

CAREC Corridors and BCPs

Corridor Performance Measurement and Monitoring (TA 6437 REG)

28 July 2010

Urumqi, People Republic of China

Contents

1 Corridor 1

2 Corridor 2

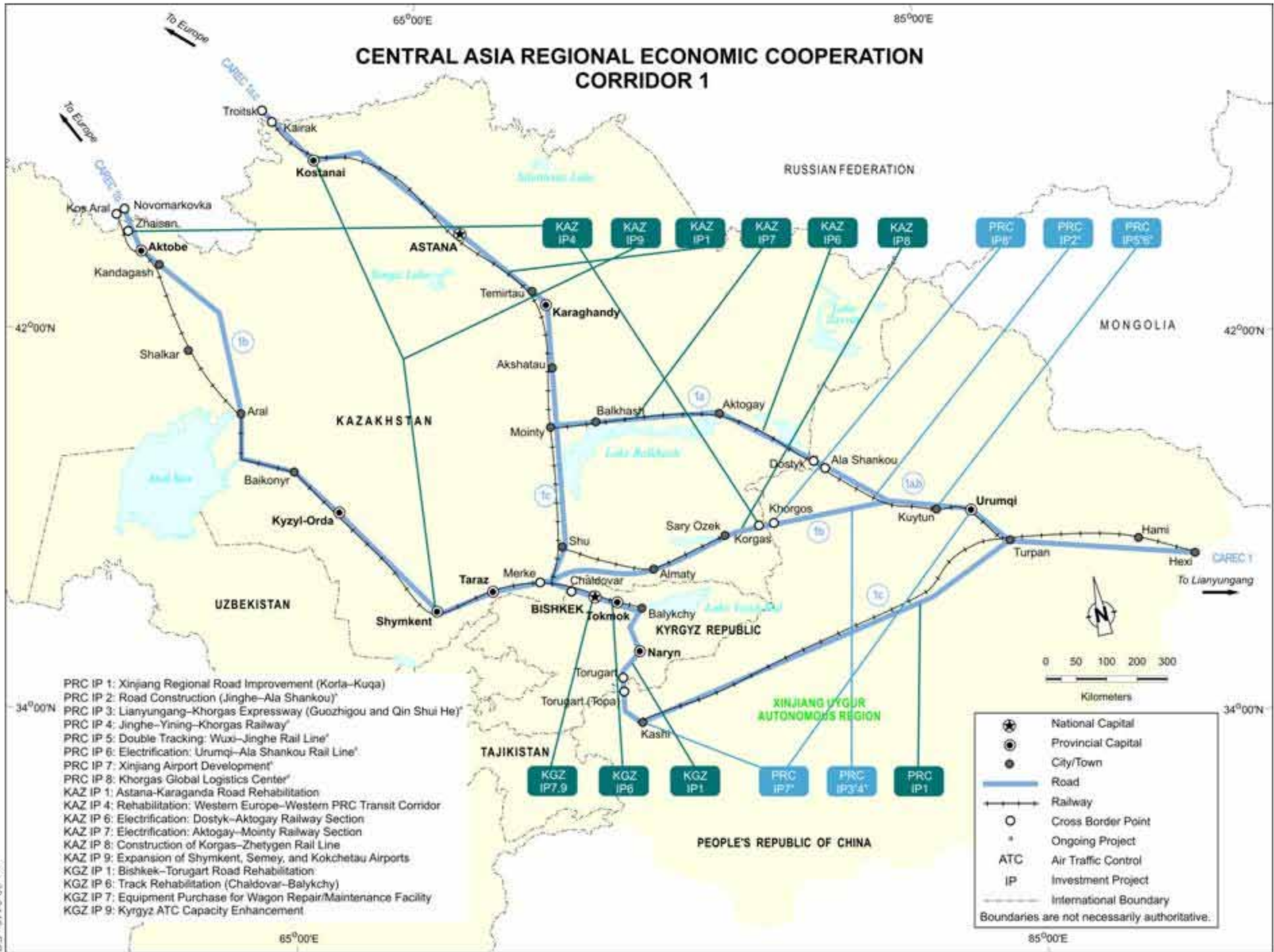
3 Corridor 3

4 Corridor 4

5 Corridor 5

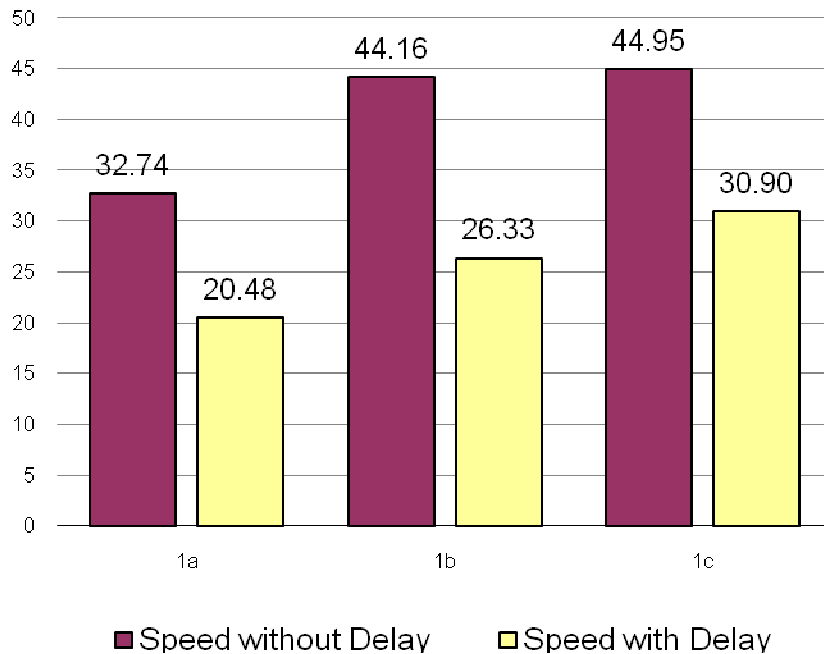
6 Corridor 6

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1

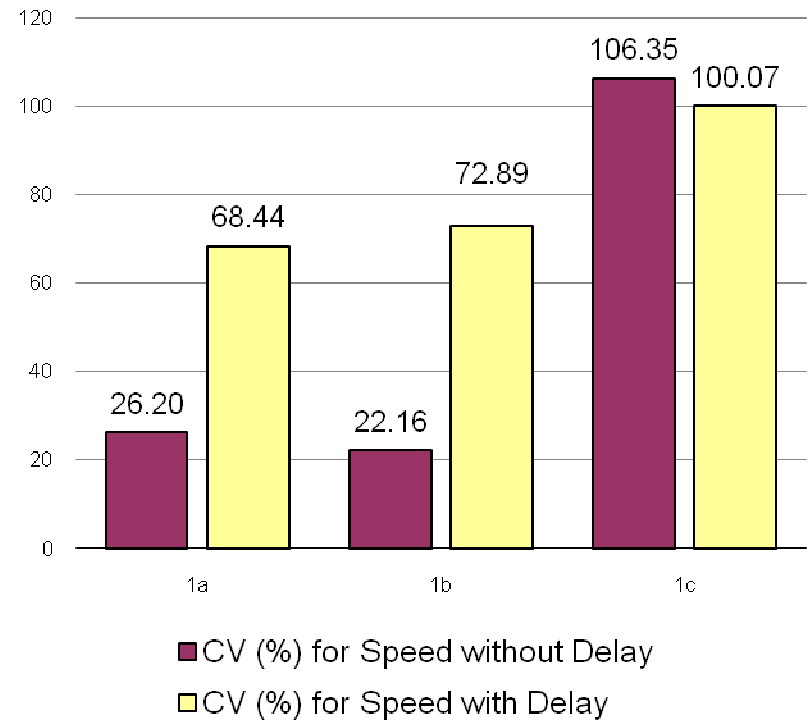


- PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
- PRC IP 2: Road Construction (Jinghe-Ala Shankou)
- PRC IP 3: Lianyungang-Khorgos Expressway (Guozhigou and Qin Shui He)
- PRC IP 4: Jinghe-Yining-Khorgas Railway
- PRC IP 5: Double Tracking: Wuxi-Jinghe Rail Line
- PRC IP 6: Electrification: Urumqi-Ala Shankou Rail Line
- PRC IP 7: Xinjiang Airport Development
- PRC IP 8: Khorgos Global Logistics Center
- KAZ IP 1: Astana-Karaganda Road Rehabilitation
- KAZ IP 4: Rehabilitation: Western Europe-Western PRC Transit Corridor
- KAZ IP 6: Electrification: Dostyk-Aktogay Railway Section
- KAZ IP 7: Electrification: Aktogay-Mointy Railway Section
- KAZ IP 8: Construction of Korgas-Zhetysay Rail Line
- KAZ IP 9: Expansion of Shymkent, Semey, and Kokchetau Airports
- KGZ IP 1: Bishkek-Torugart Road Rehabilitation
- KGZ IP 6: Track Rehabilitation (Chaldovar-Balykchy)
- KGZ IP 7: Equipment Purchase for Wagon Repair/Maintenance Facility
- KGZ IP 9: Kyrgyz ATC Capacity Enhancement

