

CARECCPMM

Corridor Performance Measurement and Monitoring 2013

since April 2009

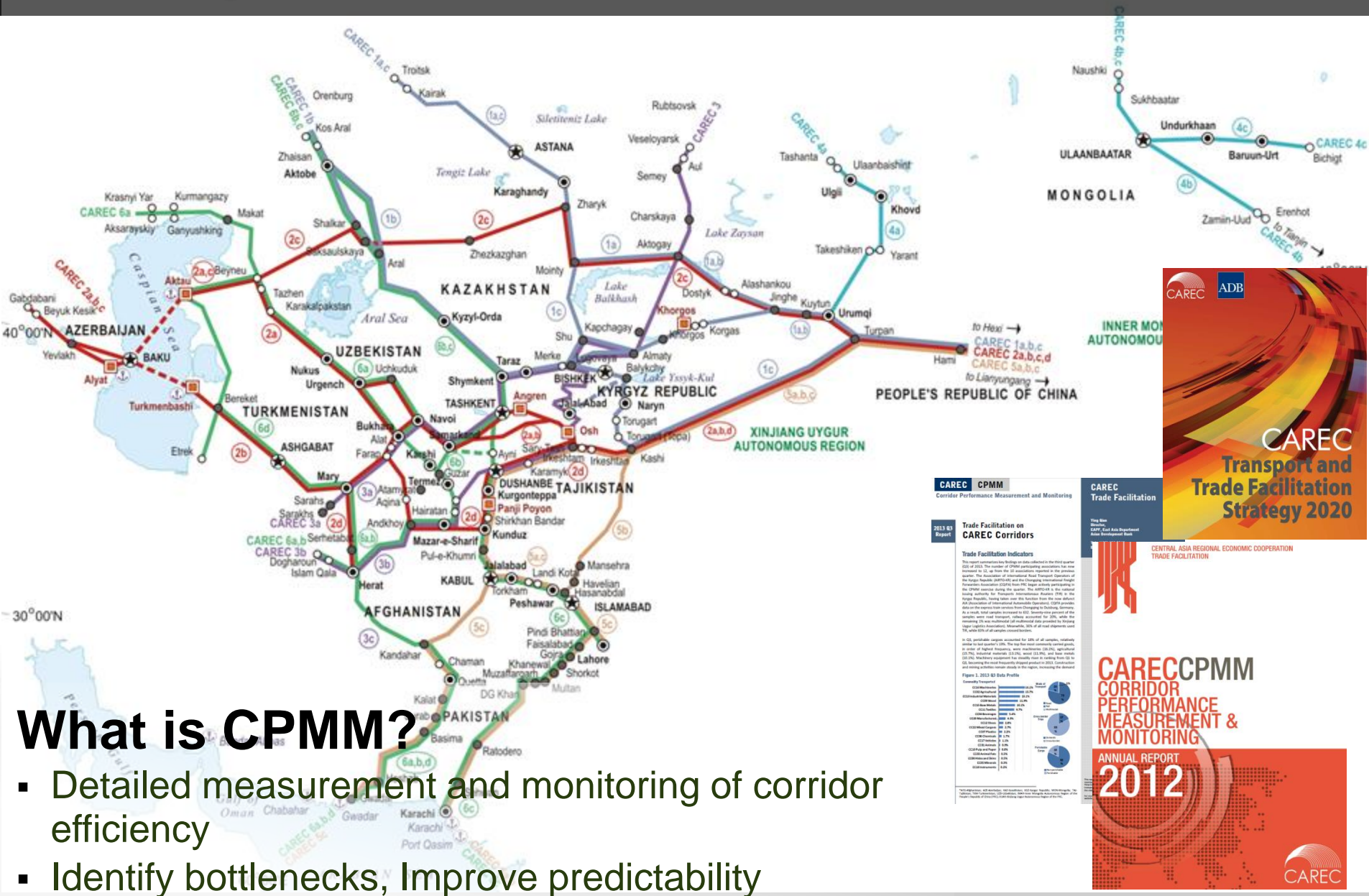
13th CAREC Transport Sector Coordinating Committee (TSCC) Meeting

