

# CARECCPMM

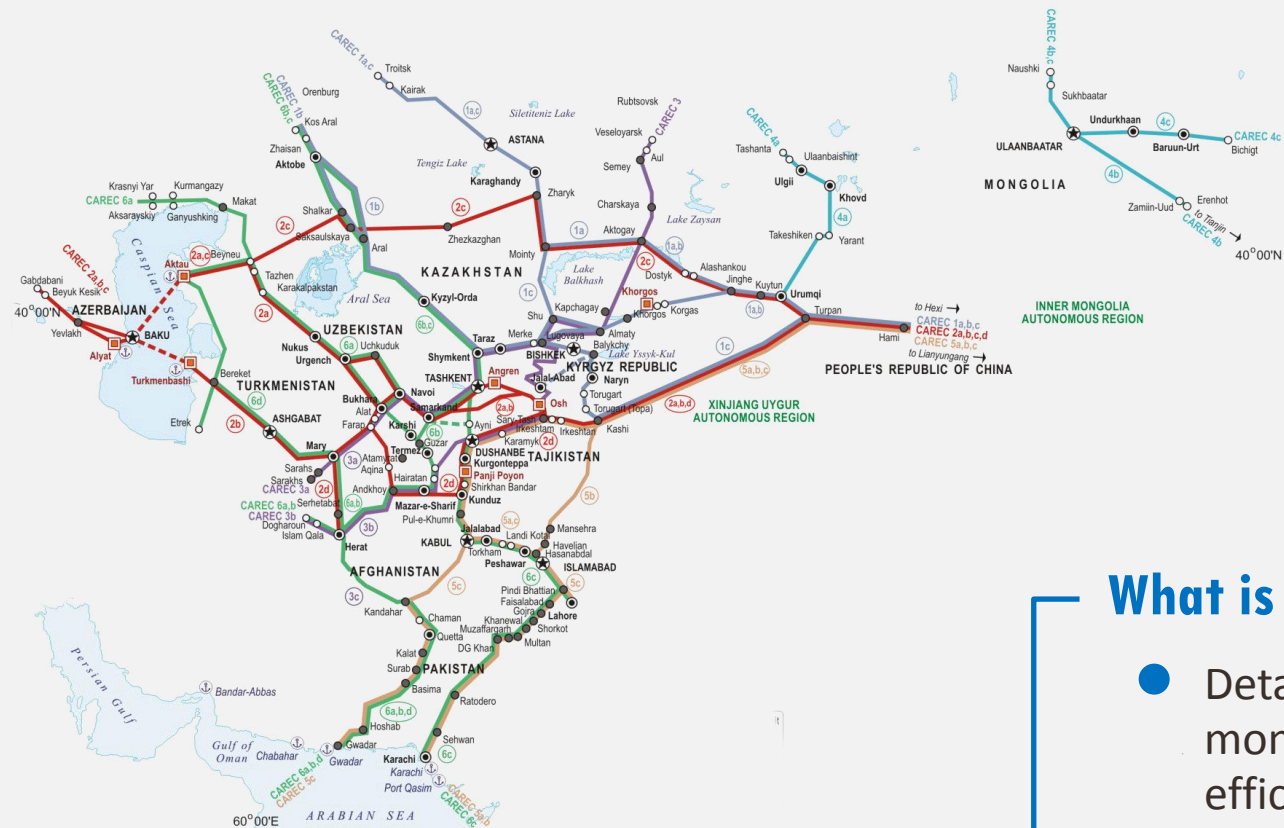
Corridor Performance  
Measurement and Monitoring