Speed and Reliability (Road Transport)

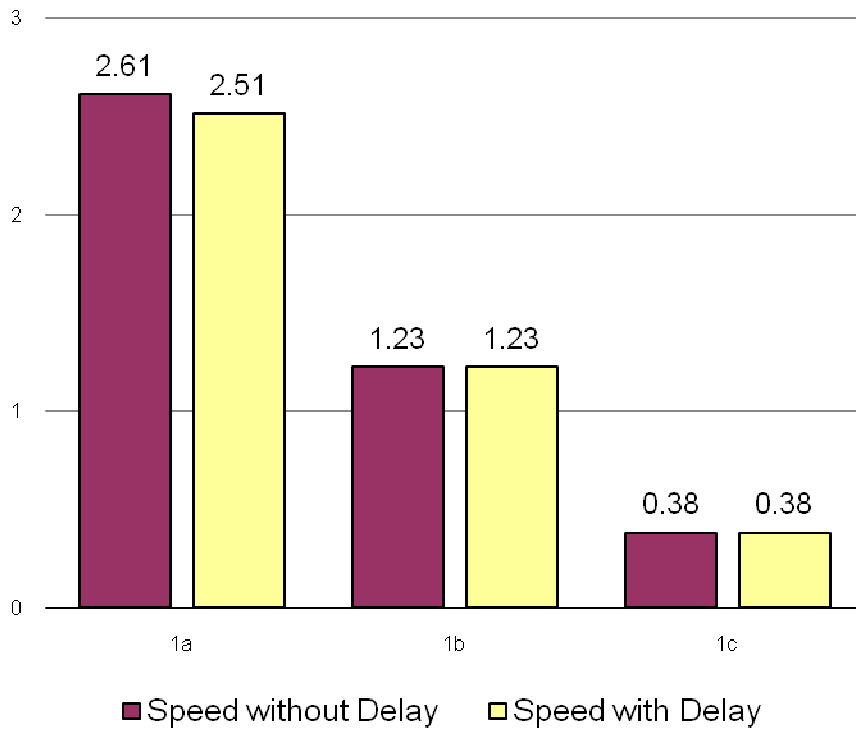


Average Speed (km/hr)

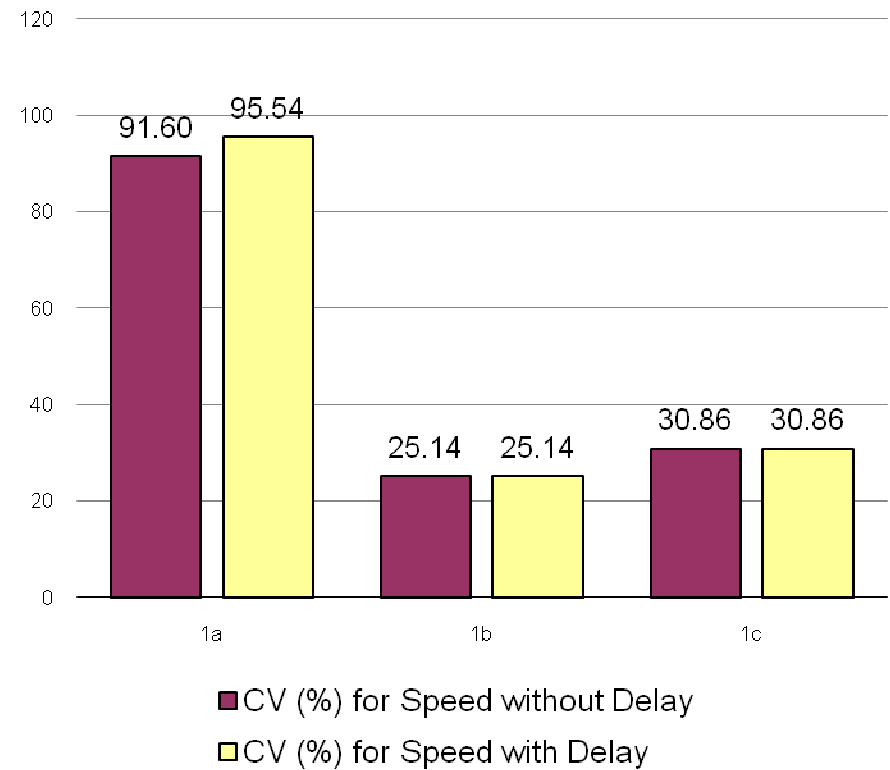


Speed Reliability

Speed and Reliability (Rail Transport)



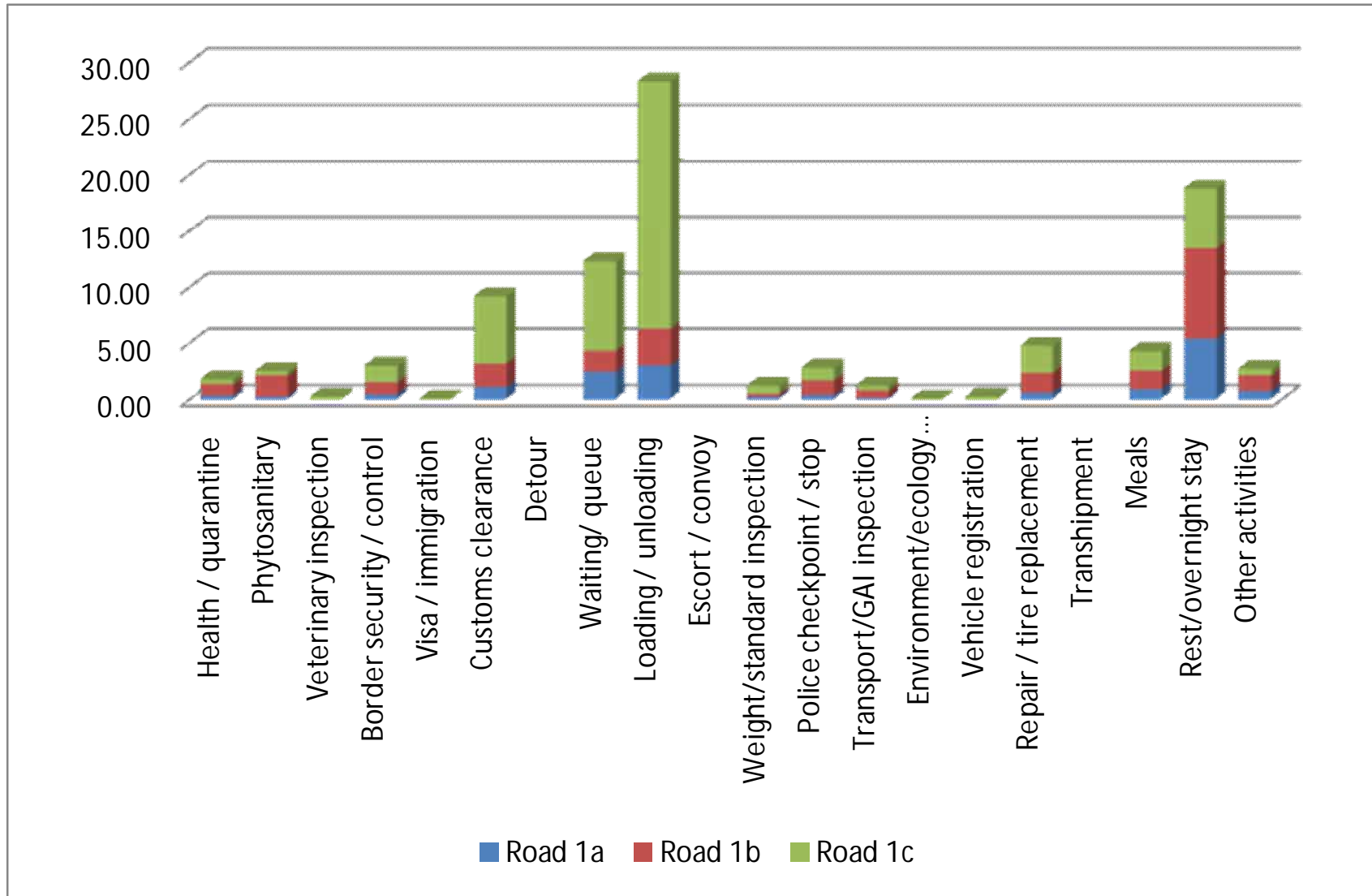
Average Speed (km/hr)



