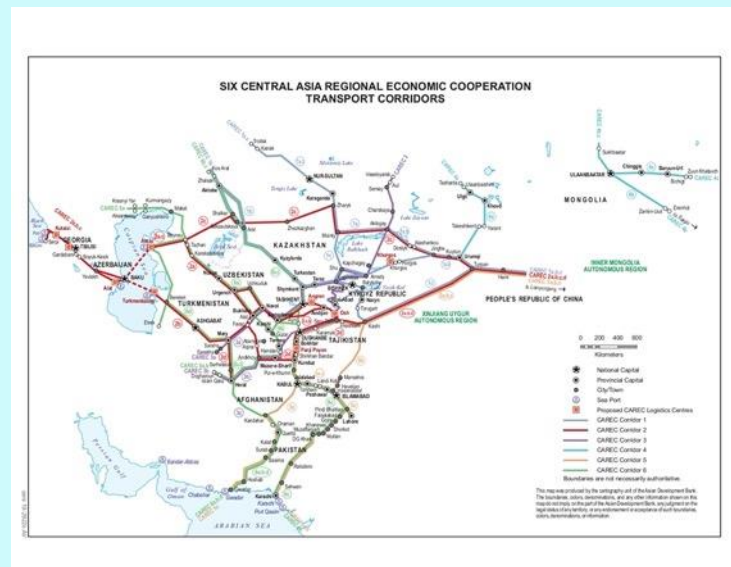


CPMM is a tool to assess the efficiency of CAREC transport corridors:

- i. identifies causes of delays and unnecessary costs along the CAREC corridor, including border-crossing points and intermediate stops.
- ii. helps authorities determine where and how to address identified bottlenecks.
- iii. assesses the impact of regional cooperation initiatives.



CPMM – General Use Cases

1. Trade facilitation indicators (**time and cost**) to track performance over time.
2. Highlight the **regional and local issues** in CAREC, esp. along corridors, BCPs.
 - For example, CPMM was able to detect shortening of border-crossing time when the number of gates increased in Yallama BCP.
3. CPMM is useful to support the monitoring of **investment programs**
 - e.g. road rehabilitation in Mongolia 2014
4. CPMM is also helpful in **monitoring emerging new corridors** (e.g. Middle Corridor)

Part 1

New Geographical Coverage



New Geographical Coverage:

1. East Asia – Central Asia
2. South Asia – Central Asia
3. Eurasian Continental
4. Trans-Mongolia

Theme 1: East Asia – Central Asia



Routes

Origin	Destination
Urumqi	Almaty
Urumqi	Astana
Kashi	Bishkek
Kashi	Tashkent
Kashi	Osh
Kashi	Dushanbe

BCPs (Border-Crossing Points)

Exit	Entry
Horgos	Altynkol / Nur Joli
Alashankou	Dostyk
Torugart	Torugart
Yierkesitan	Irkeshtam
Karasu	Kulma

Theme 2: South Asia – Central Asia



Routes

Origin	Destination
Karachi	Almaty
Karachi	Bishkek
Karachi	Dushanbe
Karachi	Tashkent

BCPs (Border-Crossing Points)

Exit	Entry
Torkham	Torkham
Chaman	Spin Buldak
Shirkahn Bandar	Panji Poyon
Hairatan	Ayratan / Termez
Towraghondi	Serkhet Abad
Ghulam Khan	Ghulam Khan