Sharing of SPS-related CPMM data  
analysis at CAREC border crossing  
points

**CAREC** TRADE FACILITATION LEARNING OPPORTUNITY

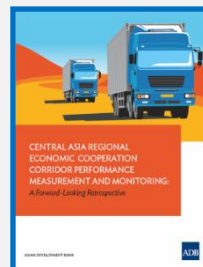
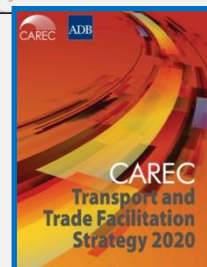
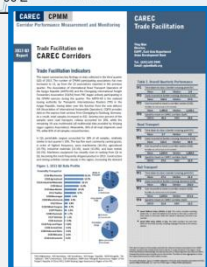
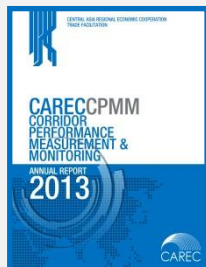
7 October 2014 | Zamiin Uud, Mongolia

# 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

HOME ABOUT CFCFA ABOUT CAREC CPMM ASSOCIATIONS NEWS EVENTS USEFUL INFORMATION CONTACTS

Directory of transport and forwarding companies +

Directory of insurance companies

Directory of customs brokers

Directory of logistics centers and warehouses

Register the company +

Write a review on border crossing points in CAREC countries

Read reviews about border crossing points

Cost of petrol and fuel in CAREC countries

ASSOCIATION FOR DEVELOPMENT OF BUSINESS LOGISTICS

Transport & Logistics Information Portal Logistika.uz

Logistics is the world of your new opportunities

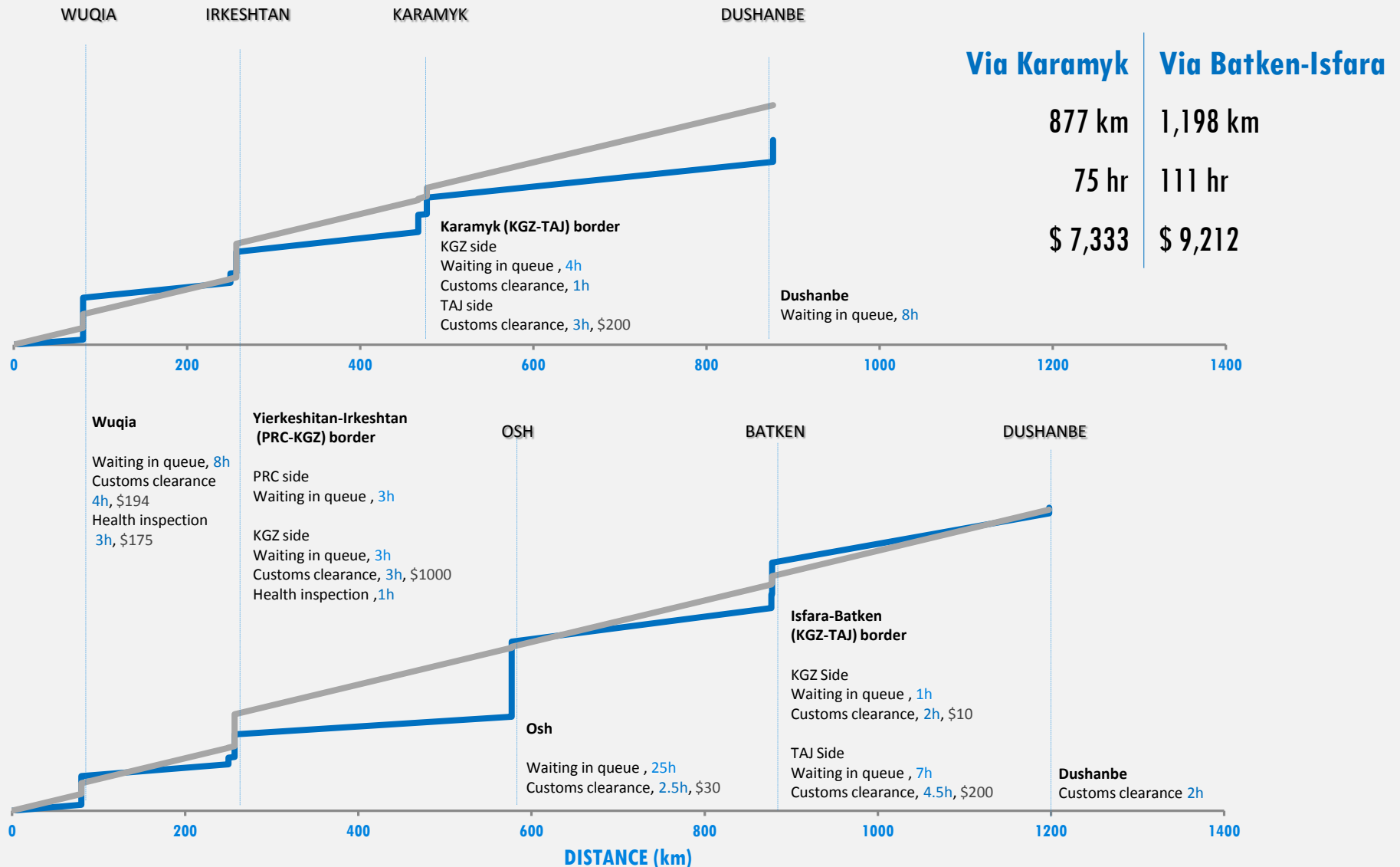
Третье годовое собрание Федерации перевозчиков и экспедиторов ЦАРЭС  
3<sup>rd</sup> CAREC Federation of Carrier and Forwarder Associations Annual Meeting

