Updates on CPMM Implementation

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Corridor Performance Measurement and Monitoring:
CAREC Experience and International Prospects

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Current CPMM Partners

Country	Association	Quarter				Total
		Q1	Q2	Q3	Q4	
AFG	AAFFCO	60	60	60	60	240
KGZ	FOA	60	60	60	60	240
MON	NARTAM	60	60	60	60	240
	MNCCI	57	55	53	60	225
PAK	PIFFA	60	60	60	60	240
PRC	CQIFA	60	75	75	75	285
	IMAR	60	60	60	60	240
	XUAR	80	90	90	90	350
TAJ	ABBAT	30	30	30	30	120
	AIATT	60	60	60	60	240
TKM	THADA				4	4
UZB	ADBL	90	90	90	90	360
Total		677	700	698	709	2,784

Number of samples submitted by each CPMM partner in 2015

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1. No partners in Azerbaijan and Kazakhstan.

2. Limited data in Turkmenistan.

3. Rail data collected only along Corridor 1 and 4.

1. Discussing with Kazakhstan **Customs Brokers Association** to represent the country and re-activate CPMM.

2. Target to collect CPMM data for both **road** and **rail** shipments.

3. Target to include **Aktau** and Trans-Caspian Sea shipments. (Reinforce samples along Corridor 2).

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Public Sector

Formulation of Trade Facilitation Initiatives
(Where are the bottlenecks? What activities?)

Review Effectiveness of Transit Agreements
(Are there improvements in time and cost?)

Identify and Prioritize Investment
(Where are the slowest sections?)

Private Sector

Estimate Duration and Cost for New Routes
(How long and how much?)

Select Optimal Route
(Compare efficacies between multiple routes)

Select Optimal Transport Mode
(Is Road, Rail or Multi-modal a better option?)

Academia

Build Economic Model
(Model Trade and Supply Chain)

Refine CPMM Methodology
(To make data more accurate and comprehensive)

Evaluate Effectiveness
(Compare with other models used)

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1. Regional forum organized by CAREC Institute
2. Data Extraction from cfcfa.net
3. Online DataBase Sharing (SAS)
4. Information Sharing through national CPMM partners

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- CPMM has a large database consisting of routes, modes of transport and BCPs over a long period of time.
- Can use it to measure before and after effects.
- In the following slides, some ideas will be given for researchers to consider. These ideas are regional and national topics of interests related to **trade facilitation** and **transport**.

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- Develop Master-Plan for Dry Ports
- Assess the Effectiveness of the Revised Afghanistan-Pakistan Transit Trade Agreements (APTTA)
- Evaluate if dwell time for containers in Karachi port is reduced
- Study the feasibility of a trilateral agreement between AFG, PAK and TAJ
- Measure the success of post TIR implementation

- Study Roll-on/Ro-Off (RoRo) operation efficiency at Baku Seaport
- Analyze effectiveness of the Lapis Lazuli Corridor
- Appraise the investment needed for an efficient multi-modal corridor in the Trans-Caspian region

- Evaluate impacts of post WTO accession
- Compare the efficacy of the railway alternatives between Urumqi-Alashankou-Dostyk-Almaty versus Urumqi-Khorgos-Altynkol-Almaty
- Study the operational efficiency of Aktau Seaport
- Compare the border crossing time and cost before and after the completion of the Khorgos BCP construction
- Explore the usefulness of TIR Green Lanes, TIR-Electronic Pre Declaration

- Evaluate impacts of post Eurasian Economic Union accession
- Complement CPMM with Time-Release Study (TRS) efforts
- Analyze the feasibility of cold chain infrastructure and operations
- Consider the strategic importance of Karamyk and elevate it into an international BCP
- Evaluate the feasibility of the Quadrilateral Agreement on Transit Trade (KAZ, KGZ, PAK, PRC)

- Monitor the development of new corridor 4c through Bichight
- Complement CPMM with the Logistics Centre development at Zamyn Uud
- Track the transit potential of the new road Zamyn Uud - Choyr

- Analyze the impact of different transit agreements (APTTA, QATT)
- Monitor the progress of Corridor 5b (China-Pakistan Economic Corridor)
- Measure the port efficiency of Karachi
- Study the success of TIR implementation beginning in 2016

- Monitor the efficacy of railway transport (conventional and express container train services)
- Substantiate the decision to accede to TIR Convention 1975
- Resolve the problem of documentation problems which delay cargo release for both road and railway transport in Kazakhstan, which mandate 100% examination at final destination
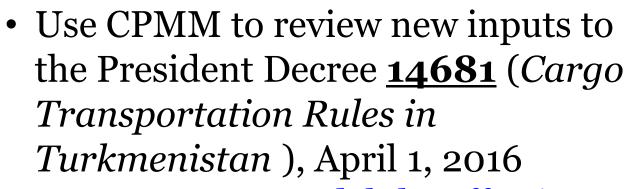- Use CPMM data to support the monitoring of *One Belt-One Road*

- Use CPMM to review and improve the transit regimes (e.g. use of 'safe packets' for transit documents)
- Use CPMM to consider joint border cooperation at Nizhni Panj-Sherkhan Bandar (e.g. logistics centre)
- Identify key BCPs or modernization
- Study new routes to access Middle East markets (e.g. TAJ-AFG-TKM)

- Use CPMM to review new inputs to the President Decree **14681** (*Cargo Transportation Rules in Turkmenistan*), April 1, 2016
- Use CPMM to model the effectiveness of TAPI, Lapis Lazuli and other transit corridors

- Use CPMM to develop national plans for cold chain infrastructure
- Use CPMM to substantiate the restriction on export of agricultural products by trucks
- Perform economic and supply chain study on the role of Navoi Free Industrial Economic Zone, possibly incorporating air transport as a mode

- CPMM offers a rich set of data over a long period of time
- It can be used to study the before and after impacts of a single event, or simply to track performance over a period of time
- It is up to your imagination on how to best use CPMM in your own country and context

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