Theme 3: Eurasian Continental



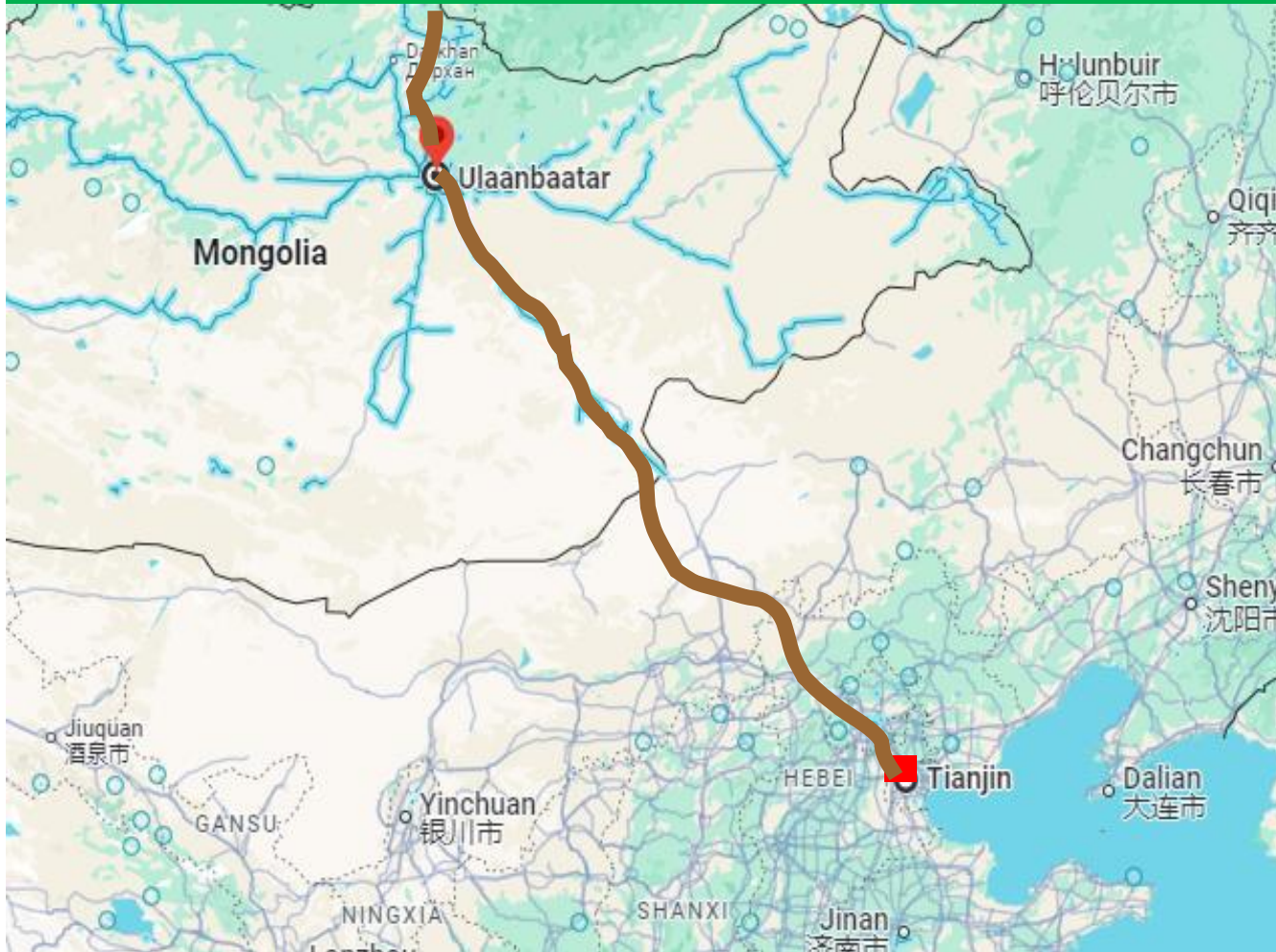
Routes

Origin	Destination
Poti	Various destinations
Sarpi	Various destinations
Uzbekistan cities	Türkiye
Uzbekistan cities	Baku
Uzbekistan cities	Poti
Uzbekistan cities	European Union

BCPs (Border-Crossing Points)

Exit	Entry
Tsiteli Khidi	Krasyni Most / <i>Kırmızı Köprü</i>
Sarpi	Sarpi
Dautota	Tazhen
Yallama	Konysbaeva
Verkhniy Lars	Kazbegi

Theme 4: Trans-Mongolia



Routes

Origin	Destination
Tianjin	Ulaanbaatar

BCPs (Border-Crossing Points)

Origin	Destination
Erenhot	Zamiin Uud
Naushki	Sukhbaatar

Part 2

BCP Survey



BCP Surveys Completed in 2024

CAREC Corridor	Country A	BCP A	Country B	BCP B
1	PRC	Horgos	KAZ	Nur Zholy
2	GEO	Tsiteli Khidi	AZE	Krasyni Most
3	UZB	Sarioasia	TAJ	Dusti
5	AFG	Torkham	PAK	Torkham
6	KAZ	Konysbaeva	UZB	Yallama

- ✓ Facilitates the data collection on infrastructure, throughput, operating hours and qualitative aspects of high traffic BCPs
- ✓ Captures more information on the procedure and documentation
- ✓ Supplements the empirical data by CPMM to understand each BCP better

Part 3

Partnership with CAREC Institute



Partnership with CAREC Institute (CI)



- ✓ CI to lead in the Annual Report publications, beginning 2023.
- ✓ New report features new monitoring sections.
- ✓ Case Study on Torkham BCP



Policy Brief

CI also developed Policy Brief using the findings from CPMM, to advocate for policy changes, modernization and harmonization .