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 8.8pc to 7.57 million TEU in 4 months
- China's quarterly social logistics value up 8.6pc to US\$7.64 trillion
- Fujian port container volume up 9.9pc to 3.83 million TEU in 4 months

# Time/Cost-Distance (TCD) Methodology

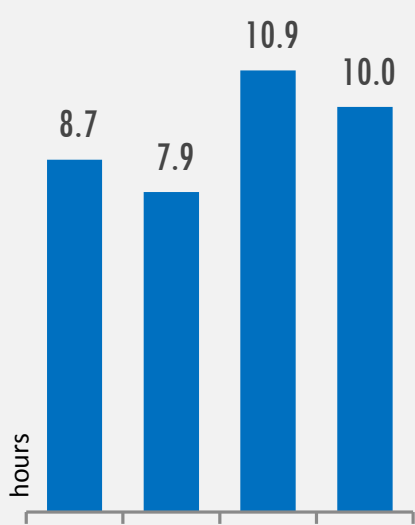
## Sample TCD: Kashi (PRC) — Dushanbe (TAJ)



# Trade Facilitation Indicators (TFIs)

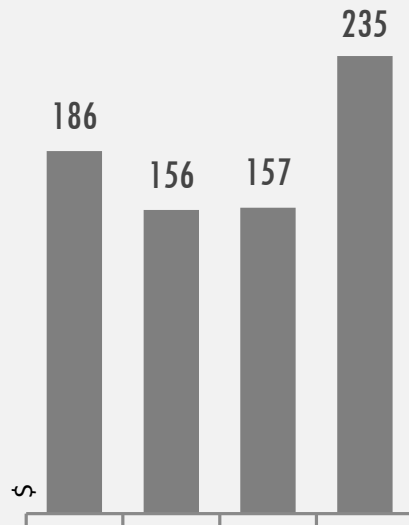
		2010	2011	2012	2013
<b>TFI1</b>	Time to Clear a BCP in hours	<b>8.7</b>	<b>7.9</b>	<b>10.9</b>	<b>10.0</b>
		Avg 4.1	4.1	4.2	5.3
<b>TFI2</b>	Cost Incurred at BCP in US\$	<b>186</b>	<b>156</b>	<b>157</b>	<b>235</b>
		114	90	76	120
<b>TFI3</b>	Cost Incurred to Travel a Corridor Section in US\$, per 500km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

