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# CAREC

**May 2016**

**More Effective use of TRS and CPMM to  
improve Border Management**

# **More Effective use of TRS and CPMM results to improve border management**

CAREC, 17<sup>th</sup>-18<sup>th</sup> May 2016

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# CPMM

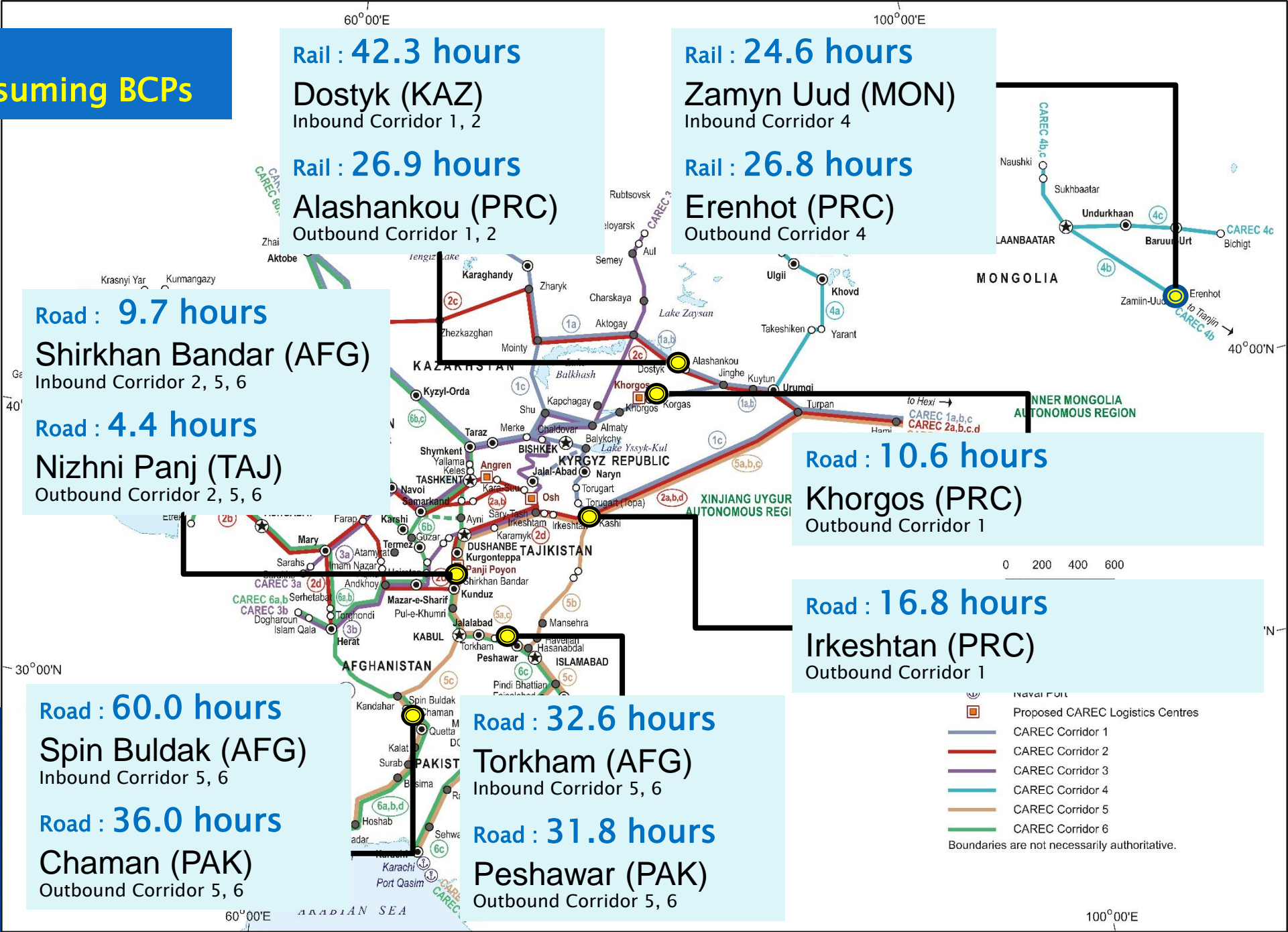
CPMM commenced in 2009. Formal data collection and reporting began in 2010. The huge database of CPMM then enabled researchers to identify the bottlenecks and the time/cost performance along each CAREC corridors.

In 2016, the strategy is to refer CPMM data to identify time-consuming BCPs and the transport problems along each CAREC Corridor. From these analysis, TRS can then focus on the high problematic of important BCPs for further study. In particular, TRS can examine the specific reasons for customs and stakeholder (including other government agencies) related delays and the actual cargo release time.