Speed Reliability

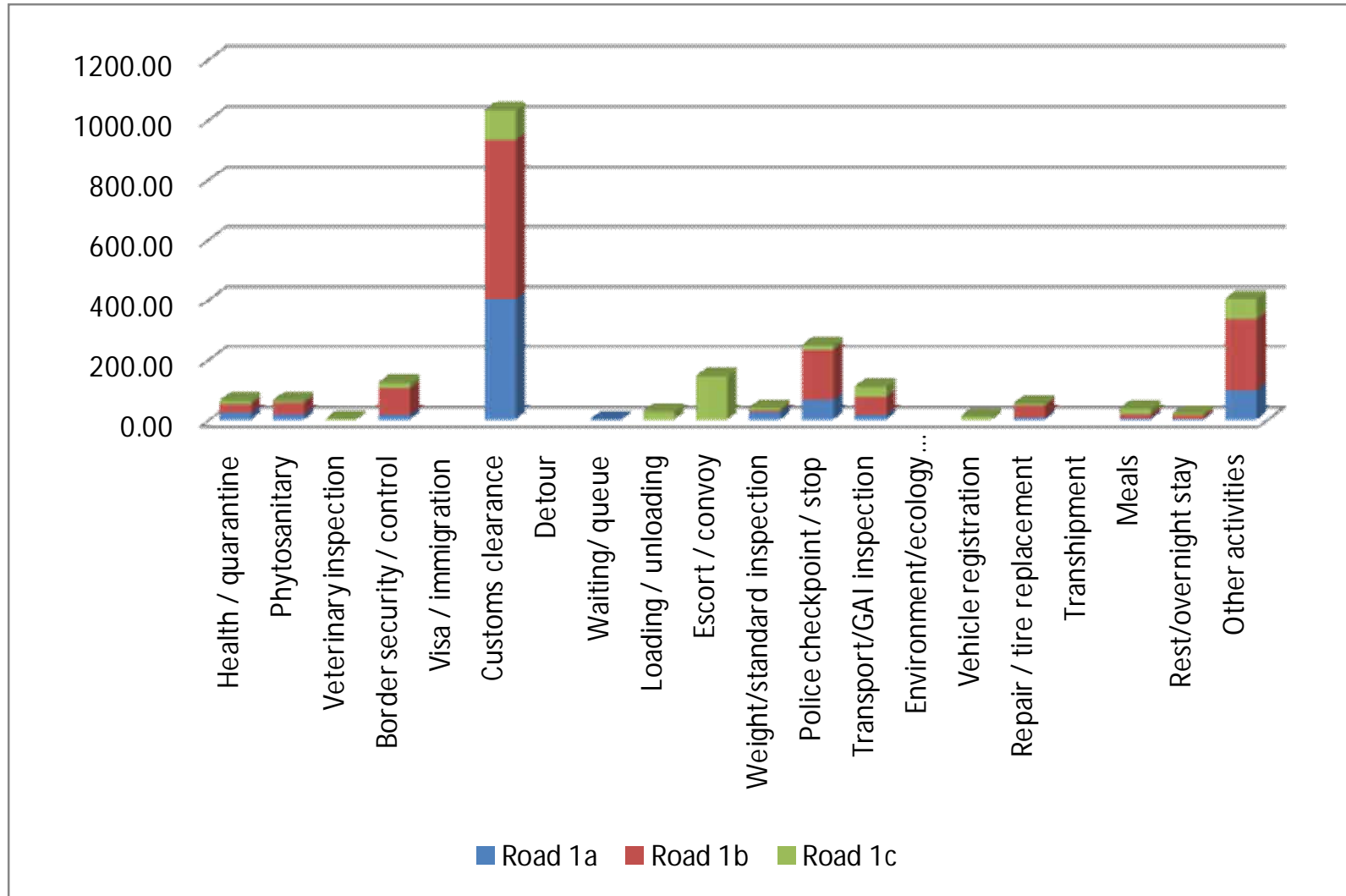
Corridor 1 Activities Time (Road)

Hours / 500 km



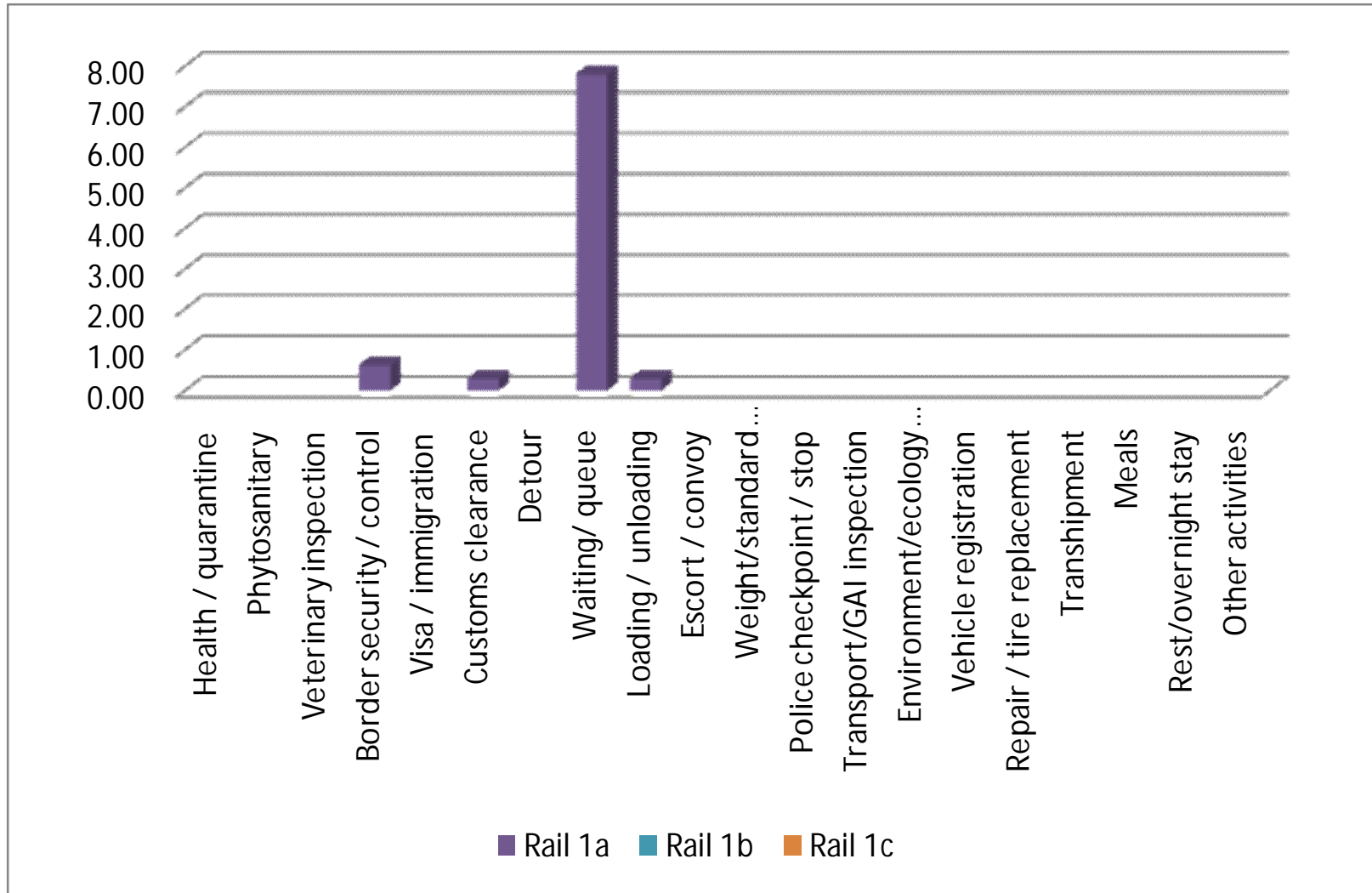
Corridor 1 Activities Cost (Road)