# TFI Trends 2010-2013



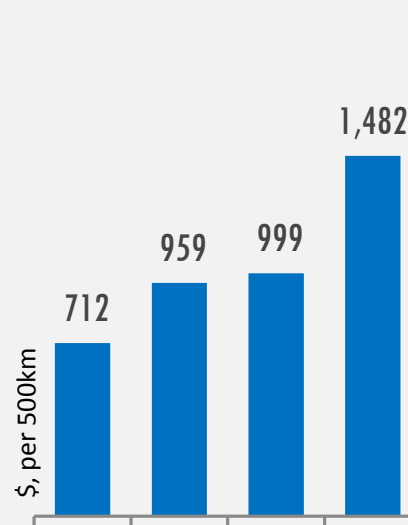
## TFI1

Time to Clear a BCP



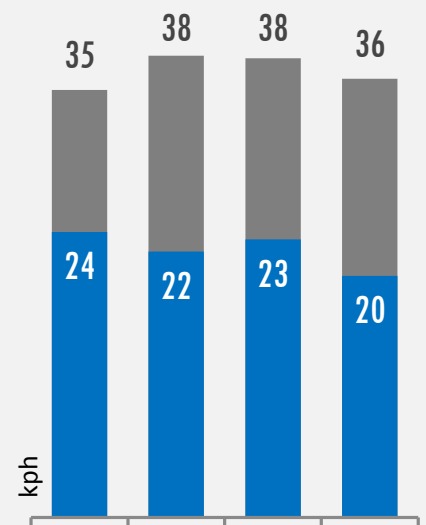
## TFI2

Cost Incurred at BCP



## TFI3

Cost Incurred to Travel a Corridor Section

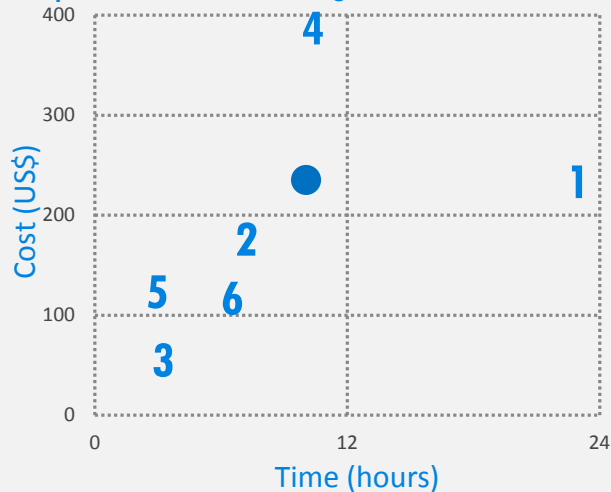


## TFI4

Speed to Travel on CAREC Corridors (SWD)