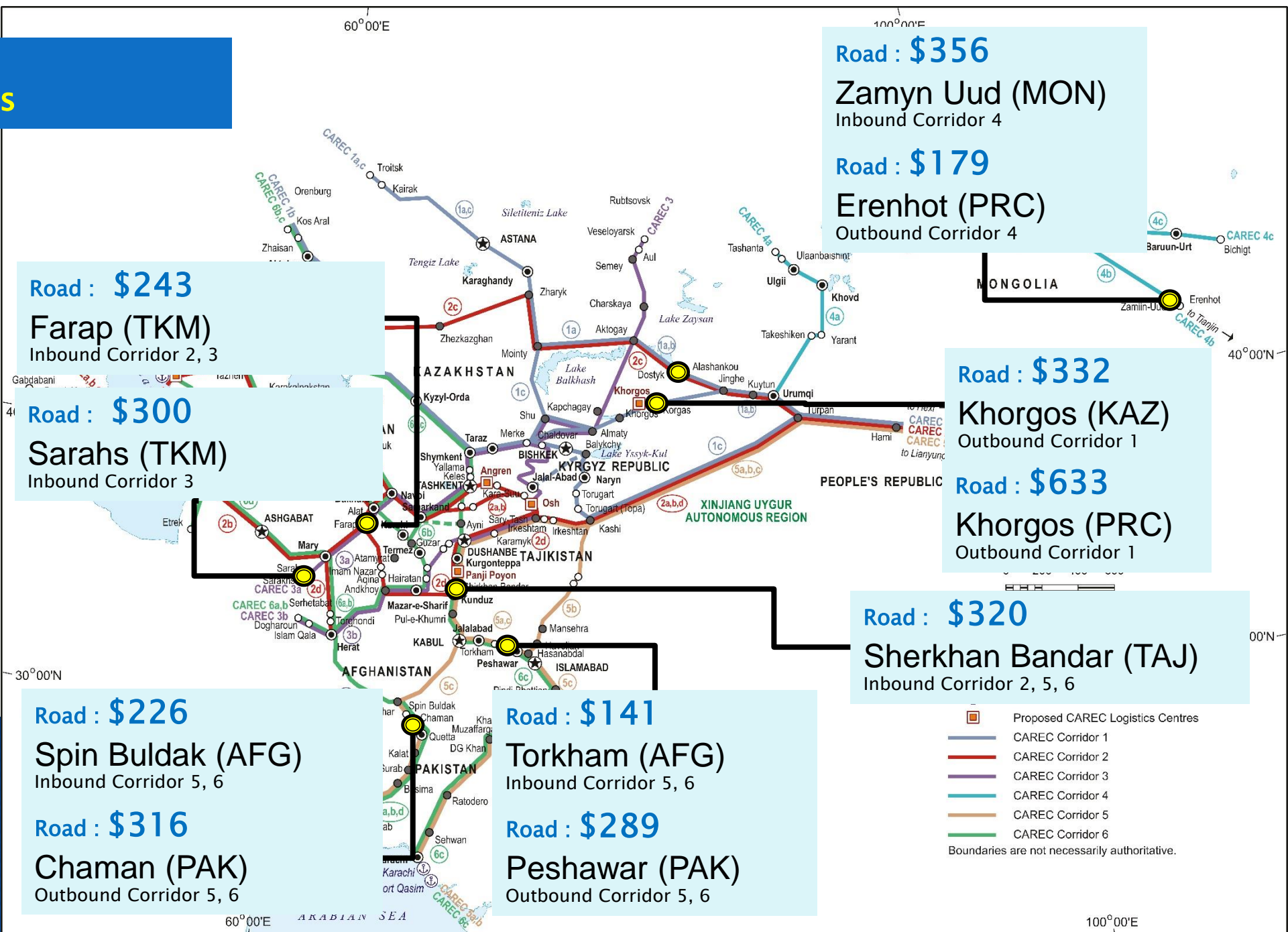
In the following sections, the key conclusions of CPMM are reported as follow :

- Time-consuming BCPs
- Costly BCPs
- The Speed Without Delay (SWOD) along each corridor

# Part 1 Time-Consuming BCPs

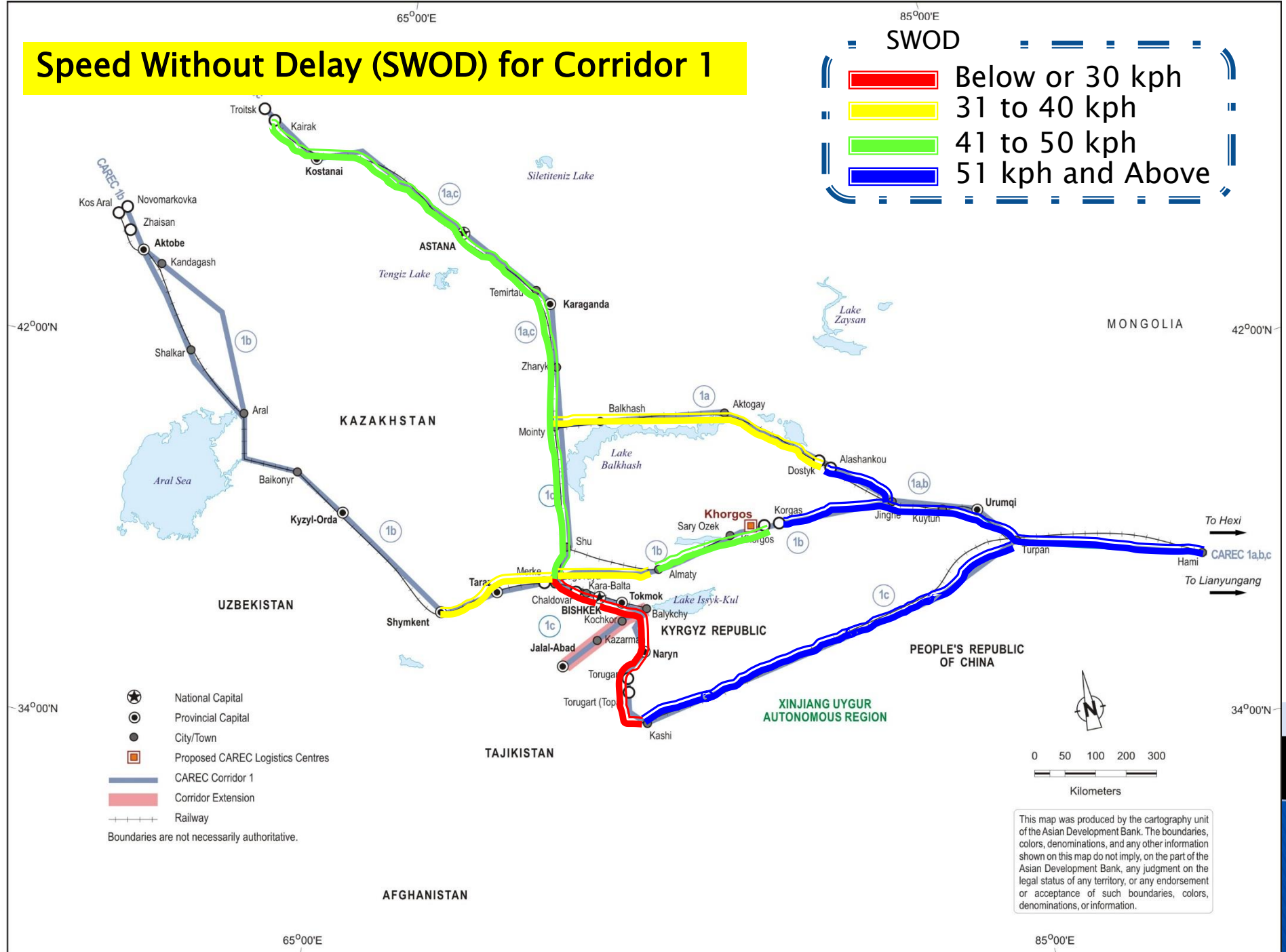
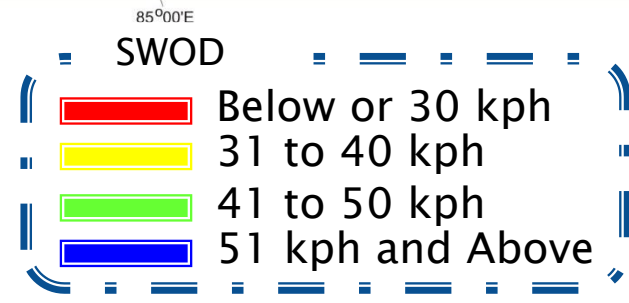