US\$ per 500 km



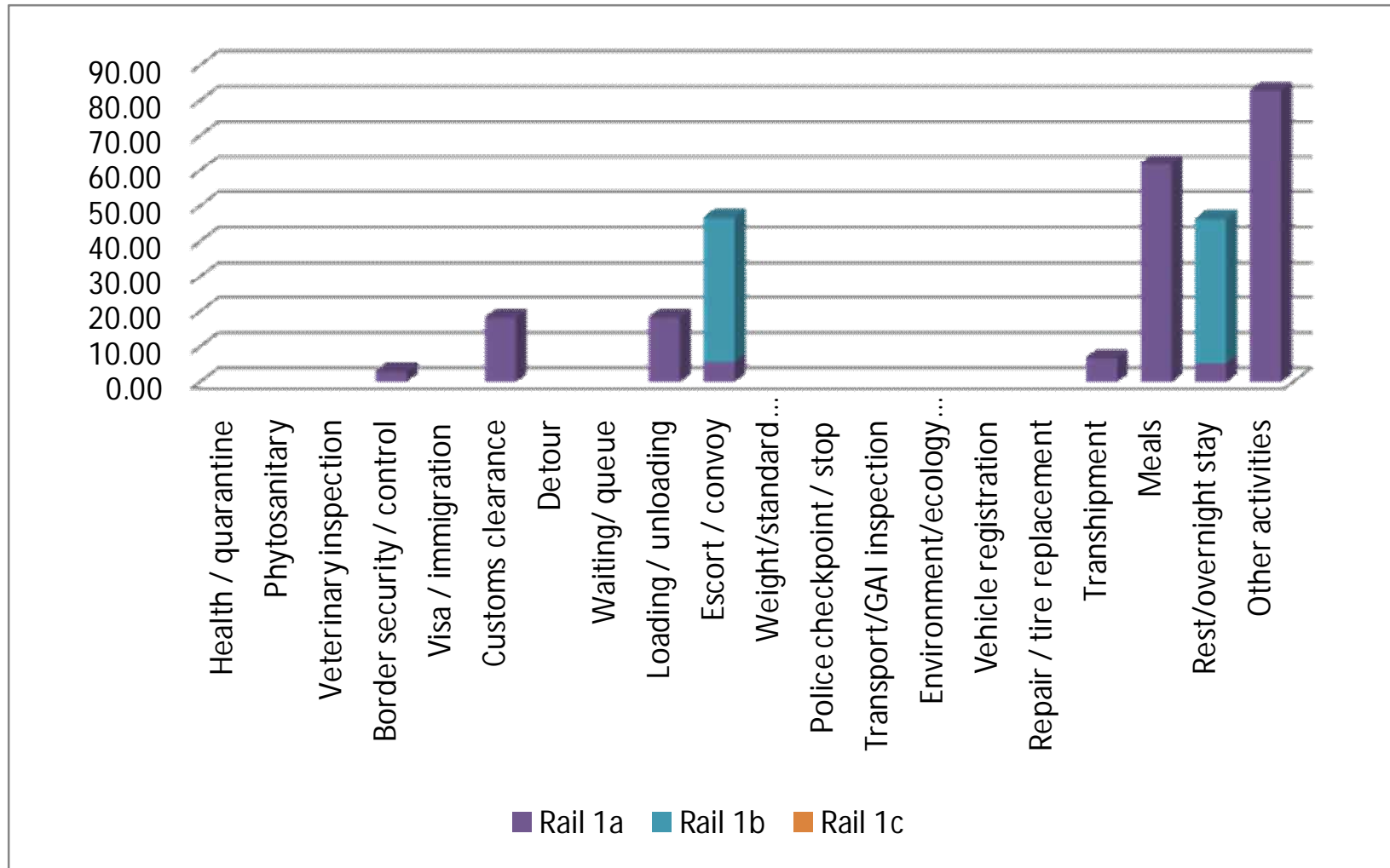
Corridor 1 Activities Time (Rail)

Hours / 500 km



Corridor 1 Activities Cost (Rail)

US\$ per 500 km



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 1

Kairak | **Troitsk**

At Kairak in Kazakhstan, customs clearance and waiting time 1.58 and 1.29 hour respectively. Across at Troitsk in Russia, customs clearance takes 2.34 hours.

Dostyk | **Alashankou**

Trans-loading of cargoes are done here due to railway gauge difference. At Dostyk in Kazakhstan, long waiting time for trans-loading is the primary reason for delays, which averages 47.72 hours. The border crossing time at Alashankou is reported to be much shorter. Customs clearance takes 4 hours, while border security control takes 2 hours.

Zhaisan | **Ozinki**

At Zhaisan (Kazakhstan) customs clearance averages 1.29 hour.

Korgas | **Khorgos**

For this quarter, there is no significant delays reported at Korgas (Kazakhstan). Customs clearance takes 1.26 hours. X-ray machines are used here on both sides of the customs, which speed up the clearance process.

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- KGZ IP 9: Kyrgyz ATC Capacity Enhancement

0 50 100 200 300
Kilometers

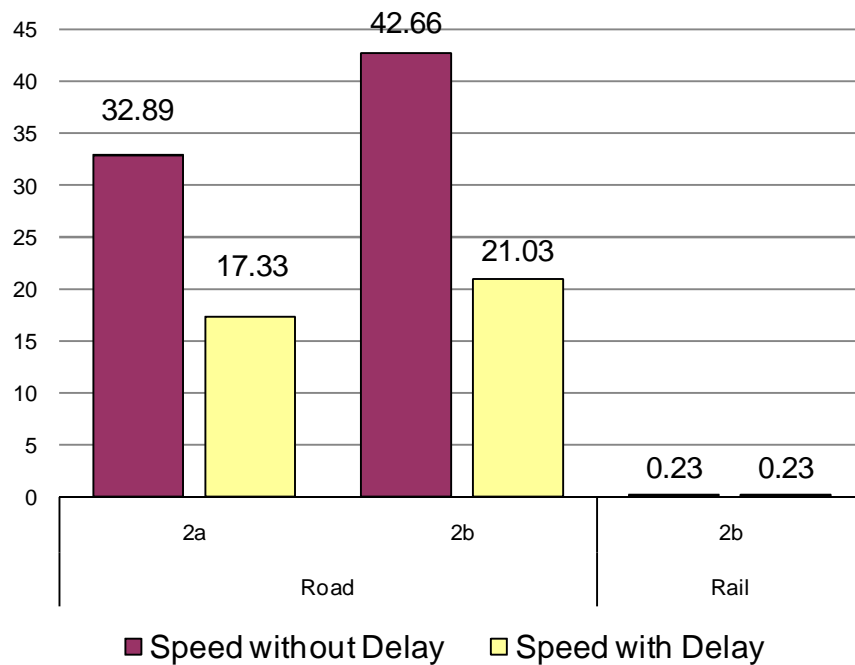
- National Capital
- Provincial Capital
- City/Town
- Road
- Railway
- Cross Border Point
- Ongoing Project
- ATC Air Traffic Control
- IP Investment Project
- International Boundary

Boundaries are not necessarily authoritative.

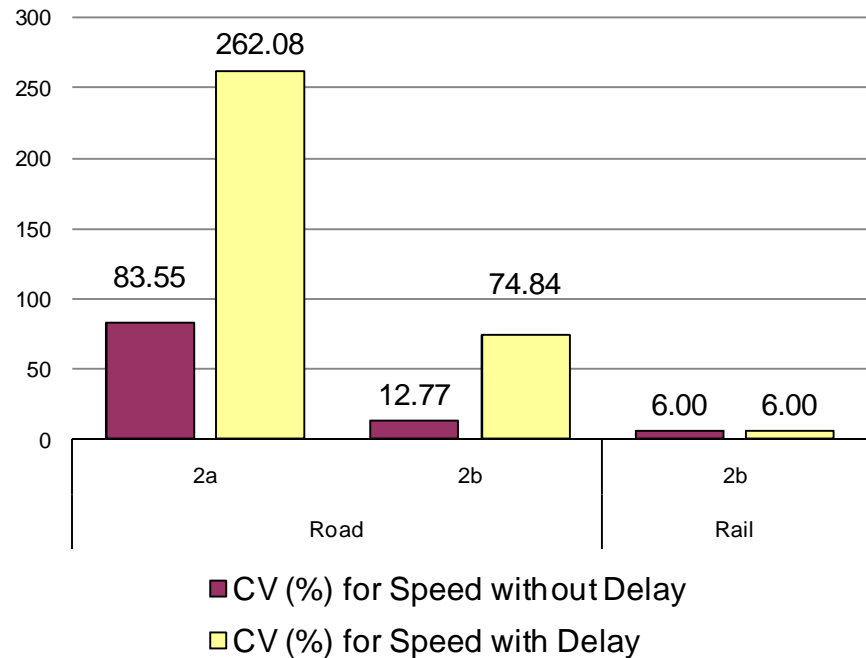
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 2



Speed and Reliability (Road and Rail Transport)



