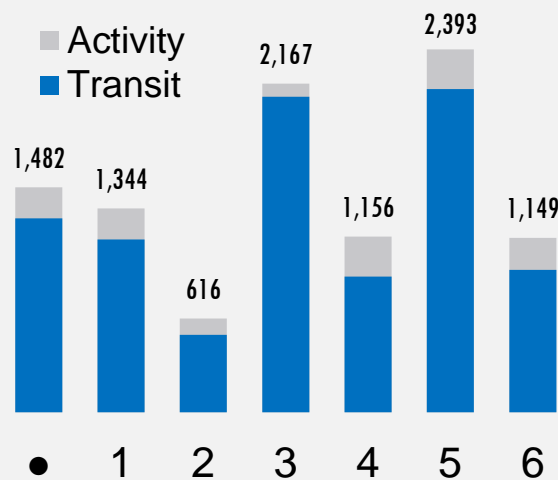
Corridor Comparison

Time (TFI1) and Cost (TFI2) spent at border crossing



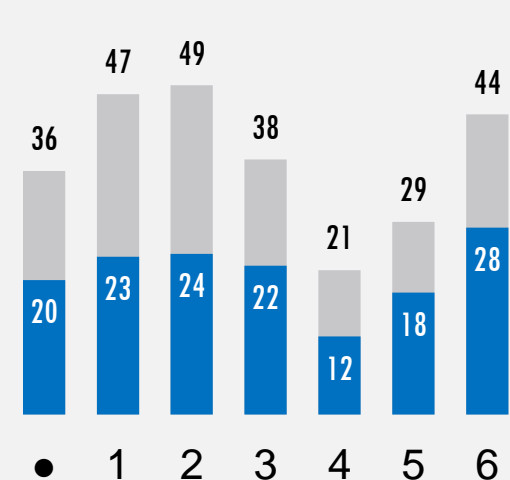
- Compared to other corridors, Corridor 3 averaged the least cost to cross a border. Others have similar values with varying average time to cross a border.