# Part 2 Costly BCPs



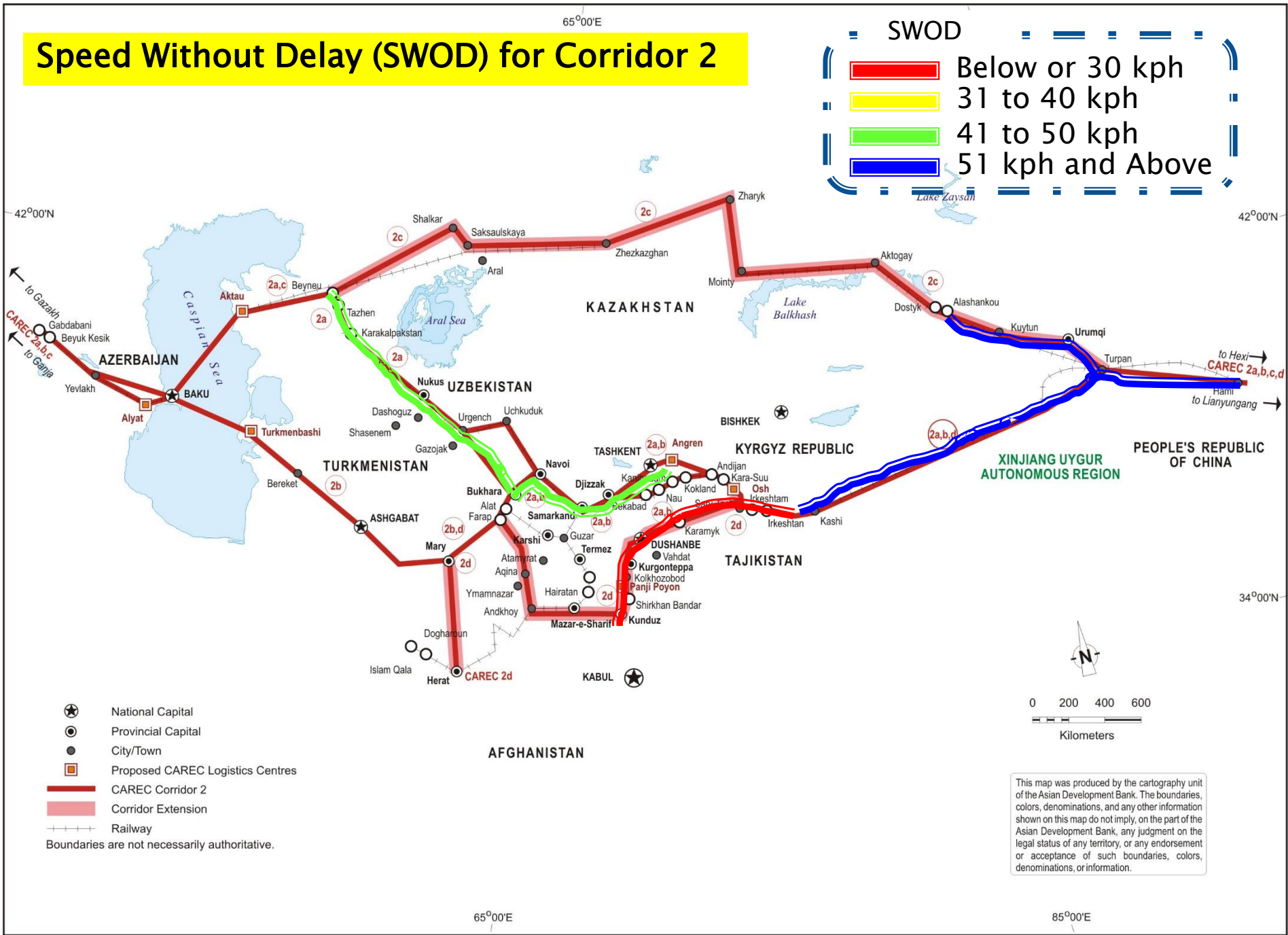
# Part 3 Speed Without Delay SWOD

## Speed Without Delay (SWOD) for Corridor 1



CARIS 14-25/1a AV

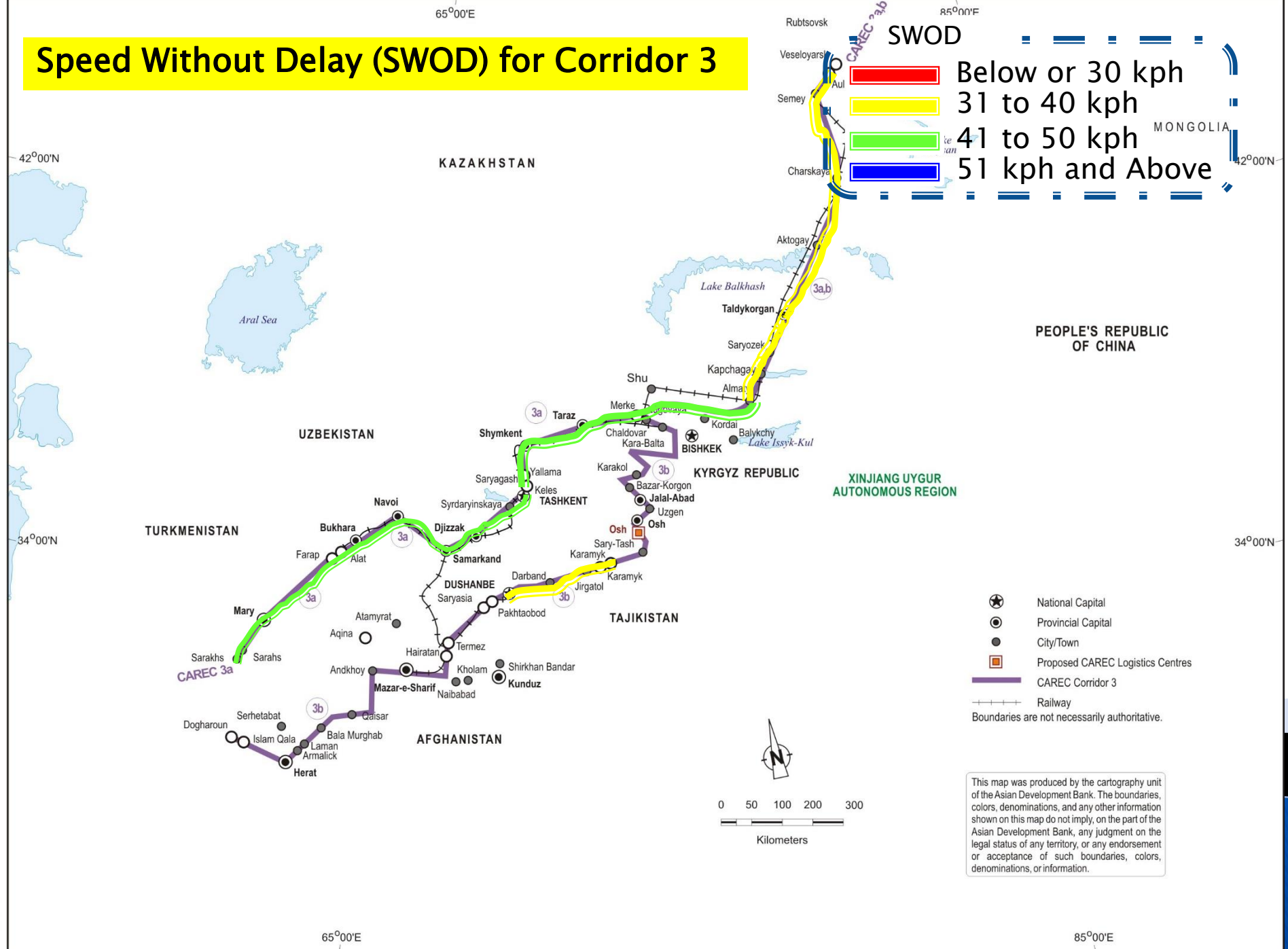