14 May 2014 | **Bishkek, Kyrgyz Republic**

CAREC Corridor Performance Measurement and Monitoring



Transport Corridors and CPMM

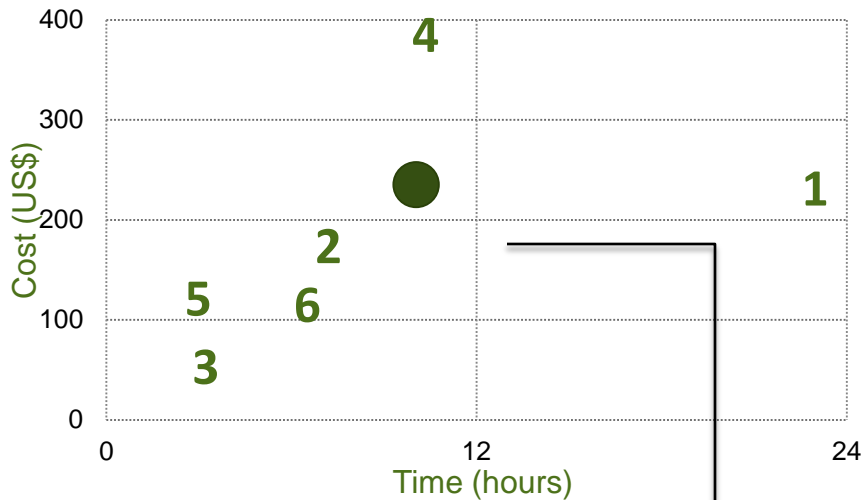


Trade Facilitation Indicators (TFIs)

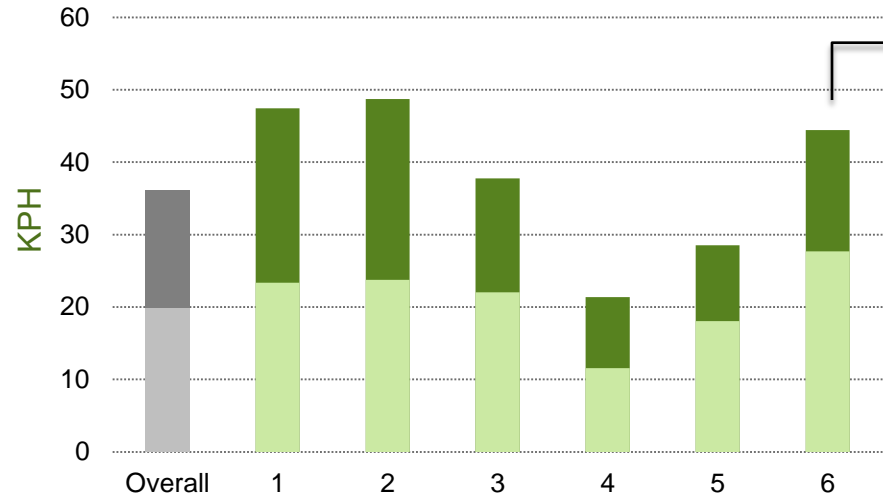
| | | 2010 (Baseline) | | 2011 | | 2012 | | 2013 | |
|-------------|----------------------------------------------------------------------------------|--------------------|--------|------|--------|------|--------|-------|--------|
| Indicator | | Mean | Median | Mean | Median | Mean | Median | Mean |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

Corridor Comparison

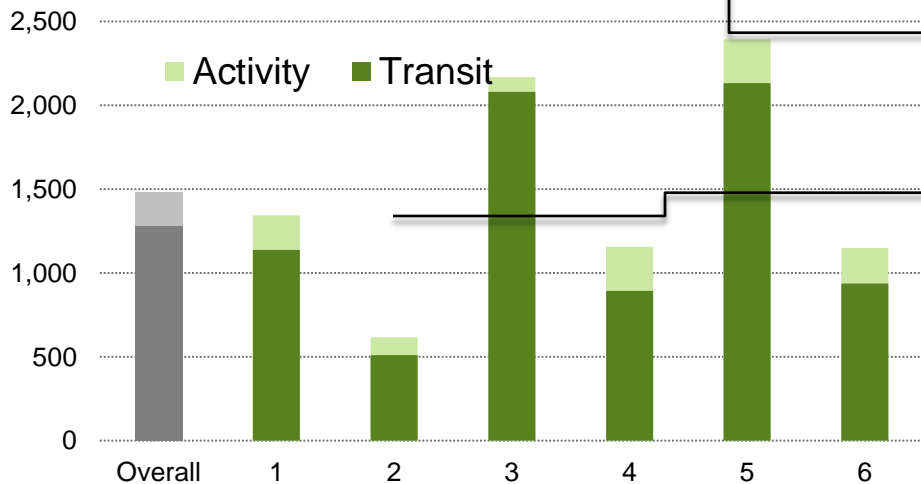
Time (TFI1) and Cost (TFI2) spent at border crossing, 2013