Part 4

Deepening Trade & Transport Facilitation Policy Analysis at Border Crossing Points:

Expanding the CAREC CPMM Framework

Expanding the CAREC CPMM Framework

Led by ADB and Deloitte

The study focuses on four key thematic areas (i)

Customs procedures and formalities;

1. Customs coordination;
 2. Customs procedures and formalities;
 3. Transit cross-border support facilities and
 4. Transport regulations
- to develop a comprehensive framework for evaluating trade and transport facilitation at BCPs in CAREC countries.

CPMM team discussed with the Deloitte team to implement the survey.

- Identify the high traffic BCPs in CAREC
- Enlist CPMM partners to provide survey data and information
- Review the results of the survey and the findings
- Provide feedback to clarify questions and provide insights to the findings and analysis.

CPMM Annual Report 2023: New Sections

- **Route Monitor (Chapter II):** significant developments for both new and existing transport routes within the CAREC region, highlighting strategic infrastructure initiatives such as the Middle Corridor, the People's Republic of China (PRC)–Kyrgyzstan–Uzbekistan, and Pakistan–Afghanistan–Uzbekistan rail links, as well as urban economic corridors.
- **Policy Monitor (Chapter III):** national-level policies and regulations implemented in 2023, showcasing advancements in digital trade facilitation, customs modernization, and logistics infrastructure across various CAREC member countries.
- **BCP Monitor (Chapter IV):** in-depth examination of the performance of Border-Crossing Points (BCPs), categorized by road and rail transport and by direction of traffic, identifying the most problematic BCPs due to issues like throughput mismatches and transloading inefficiencies.
- **Case Study: Torkham BCP (Chapter VII):** dedicated case study on the Torkham Border Crossing Point, a crucial hub between Pakistan and Afghanistan, analyzing its profile, capacity, performance, and persistent systemic challenges

CPMM Annual Report 2023: Highlights

• Mixed Efficiency Gains in Time and Cost:

- Notable improvements, such as a 28% decrease in average rail border-crossing time (TFI1) and a significant drop in road transport border-crossing costs (TFI2) from \$208 to \$131, mainly at Khorgos. Road transport's total shipment cost (TFI3) also fell, and speeds (SWD/SWOD) saw marginal gains.
- Conversely, average border-crossing time (TFI1) for road transport increased to 11 hours due to congestion, and rail shipment costs (TFI3) rose to \$916, partly due to higher containerized rail tariffs and congestion.

• Strategic Infrastructure Development:

- New strategic rail links, including the formal agreement and financing for the PRC–Kyrgyzstan–Uzbekistan railway and advancements on the Pakistan–Afghanistan–Uzbekistan railway.
- Middle Corridor saw an 86% surge in cargo volumes, affirming its growing importance. However, this increased traffic simultaneously strained legacy infrastructure, leading to capacity bottlenecks at seaports and BCPs.

CPMM Annual Report 2023: Highlights

- **Advancements in Digitalization and Institutional Cooperation, but Policy Gaps Remain:**
 - Introduction or expansion of national single window systems and customs automation platforms, such as Azerbaijan's Digital Trade Hub and Pakistan's National Single Window.
 - Institutional cooperation improved with agreements like Tajikistan and Uzbekistan eliminating cargo permit requirements for mutual trade.
 - But, lack of comprehensive digital integration across all BCPs persists.
- **Persistent Bottlenecks and Elevated Costs at Key Junctions:**
 - Khorgos (PRC) experienced delays from transloading waiting times.
 - Torkham and Chaman (Pakistan/Afghanistan) continued to be highly time-consuming due to extensive customs inspections and cumbersome paperwork,
 - For rail, Dostyk and Altynkol were the most time-consuming inbound BCPs due to gauge change operations
 - Zamiin-Uud (Mongolia) faced severe delays due to strained transshipment capacity.

Thank you!

Presenter
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