TFI3 Cost Incurred to travel a corridor section, per 500km, in \$



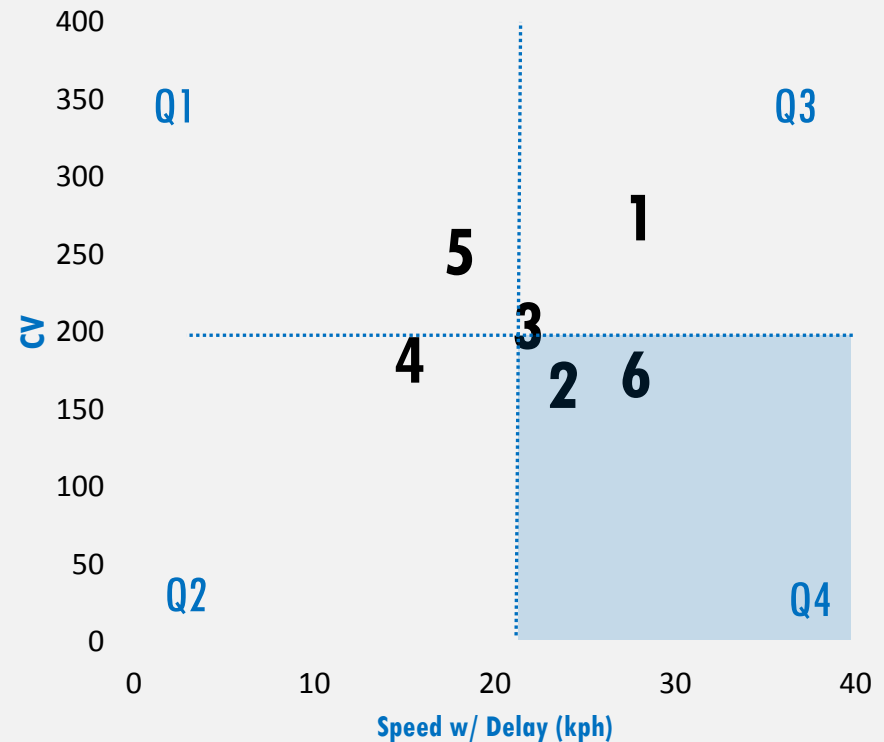
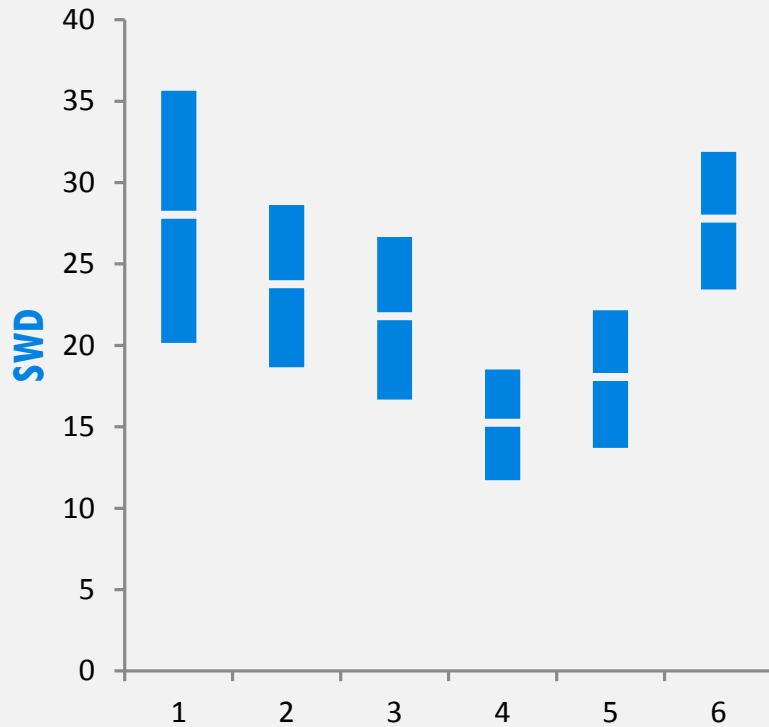
- However, data suggest that it is cheaper to travel along Corridor 2, while activities are less costly in Corridor 3.

Speed Indicators (TFI4) in kph



- In terms of speed, Corridors 1, 2, and 6 SWOD estimates are above average. However, Corridor 6 reveal efficient border crossing with a narrow SWOD-SWD gap percentage.

Variation in Sample



- The Coefficient of Variation (CV) measures the uncertainty in the speed estimates, and lower values are preferred which means delivery time is consistent.
- The quadrants provide the relative efficiency of corridors in terms of SWD.

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

INBOUND TRAFFIC

Dostyk	KAZ	52.1
Khorgos	KAZ	11.2
Yallama	UZB	9.4
Sarabs	TKM	8.8
Tazhen	KAZ	8.6
Sherkhan Bandar	AFG	7.6
Irkeshtan	KGZ	7.2
Zamyn Uud	MON	7.2
Keles	UZB	6.9
Konysbayeva	KAZ	6.8
Chaldovar	KGZ	6.6
Farap	TKM	6.6
Dautota	UZB	6.1
Dusti	TAJ	5.3
Fotehobod	TAJ	5.1