Speed Indicators (TFI4), 2013



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

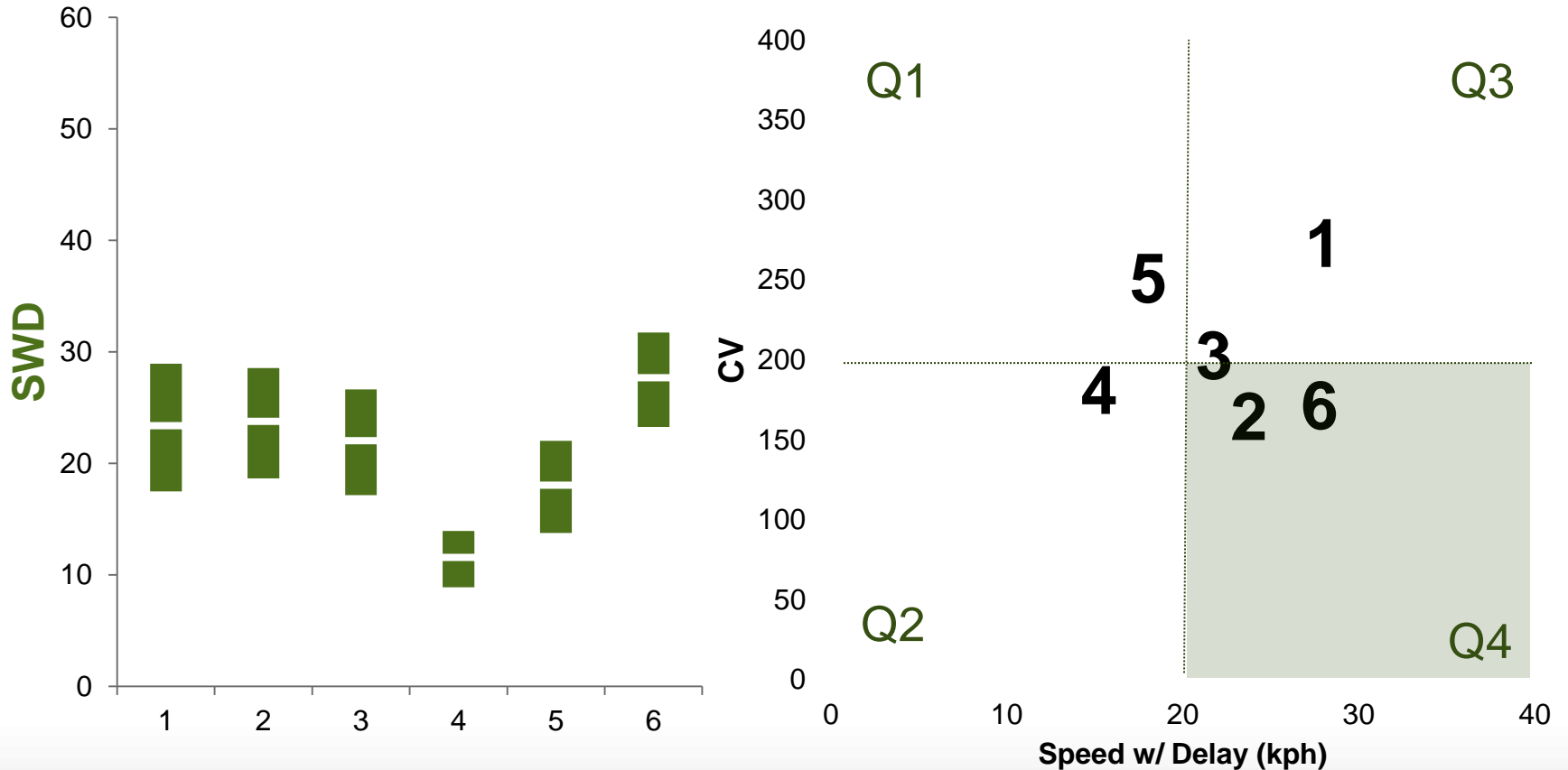


Compared to other corridors, Corridor 3 averaged the least cost to cross a border. Others have similar values with varying average time to cross a border.