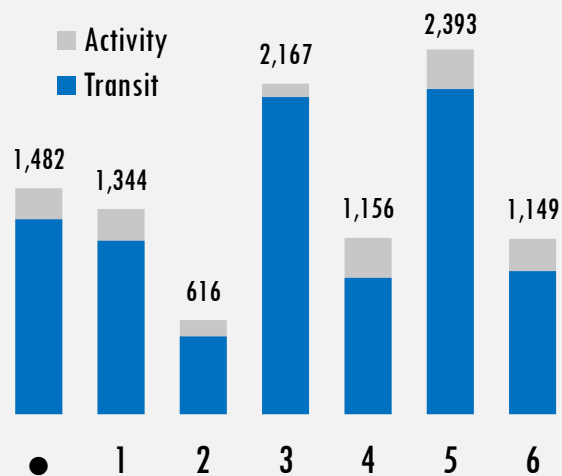
# Corridor Comparison

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



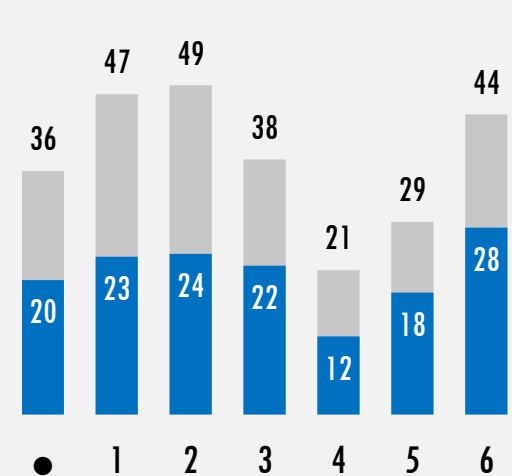
- Compared to other corridors, Corridor 3 averaged the least cost to cross a border. Others have similar values with varying average time to cross a border.

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



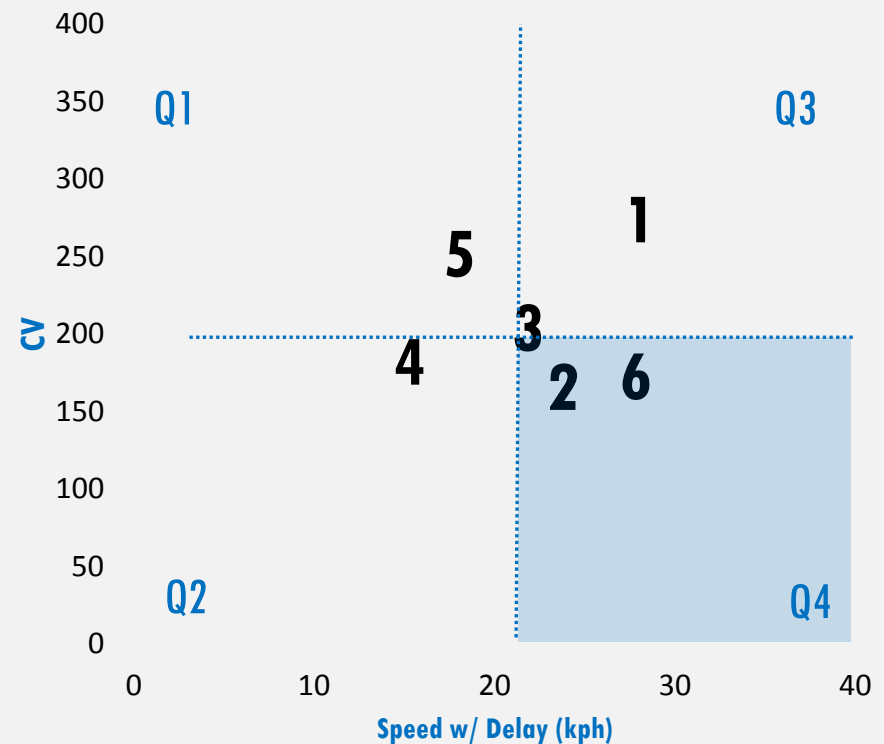
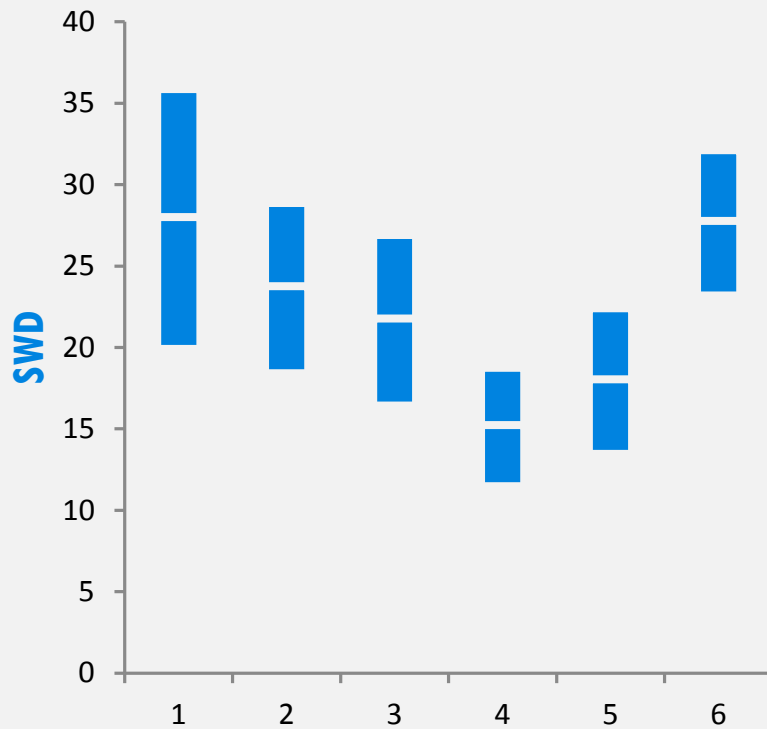
- However, data suggest that it is cheaper to travel along Corridor 2, while activities are less costly in Corridor 3.