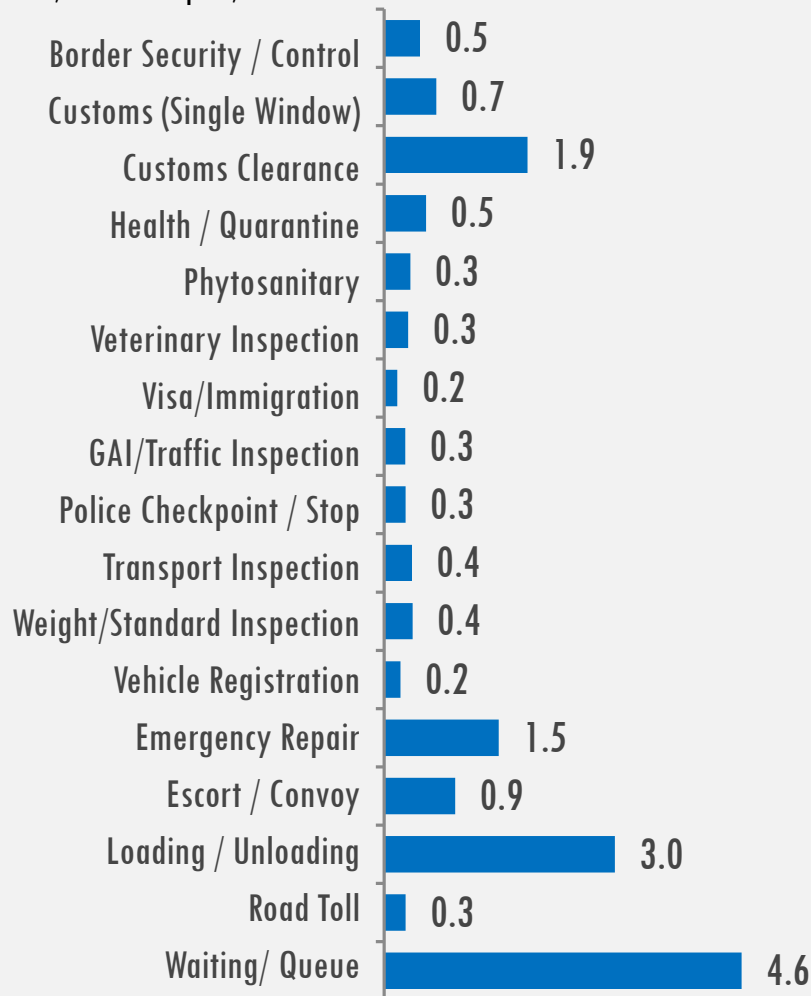
OUTBOUND TRAFFIC

Khorgos	PRC	28.2
Dautota	UZB	9.6
Sarabs	TKM	8.7
Konysbayeva	KAZ	8.6
Tazhen	KAZ	8.4
Yallama	UZB	8.0
Alat	UZB	7.4
Farap	TKM	7.3
Sarasiya	UZB	6.9
Oibek	UZB	6.6
Merke	KAZ	6.5
Erenhot	PRC	5.9
Keles	UZB	5.7
Kurmangazy	KAZ	5.4
Irkeshtan	PRC	5.2

Delays at the border

Average duration of delays at BCPs

2013, Road transport, in hours



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

- Khorgos (PRC), outbound, 32 hrs
- Karasu (KAZ), inbound, 24 hrs
- Nizhni Pianj (TAJ), outbound, 17 hrs

Among activities with high costs, only **customs clearance fees** are regularly encountered during border crossing. Costs for emergency repairs are rarely encountered, while escort/convoy services fees depends on the area of shipment.

CAREC BCP Improvements

ADB-Funded Projects (ongoing)

KGZ: Karamyk BCP

TAJ: Guliston BCP, Sarazm BCP and road rehabilitation between Ayni—Panjakent and the border with Uzbekistan (with OFID funding)

ADB-Funded Projects (completed)

MON: Zamyn-Uud BCP

KAZ: Akzhol-Chu BCP and Almaty-Bishkek road

KGZ: Torugart BCP and Bishkek-Torugart road improvement

TAJ: Kulma BCP, border with the PRC and Kyzyl-Art BCP, border with KGZ (with US Government funding); Khodjent, Spitamen, Isfara, Gafurov & Murgab; border with KGZ—Karamyk & Guliston; border with UZB—Fatehabad, Patar, Zafarabad, Kushtigirmon/Platina & Aivaj; border with AFG—Kokul, Ishkoshim, & Ruzvaj