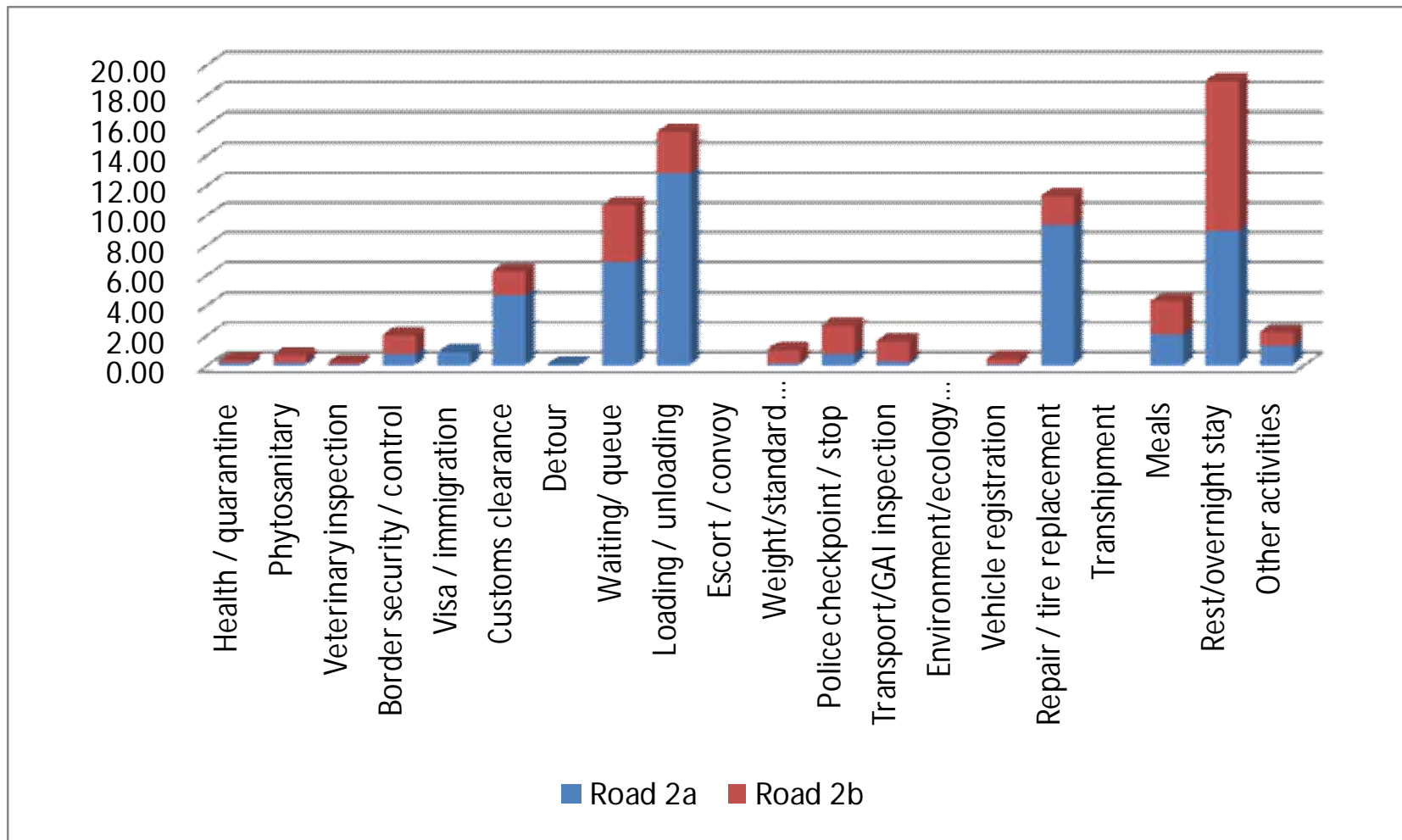
Average Speed (km/hr)



Speed Reliability

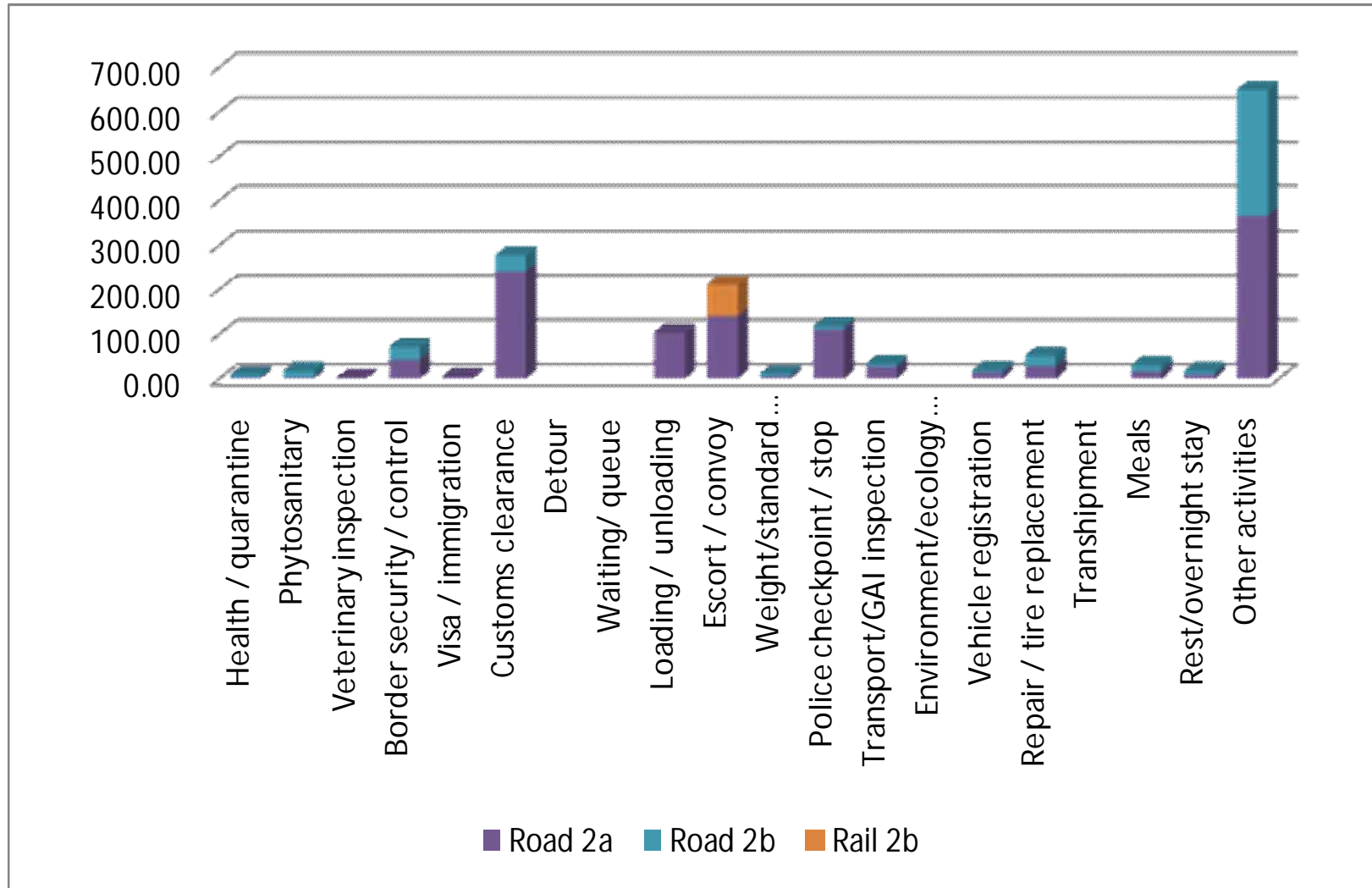
Corridor 2 Activities Time (Road)

Hours / 500 km



Corridor 2 Activities Cost (Road + Rail)

US\$ per 500 km



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 2

Daut Ota

Tazhen

This border pair faces multiple delays. To cross Daut Ota (UZB), drivers reported 1.75 hours for waiting time and 1.47 hour for customs clearance. Tazhen (KAZ) requires 6.68 hours for waiting time, 3.05 hours for customs clearance, 1.32 hour for GAI and 1.14 hour for border security control.

Alat

Farap

Border security control, customs clearance and waiting time are three main activities that delay border crossing. For Alat (UZB), those activities average 1.29 hours, 1.14 hours and 1.89 hours respectively. At Farap (TKM), the same activities require 1.29 hours, 1.14 hours and 3.35 hours respectively.