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 and the Application of SPS Measures

- 65.9% of goods and commodities carried to, from, or through CAREC countries are subject to SPS measures.
- Some BCPs are especially designated to process such cargo. Others are less well equipped.
- Inefficient application of SPS and related measures applied to perishables leads to merchandise spoilage.
- Consultants conducting a needs assessment to determine which BCPs are most critical for the processing of cargo subject to the application of SPS measures.
- ADB will review and consider investment proposals that address the identified needs.
- Further action needed to modernize SPS measures (to comply with the SPS Agreement), meet international standards, and extend mutual recognition to laboratory testing results.

- The following BCPs handled the most cargo subjected to SPS-measures in 2013 ranked according to performance in clearing border crossing procedures.

## OUTBOUND TRAFFIC

BCP	Corridor	Pair	% SPS	Perishables	Time, hr	Cost, \$
TAJ Karamyk	2,3,5	KGZ Karamyk	100%		0.3	17
KGZ Karasu	2	KAZ Ak-tilek	78%		0.3	20
UZB Oibek	3	TAJ Fotehobod	100%		0.4	10
RUS Khiyagt	4	MON Altanbulag	100%	46%	0.5	no data
KAZ Tazhen	2,6	UZB Dautota	100%	24%	0.5	13
UZB Sarasiya	3	TAJ Dusti	100%		0.6	13
PRC Erenhot	4	MON Zamiin-Uud	73%	8%	0.8	27
UZB Alat	2,3	TKM Farap	79%		0.8	8
UZB Yallama	3,6	KAZ Konysbayeva	88%	62%	0.8	9
UZB Dautota	2,6	KAZ Tazhen	99%	27%	1.2	6

\*% refers to percentage of cargo handled subject to SPS measures

# CAREC BCPs

- The following BCPs handled the most cargo subjected to SPS-measures in 2013 ranked according to performance in clearing border crossing procedures.

## INBOUND TRAFFIC

BCP	Corridor	Pair	% SPS	Perishables	Time, hr	Cost, \$
UZB Sarasiya	3	TAJ Dusti	100%		0.4	no data
TAJ Karamyk	2,3,5	KGZ Karamyk	97%	13%	0.4	11
MON Altanbulag	4	RUS Khiyagt	100%	46%	0.5	3
TAJ Fotehobod	3	UZB Oibek	100%		0.7	13
TAJ Dusti	3	UZB Sarasiya	100%		0.7	11
UZB Alat	2,3	TKM Farap	84%		0.7	11
KGZ Irkeshtan	2,5	PRC Yierkeshitan	95%		1.0	9
KGZ Chaldovar	1,3	KAZ Merke	100%		1.1	23
KAZ Tazhen	2,6	UZB Dautota	99%	28%	2.5	18
PRC Khorgos	1	KAZ Khorgos	100%	74%	3.1	114

\*% refers to percentage of cargo handled subject to SPS measures

# Perishables vs Non-perishables

- Overall, perishables take significantly less time and cost less during border crossing. This is more pronounced at BCPs along Corridor 4.