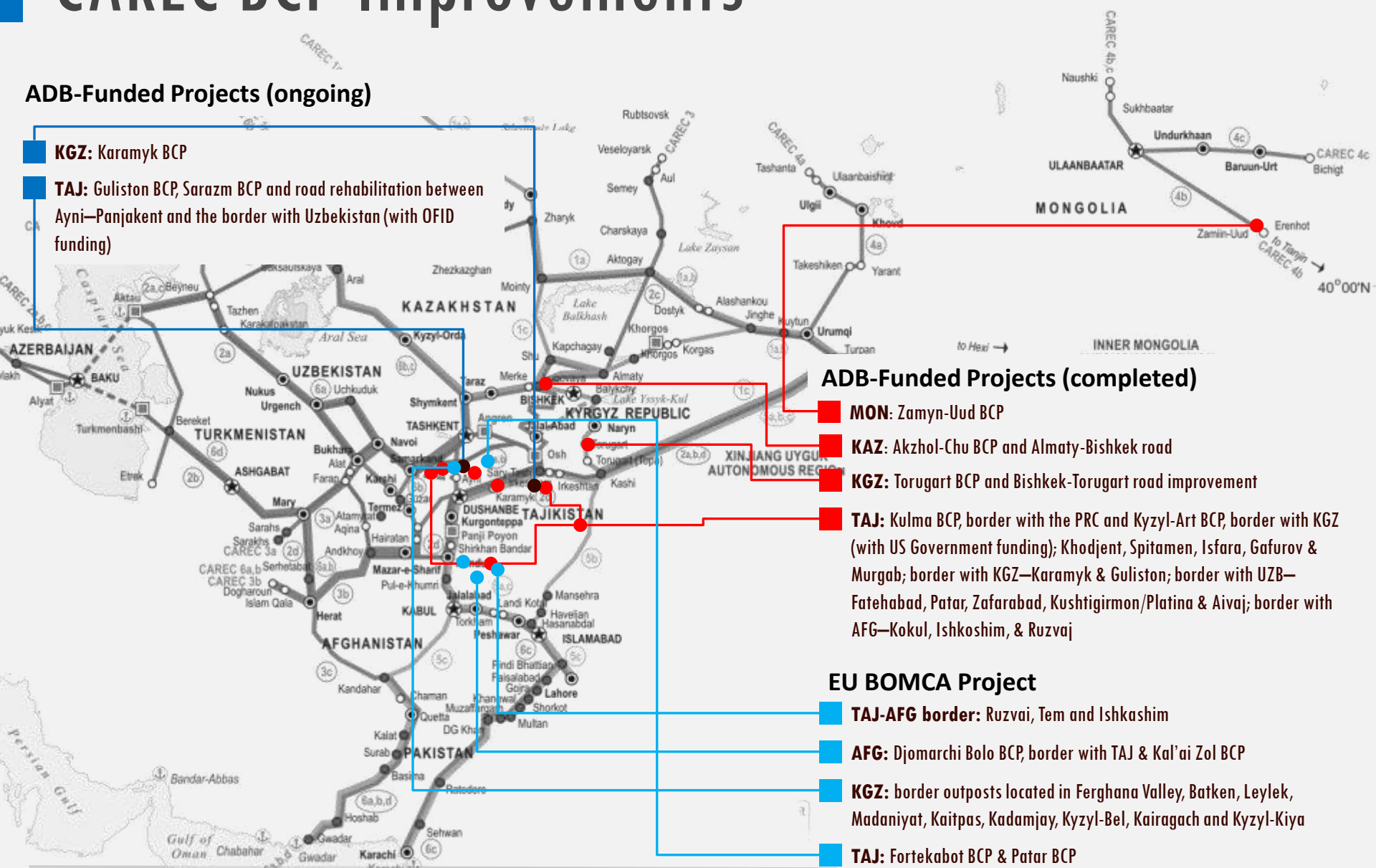
EU BOMCA Project

TAJ-AFG border: Ruzvai, Tem and Ishkashim

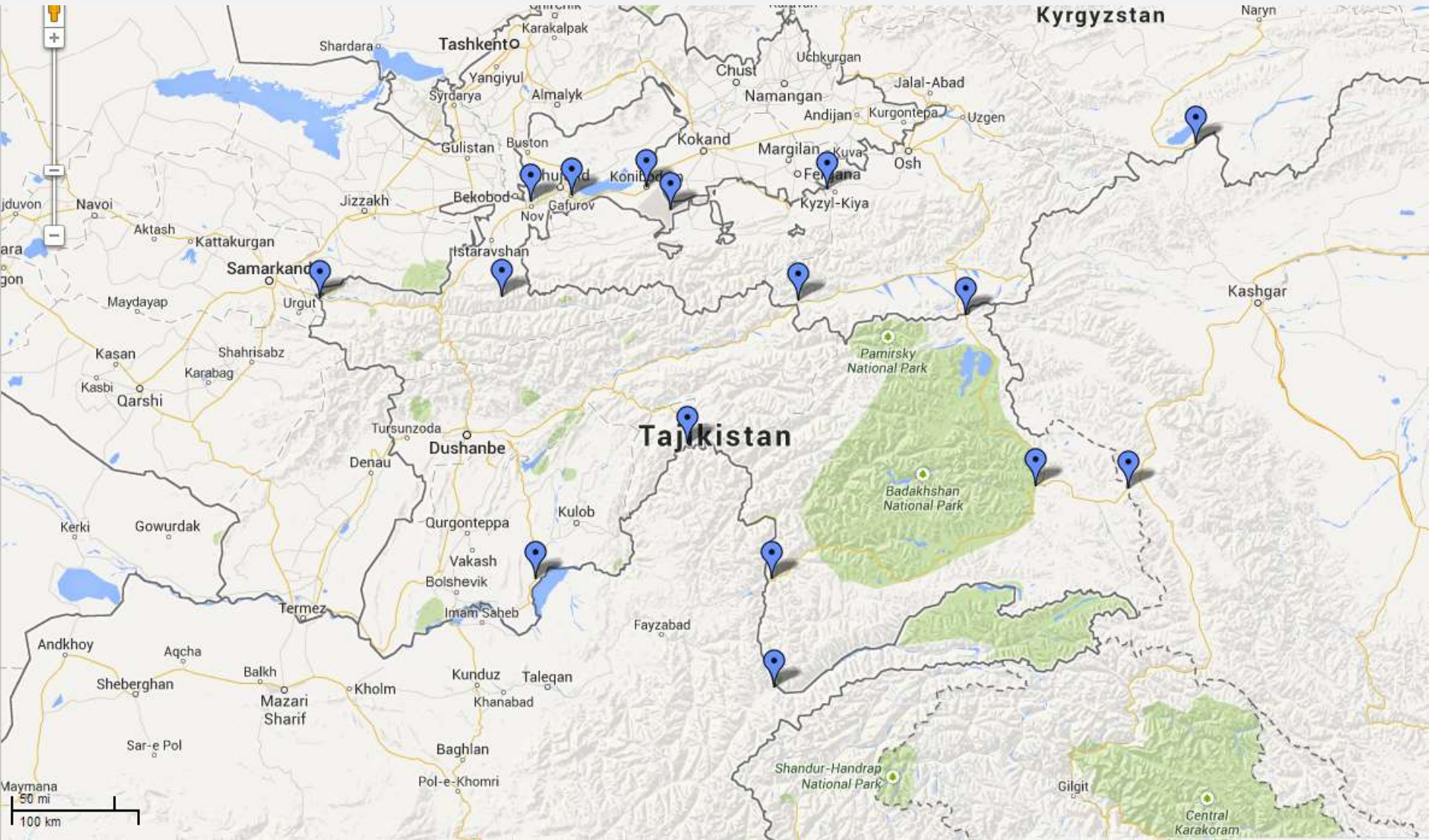
AFG: Djomarchi Bolo BCP, border with TAJ & Kal'ai Zol BCP

KGZ: border outposts located in Ferghana Valley, Batken, Leylek, Madaniyat, Kaitpas, Kadamjay, Kyzyl-Bel, Kairagach and Kyzyl-Kiya

TAJ: Fortekabot BCP & Patar BCP



CAREC BCP Improvements



- Publication of CPMM Retrospective
- Expanding coverage of railway movements
- Examining how best to measure and monitor performance of trade logistics services