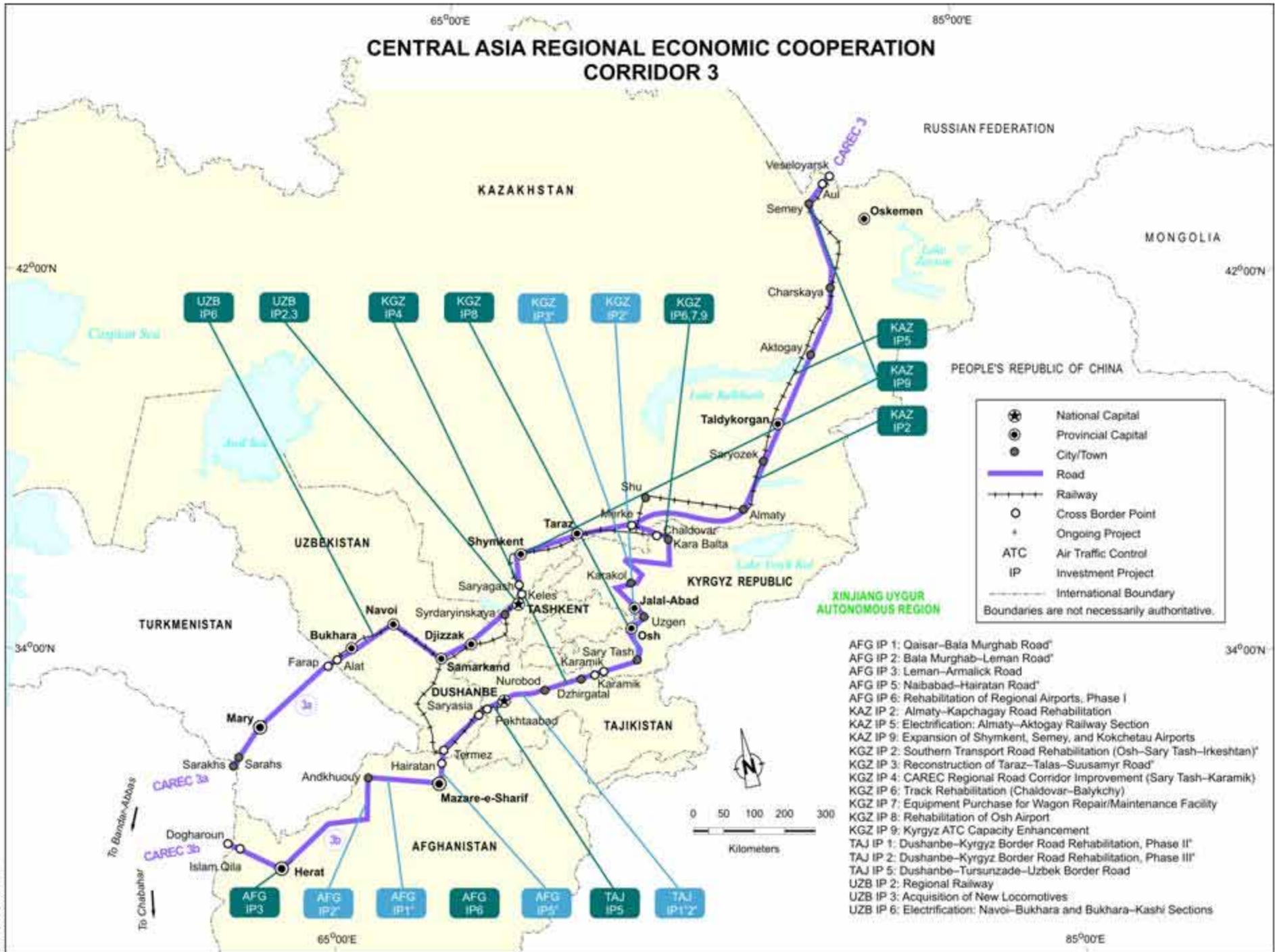
Erkechtam

Yierkeshitan

Only data at Erkechtam (KYG) were collected. No significant delays were reported. Border crossing here needs 0.25 hours for GAI, 0.24 hours for border security control, 0.18 hours for phyto-sanitary inspection and 0.15 hours for customs clearance.

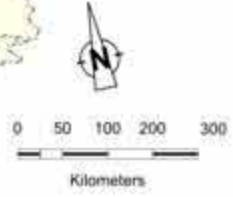
- AZE IP 1: East-West Corridor
- AZE IP 2: Railway Trade and Transport Facilitation
- AZE IP 3: Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping
- PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
- PRC IP 7: Xinjiang Airport Development
- KAZ IP 3: Aktau-Beyneu Road Rehabilitation
- KAZ IP 10: Expansion of Aktau Port
- KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshitan)
- KGZ IP 8: Rehabilitation of Osh Airport
- UZB IP 1: CAREC Regional Road Improvement
- UZB IP 2: Regional Railway
- UZB IP 3: Acquisition of New Locomotives
- UZB IP 5: Electrification: Samarkand-Navoi and Samarkand-Karshi Sections
- UZB IP 6: Electrification: Navoi-Bukhara and Bukhara-Kashi Sections
- UZB IP 7: Electrification: Navoi-Uchkuduk Section

CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 3

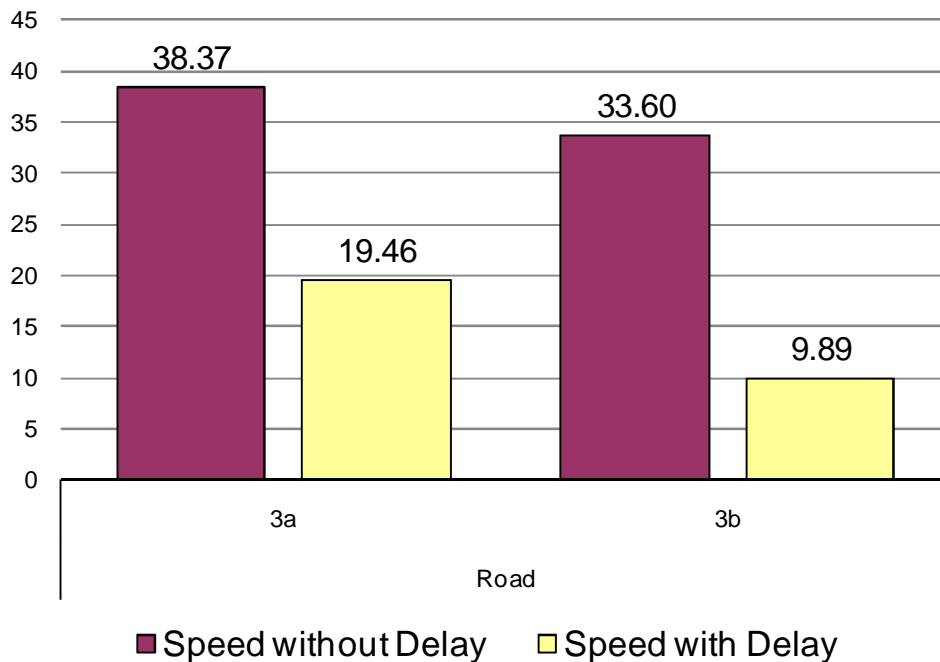


- National Capital
 - Provincial Capital
 - City/Town
 - Road
 - Railway
 - Cross Border Point
 - Ongoing Project
 - Air Traffic Control
 - Investment Project
 - International Boundary
- Boundaries are not necessarily authoritative.

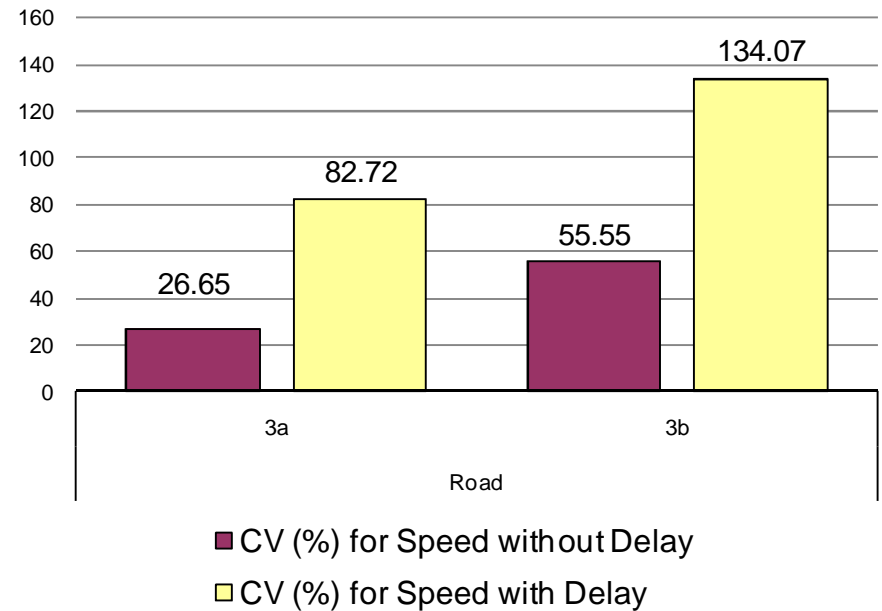
- AFG IP 1: Qaisar-Bala Murghab Road*
- AFG IP 2: Bala Murghab-Leman Road*
- AFG IP 3: Leman-Armalick Road
- AFG IP 5: Naibabad-Hairatan Road*
- AFG IP 6: Rehabilitation of Regional Airports, Phase I
- KAZ IP 2: Almaty-Kapchagay Road Rehabilitation
- KAZ IP 5: Electrification: Almaty-Aktogay Railway Section
- KAZ IP 9: Expansion of Shymkent, Semey, and Kokchetau Airports
- KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan)*
- KGZ IP 3: Reconstruction of Taraz-Talas-Suusamyr Road*
- KGZ IP 4: CAREC Regional Road Corridor Improvement (Sary Tash-Karamik)
- KGZ IP 6: Track Rehabilitation (Challdovar-Balykchy)
- KGZ IP 7: Equipment Purchase for Wagon Repair/Maintenance Facility
- KGZ IP 8: Rehabilitation of Osh Airport
- KGZ IP 9: Kyrgyz ATC Capacity Enhancement
- TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II*
- TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III*
- TAJ IP 5: Dushanbe-Tursunzade-Uzbek Border Road
- UZB IP 2: Regional Railway
- UZB IP 3: Acquisition of New Locomotives
- UZB IP 6: Electrification: Navoi-Bukhara and Bukhara-Kashi Sections



Speed and Reliability (Road Transport)