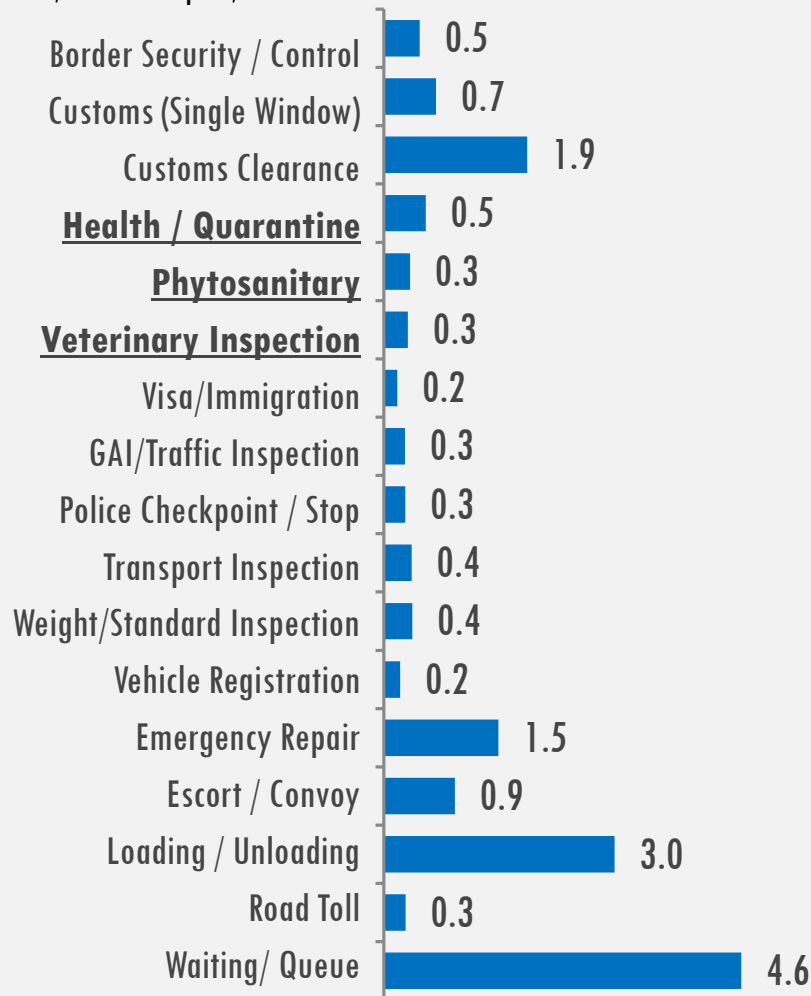
	%	Duration, hr		Cost, \$	
		Perishable	Non-perishable	Perishable	Non-perishable
Overall	22%	3.7	5.3	152	215
1	27%	6.5	7.7	157	149
2	6%	4.4	6.0	-	174
3	28%	2.5	2.9	46	45
4	16%	3.2	5.7	280	402
5	19%	1.8	3.2	109	125
6	33%	3.8	6.1	110	85