# Speed Without Delay (SWOD) for Corridor 2



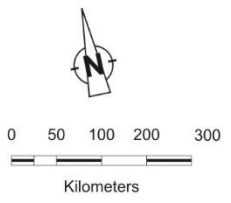
CARS 14-254116 AV



# Speed Without Delay (SWOD) for Corridor 3

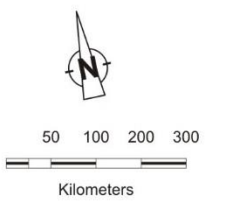
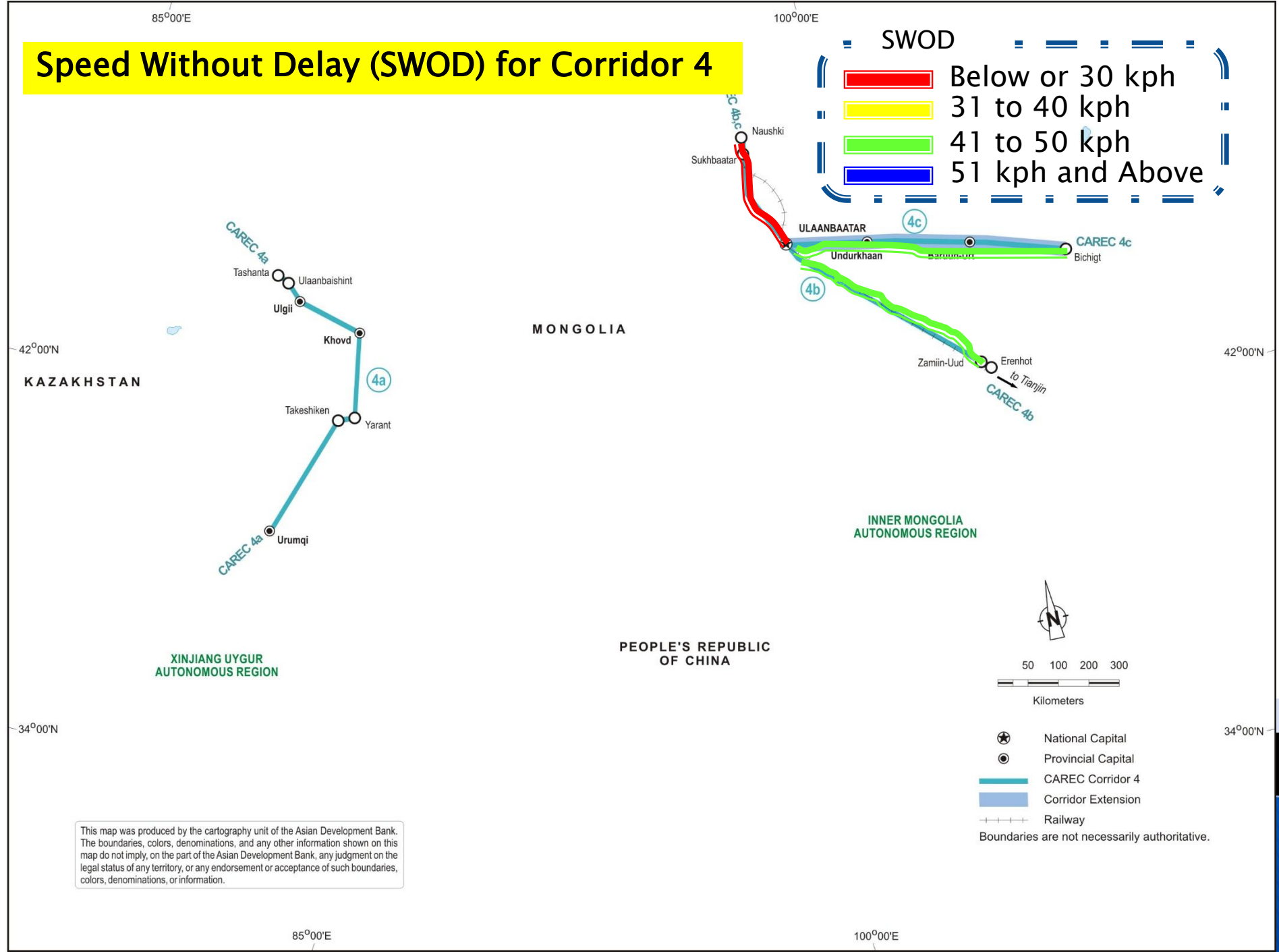
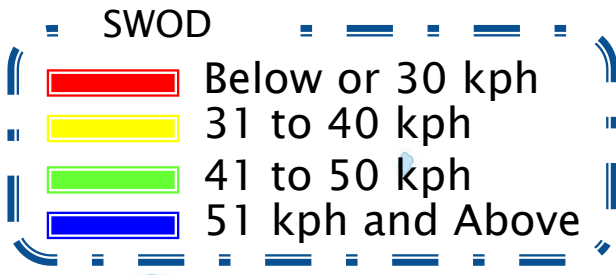