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

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.

Variation in Sample

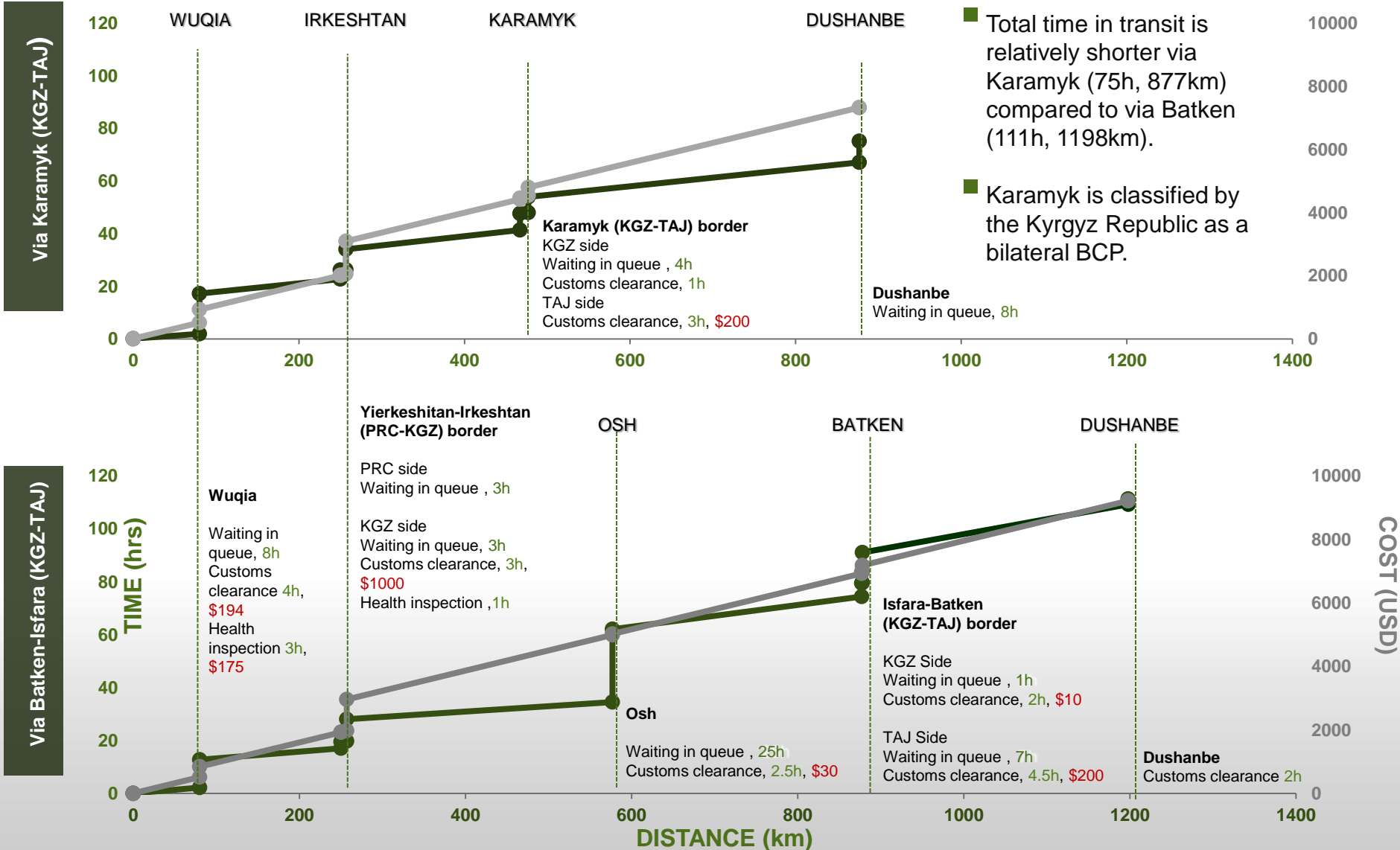


The Coefficient of Variation (CV) measures the degree of uncertainty in speed estimates - lower values are preferred, as they give greater confidence to scheduled delivery times.

The quadrants provide the relative efficiency of corridors in terms of SWD.