\*% refers to percentage of perishable cargo handled

# Delays at the border

## Average duration of delays at BCPs

2013, Road transport, in hours

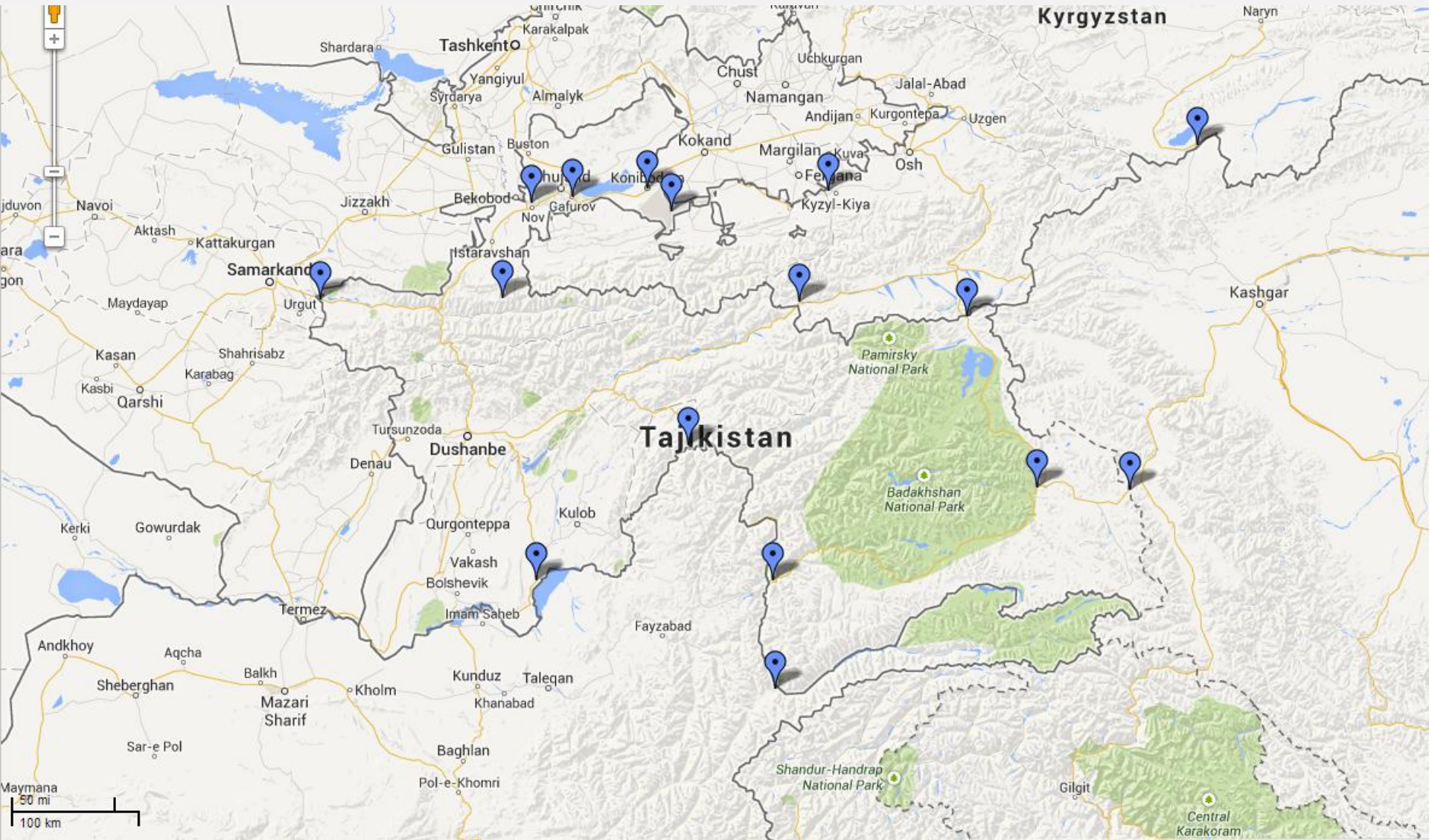


**Waiting in queues and loading/unloading** are very time-consuming, and are frequently experienced during shipments.

**Waiting in queues** is a consequence of inefficient border management procedures and inspections, limited operating hours, and physical infrastructure capacity.

The processing of cargo subject to SPS measures is, in the aggregate, relatively efficient. SPS and related activities feature low costs.

# CAREC BCP Improvements



# Looking Ahead

- Completion of needs assessment
- Identification of investment opportunities
- Modernizing SPS measures and their application