- National Capital
- Provincial Capital
- City/Town
- Proposed CAREC Logistics Centres
- CAREC Corridor 3
- Railway
- Boundaries are not necessarily authoritative.



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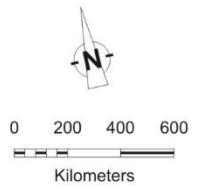
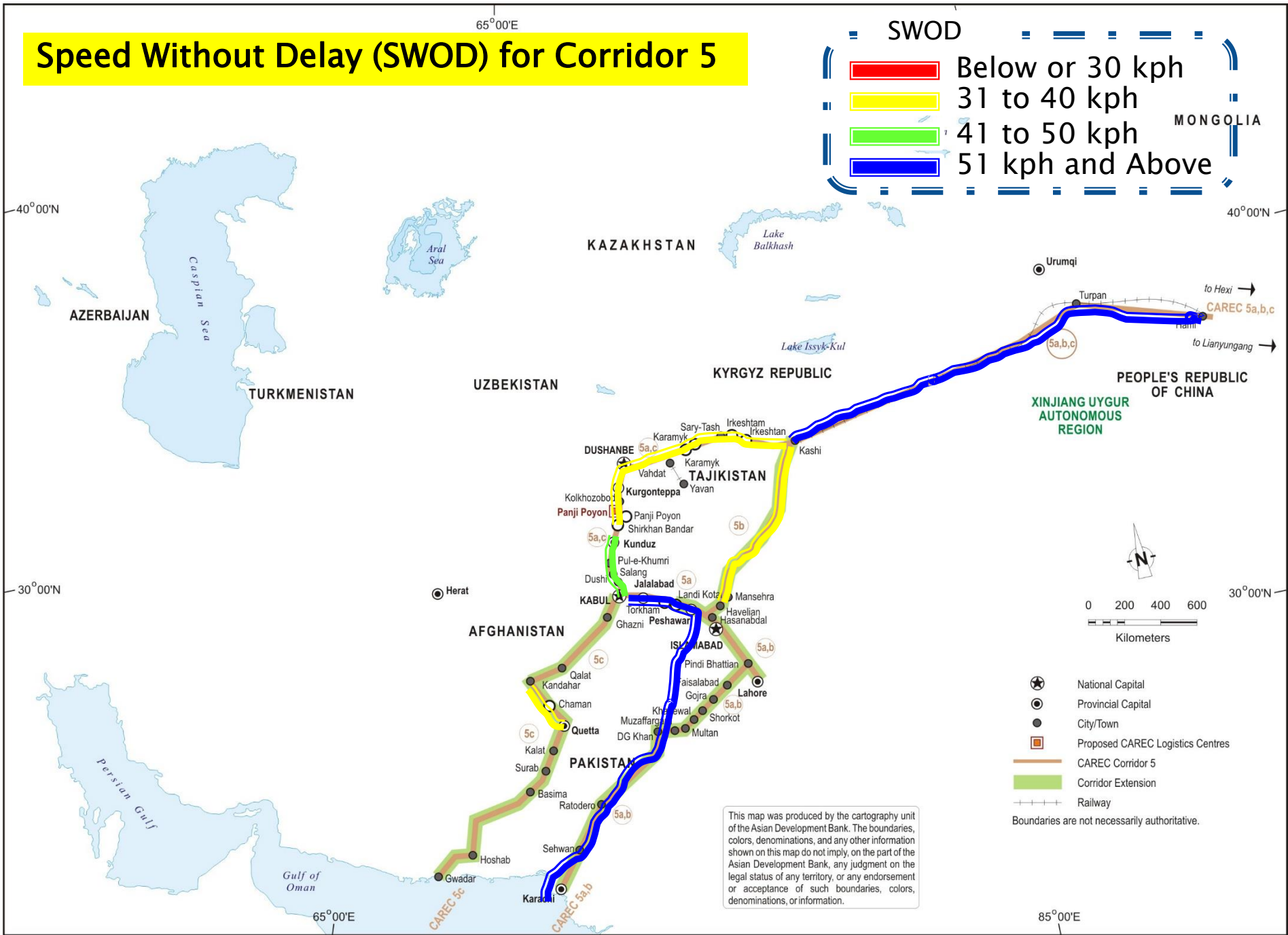
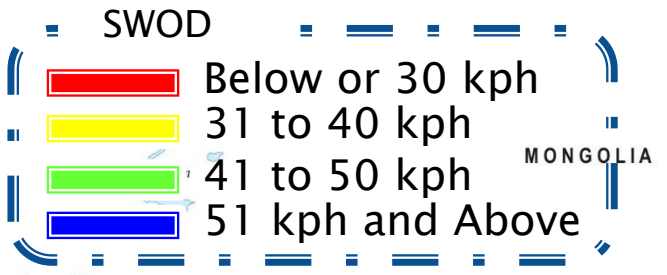
# Speed Without Delay (SWOD) for Corridor 4



- ★ National Capital
  - Provincial Capital
  - CAREC Corridor 4
  - Corridor Extension
  - ++++ Railway
- Boundaries are not necessarily authoritative.