Time/Cost-Distance (TCD) Methodology

Sample TCD from Kashi (PRC) – Dushanbe (TAJ)



CAREC BCP Improvements

ADB-Funded Projects (ongoing)

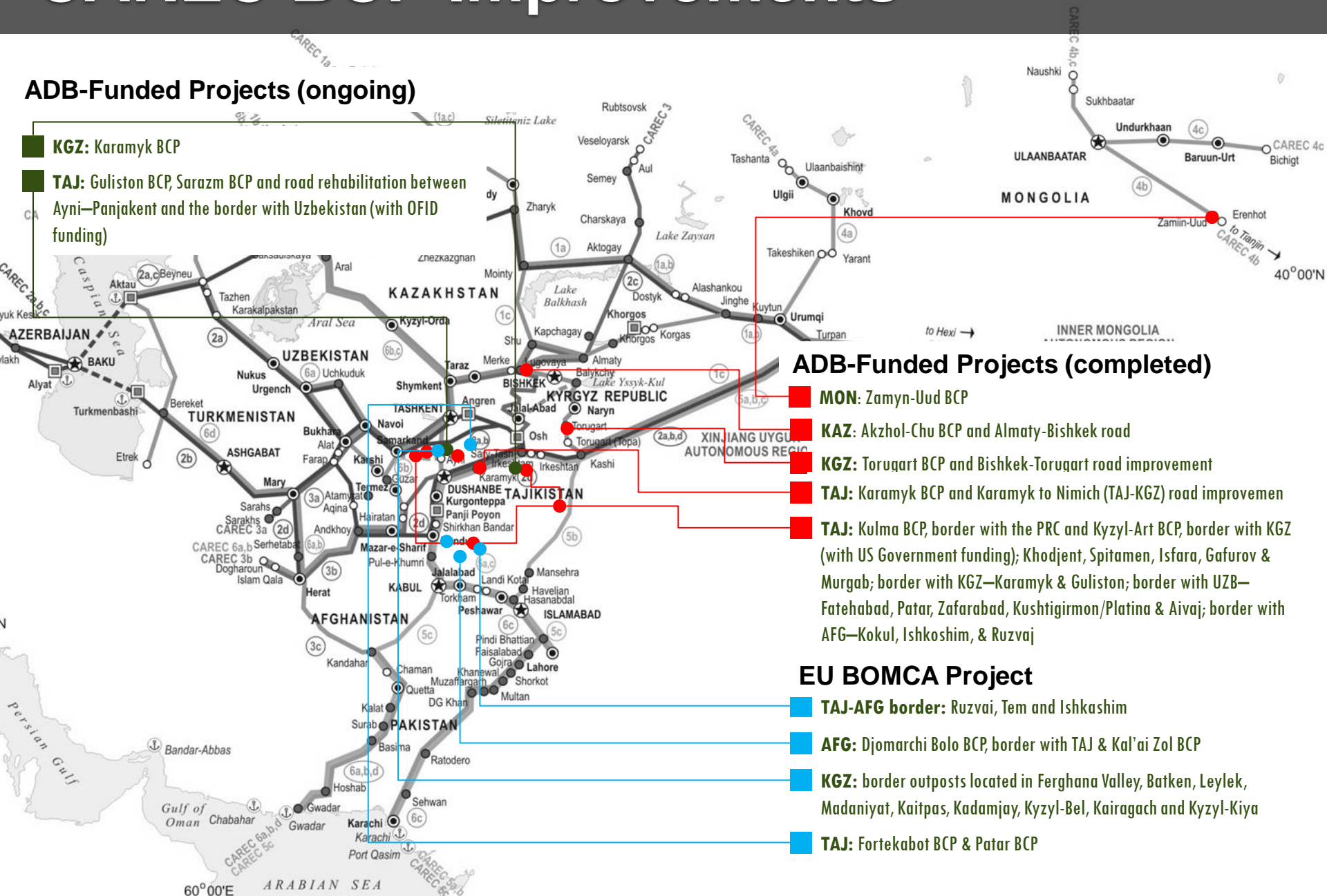
- KGZ:** Karamyk BCP
- TAJ:** Guliston BCP, Sarazm BCP and road rehabilitation between Ayni—Panjakent and the border with Uzbekistan (with OFID funding)

ADB-Funded Projects (completed)