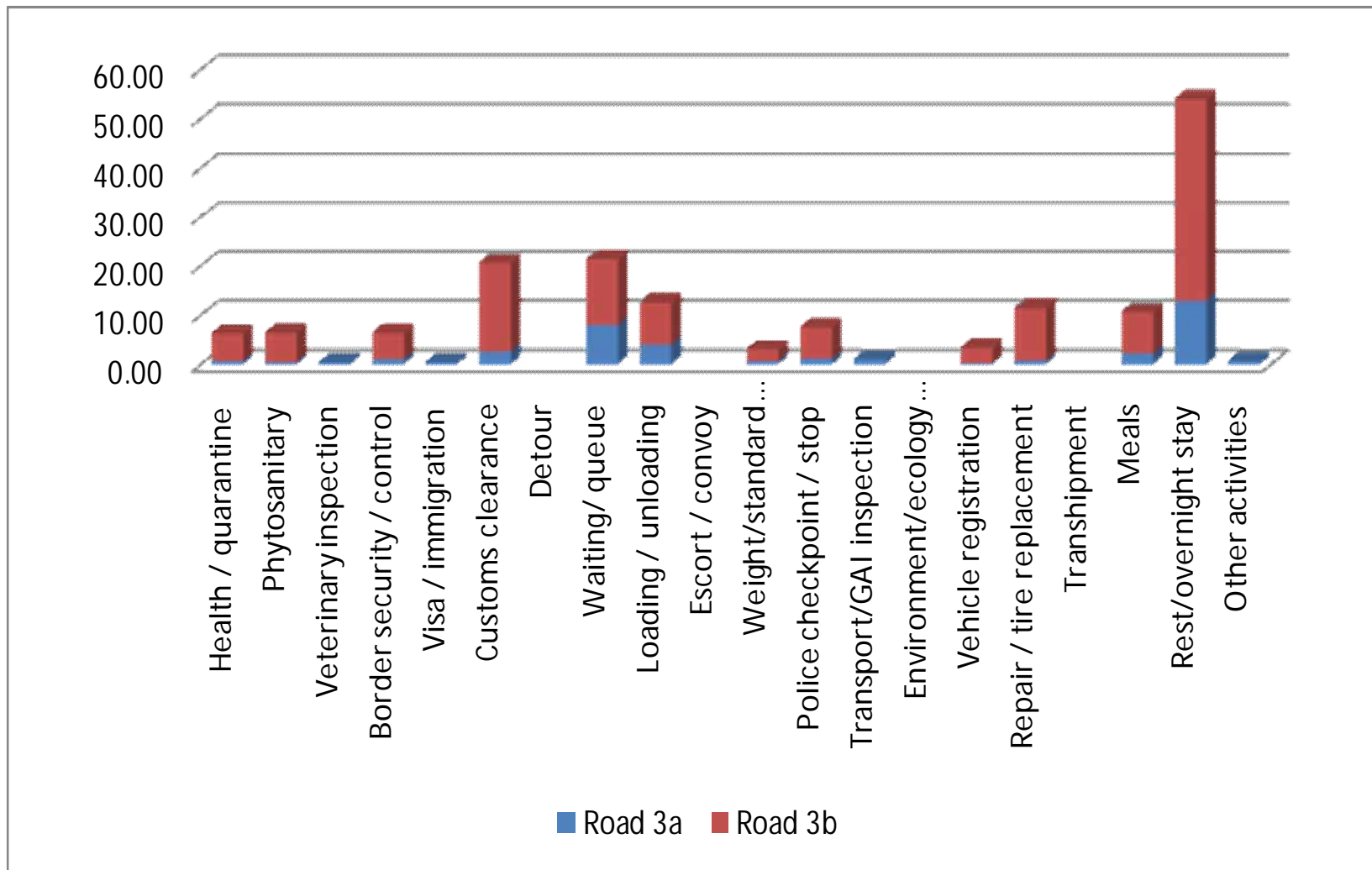
Average Speed (km/hr)



Speed Reliability

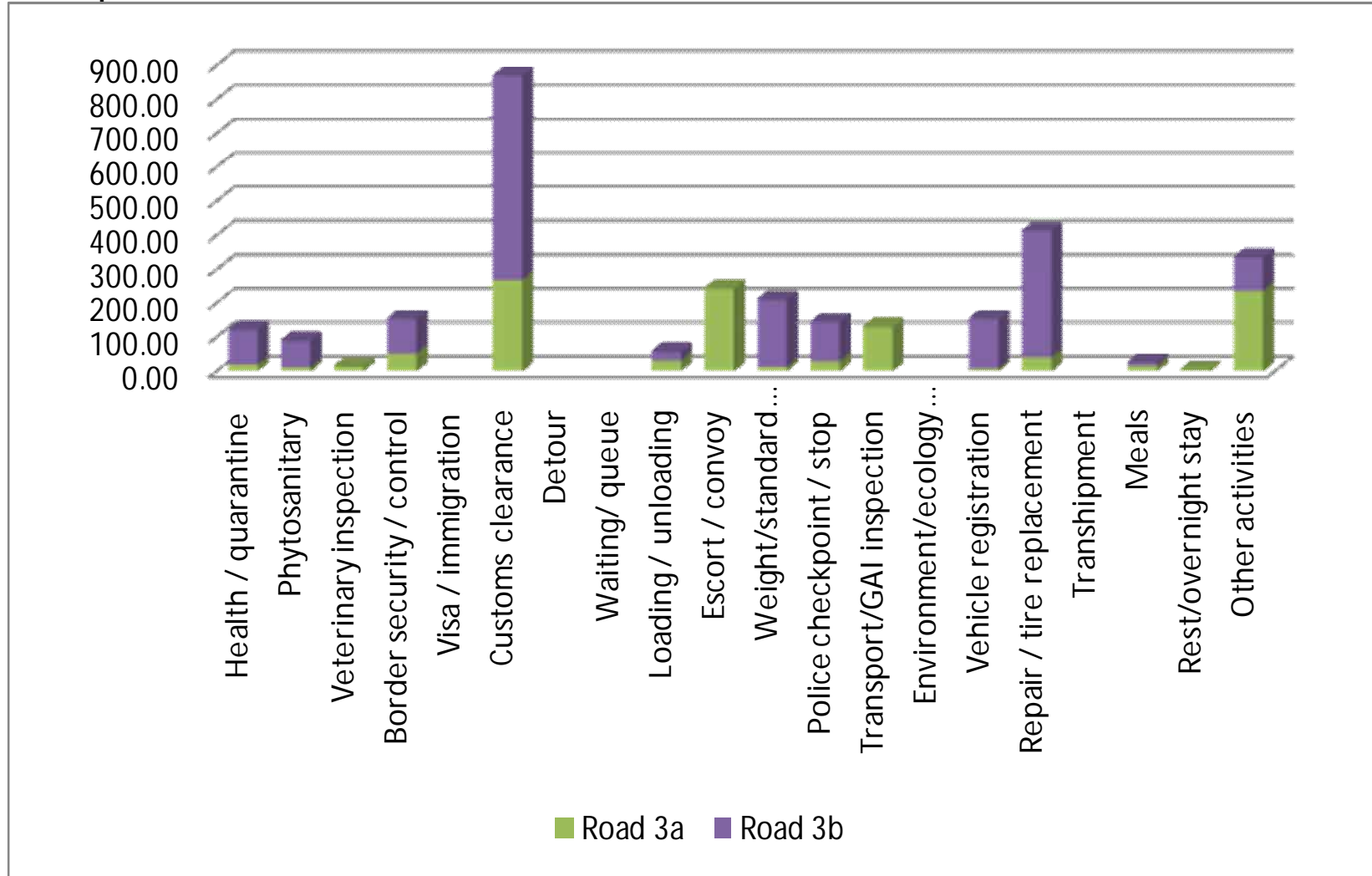
Corridor 3 Activities Time (Road)

Hours / 500 km



Corridor 3 Activities Cost (Road)