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# Speed Without Delay (SWOD) for Corridor 5



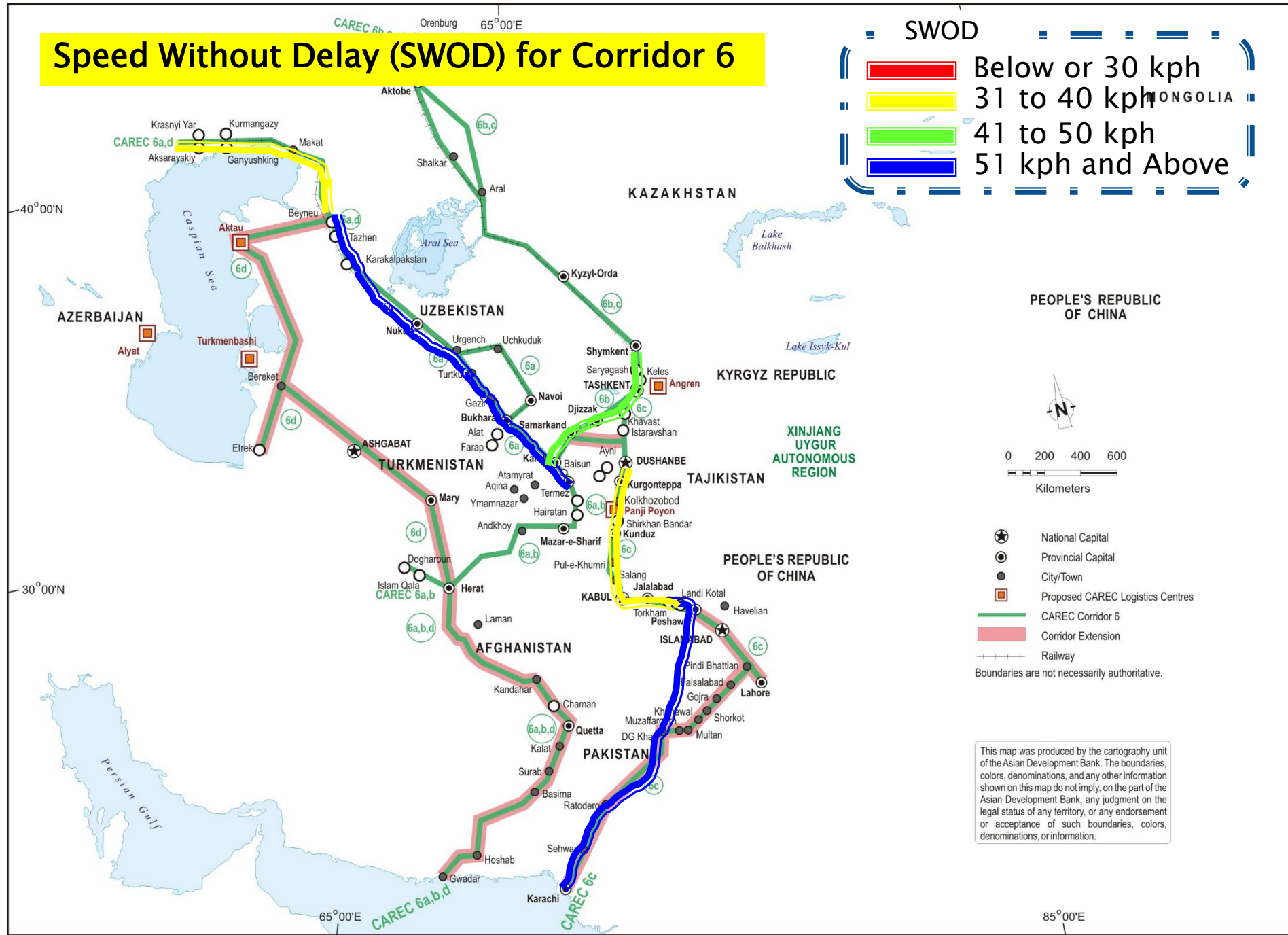
- National Capital
  - Provincial Capital
  - City/Town
  - Proposed CAREC Logistics Centres
  - CAREC Corridor 5
  - Corridor Extension
  - Railway
- Boundaries are not necessarily authoritative.

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# Speed Without Delay (SWOD) for Corridor 6