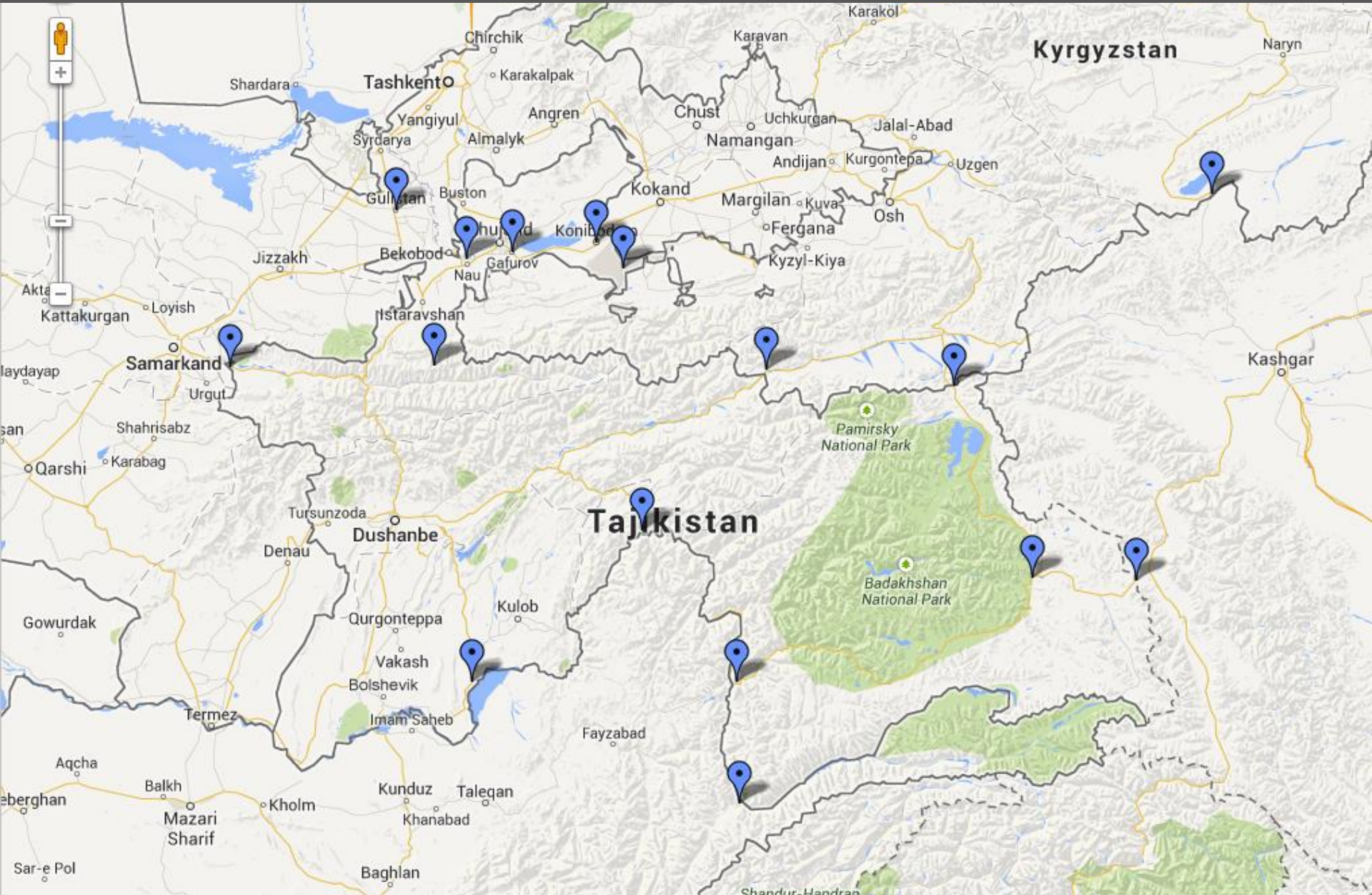
- MON:** Zamyn-Uud BCP
- KAZ:** Akzhol-Chu BCP and Almaty-Bishkek road
- KGZ:** Toruqart BCP and Bishkek-Toruqart road improvement
- TAJ:** Karamyk BCP and Karamyk to Nimich (TAJ-KGZ) road improvement
- TAJ:** Kulma BCP, border with the PRC and Kyzyl-Art BCP, border with KGZ (with US Government funding); 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



Thank You!

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