**SWOD**

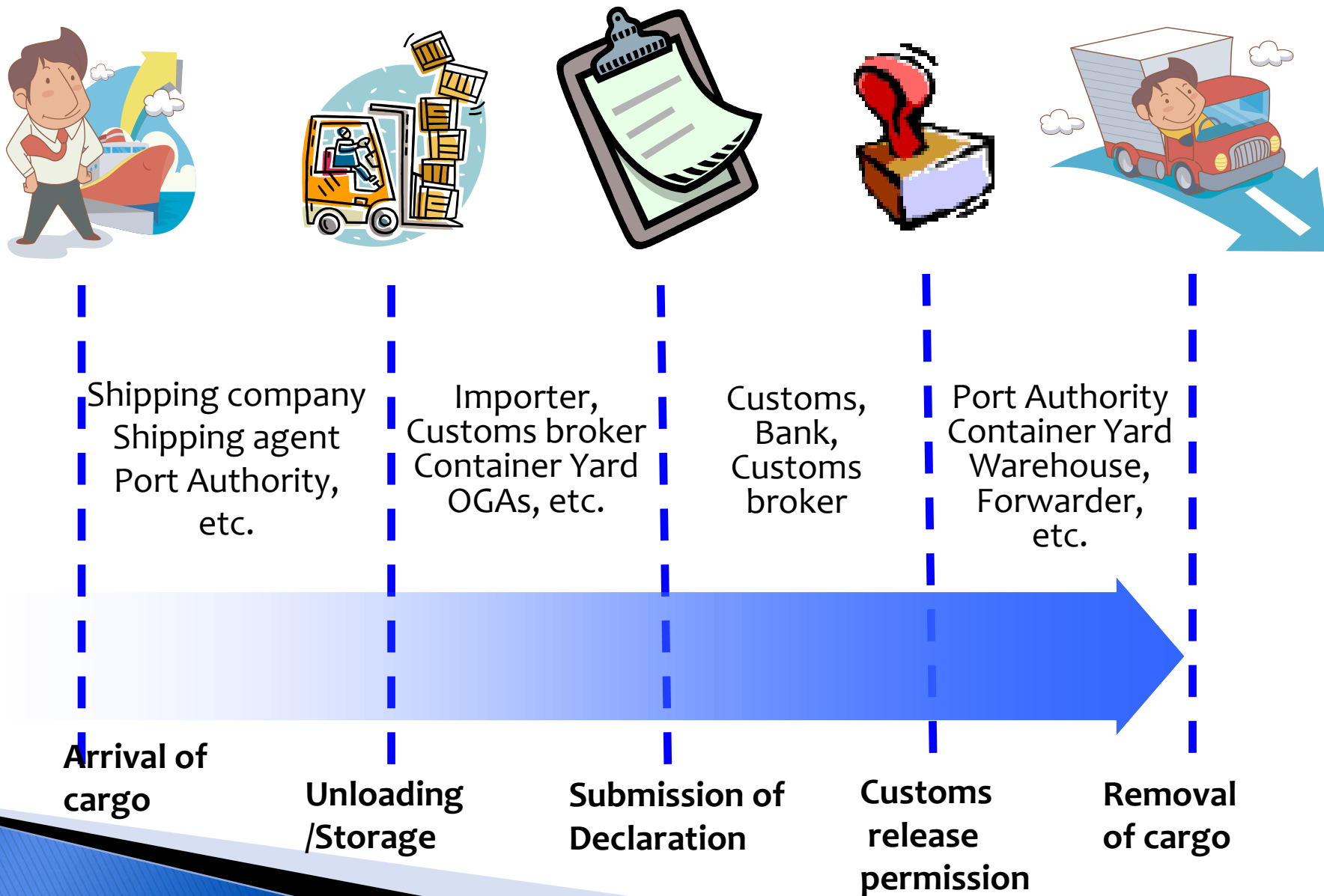
- Below or 30 kph
- 31 to 40 kph
- 41 to 50 kph
- 51 kph and Above



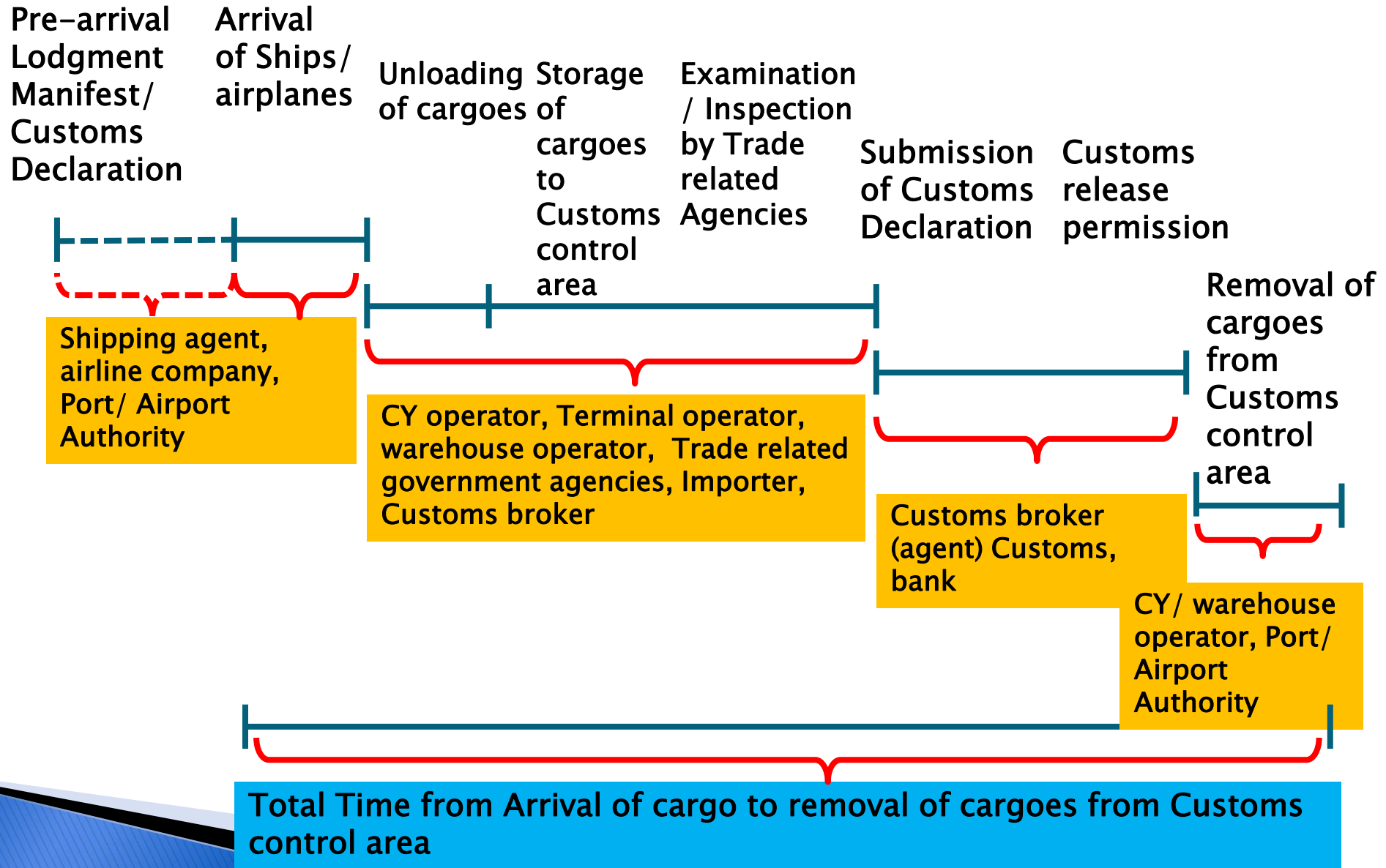
GARS 14.25411AV

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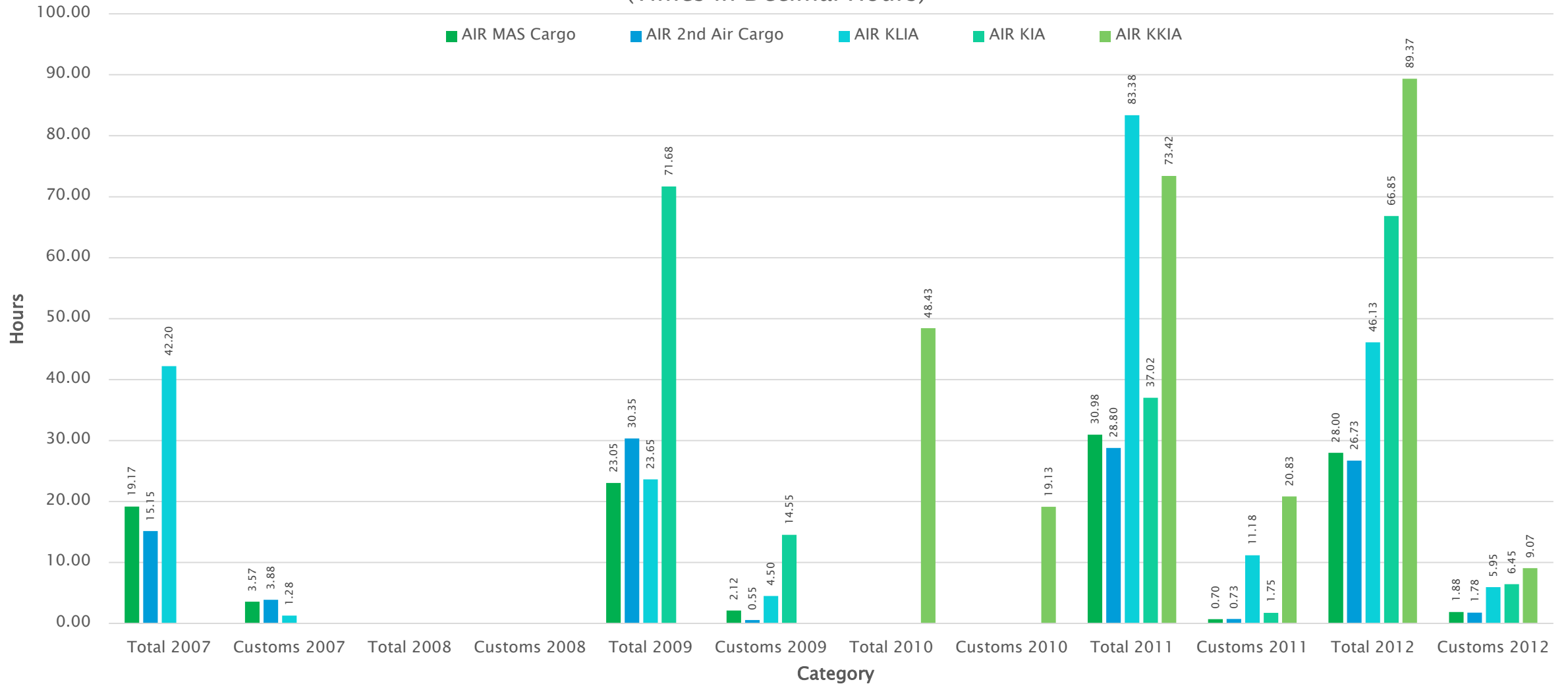
# What is TRS?



# Cargo flow and Import procedures



# Time Release Study – Malaysia – AIR Category (Times in Decimal Hours)



**Total** = Time from arrival of aircraft to removal from airport    **Customs** = Time from lodgement of declaration to release of goods.



# TRS-Thailand Laem Chabang Port-2012

## Time consumed in each process (decimals hours)



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## Benefits of TRS and CPMM:

- ✓ Analysis of Data collected by CPMM has shown BCP'S present a major obstacle to improving international transport and trade in the CAREC region
- ✓ TRS examines these bottlenecks in detail. The data and finding are used for discussions with all stakeholders at the BCP's (Customs, OGA's, Private sector)
- ✓ In conjunction with all stakeholders an agreed action plan is agreed and implemented in order to reduce identified bottlenecks

## Benefits of TRS and CPMM:

- ✓ The use of combined model using TRS and CPMM will significantly improve Transport and Trade facilitation as follows:
  - Facilitates a strategic approach to be taken to dealing with the delays in the entire process as the collection of data is a powerful tool in driving improvement
- ✓ The action planning incorporate consideration of the best practice standards of the World Customs Organization (WCO) and World Trade Organization (WTO)

## Challenges of TRS and CPMM:

- ✓ Data collection –
  - CPMM uses truck driver to collect:
    - Time
    - Distance
    - Cost

# TRS - CPMM

## Challenges of TRS and CPMM:

- ✓ Data collection –
  - TRS uses Customs and stakeholders collect time:
- ✓ Taken from arrival of truck at the BCP until departure from the BCP
- ✓ At present no coordination at the BCP between TRS and CPMM data collection
- ✓ Instances of lack of trust between driver and Customs may result in inaccurate data

## Challenges of TRS and CPMM:

- ✓ Data collection –
  - TRS uses Customs and stakeholders collect time:
    - Is the data collected accurate?
    - Is there a seamless transition once the truck arrives and departs the BCP
    - is date recorded on the time a truck waits in line for the truck to be accepted at the BCP? (may be several hours or days)

# TRS - CPMM

## Challenges of TRS and CPMM:

- ✓ Using Data collection to drive continuous improvement in TCD performance
- ✓ Consultation with stakeholders across the supply chain
- ✓ Identification of Bottlenecks
- ✓ Recommendations to address
- ✓ Action Plan to address
- ✓ Monitoring program using next TRS and CPMM

# TRS - CPMM

## Proposed solutions for – using TRS and CPMM:

- ✓ Data collection using GPS electronic trackers
- ✓ Use Driver or associate to work with Customs to continue data collection at the BCP
- ✓ Use Customs, OGA and private sector systems to collect time stamps of BCP processes
- ✓ Engage professional data collection people to collect data for the entire process (TRS and CPMM).
  - Note possible conflict with a range of staff at BCP's

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