US\$ per 500 km



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 3

Aul Veseloyarsk

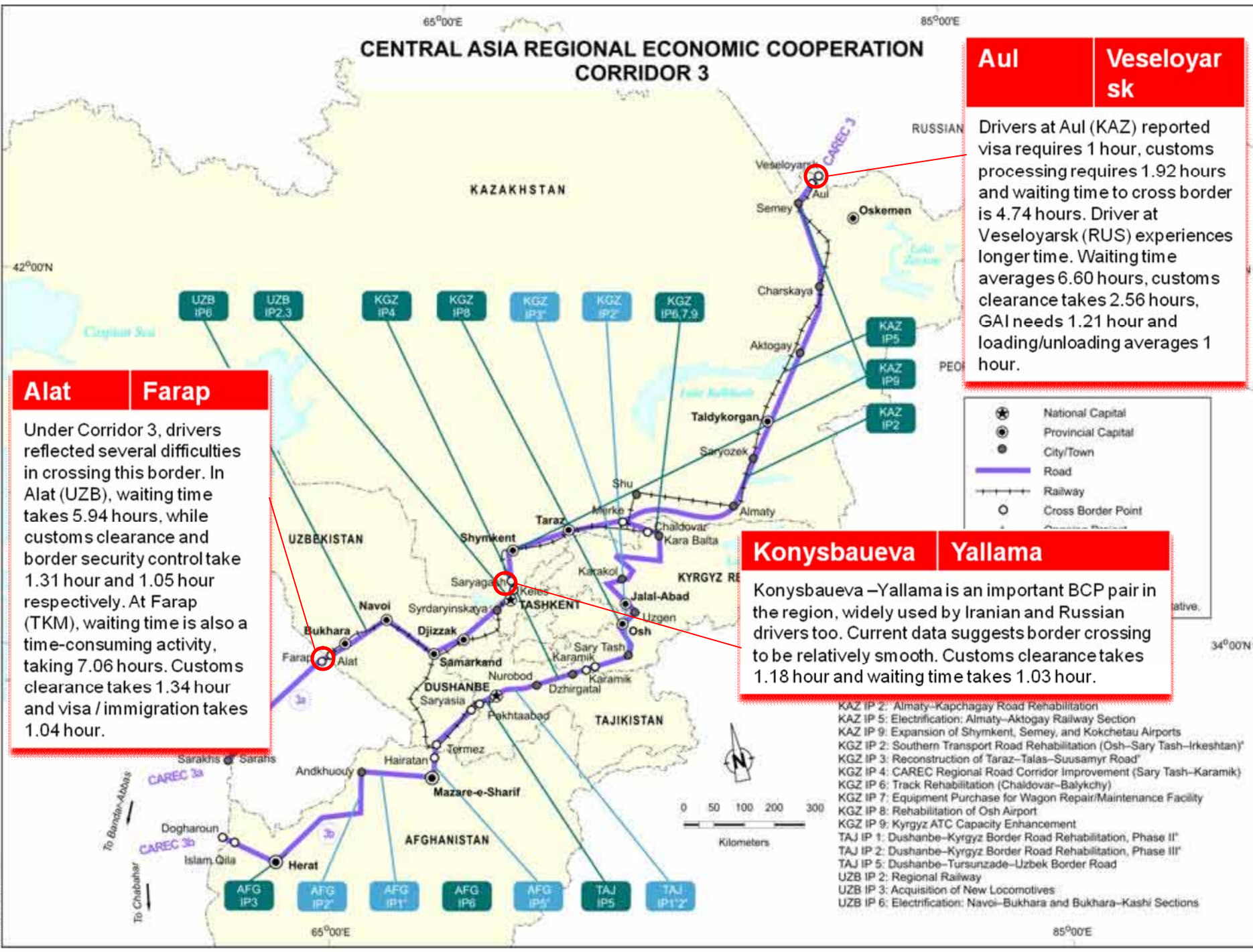
Drivers at Aul (KAZ) reported visa requires 1 hour, customs processing requires 1.92 hours and waiting time to cross border is 4.74 hours. Driver at Veseloyarsk (RUS) experiences longer time. Waiting time averages 6.60 hours, customs clearance takes 2.56 hours, GAI needs 1.21 hour and loading/unloading averages 1 hour.

Alat Farap

Under Corridor 3, drivers reflected several difficulties in crossing this border. In Alat (UZB), waiting time takes 5.94 hours, while customs clearance and border security control take 1.31 hour and 1.05 hour respectively. At Farap (TKM), waiting time is also a time-consuming activity, taking 7.06 hours. Customs clearance takes 1.34 hour and visa / immigration takes 1.04 hour.

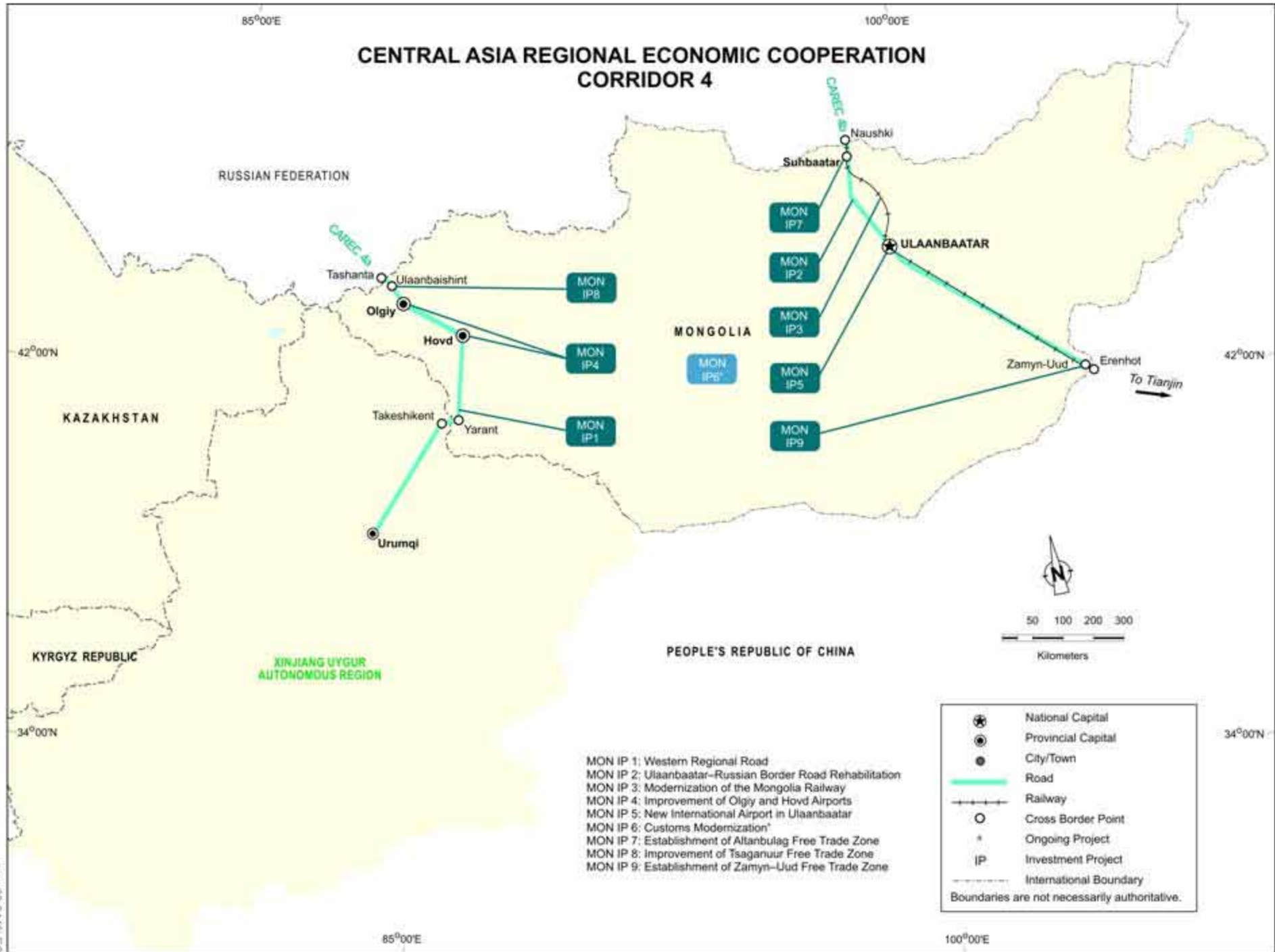
Konysbaueva Yallama

Konysbaueva –Yallama is an important BCP pair in the region, widely used by Iranian and Russian drivers too. Current data suggests border crossing to be relatively smooth. Customs clearance takes 1.18 hour and waiting time takes 1.03 hour.

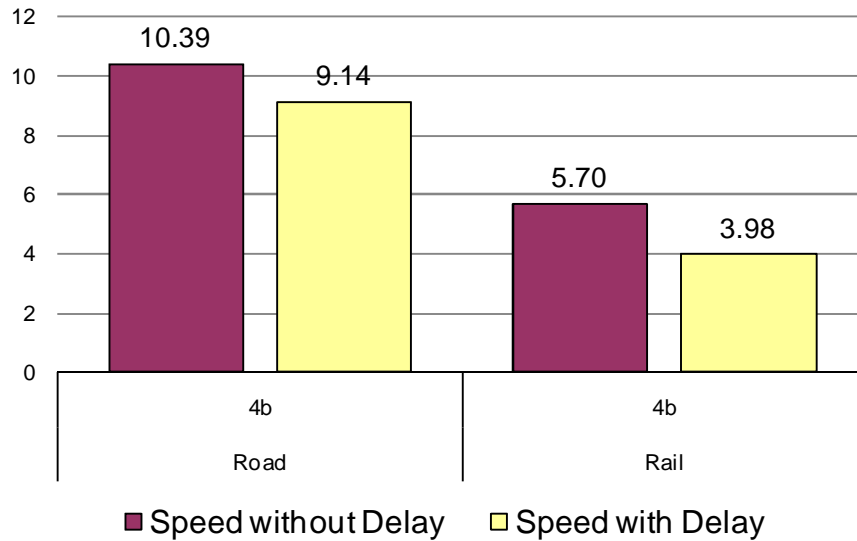


- KAZ IP 2: Almaty–Kapchagay Road Rehabilitation
- KAZ IP 5: Electrification: Almaty–Aktogay Railway Section
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- KGZ IP 4: CAREC Regional Road Corridor Improvement (Sary Tash–Karamik)
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- KGZ IP 8: Rehabilitation of Osh Airport
- KGZ IP 9: Kyrgyz ATC Capacity Enhancement
- TAJ IP 1: Dushanbe–Kyrgyz Border Road Rehabilitation, Phase II*
- TAJ IP 2: Dushanbe–Kyrgyz Border Road Rehabilitation, Phase III*
- TAJ IP 5: Dushanbe–Tursunzade–Uzbek Border Road
- UZB IP 2: Regional Railway
- UZB IP 3: Acquisition of New Locomotives
- UZB IP 6: Electrification: Navoi–Bukhara and Bukhara–Kashi Sections

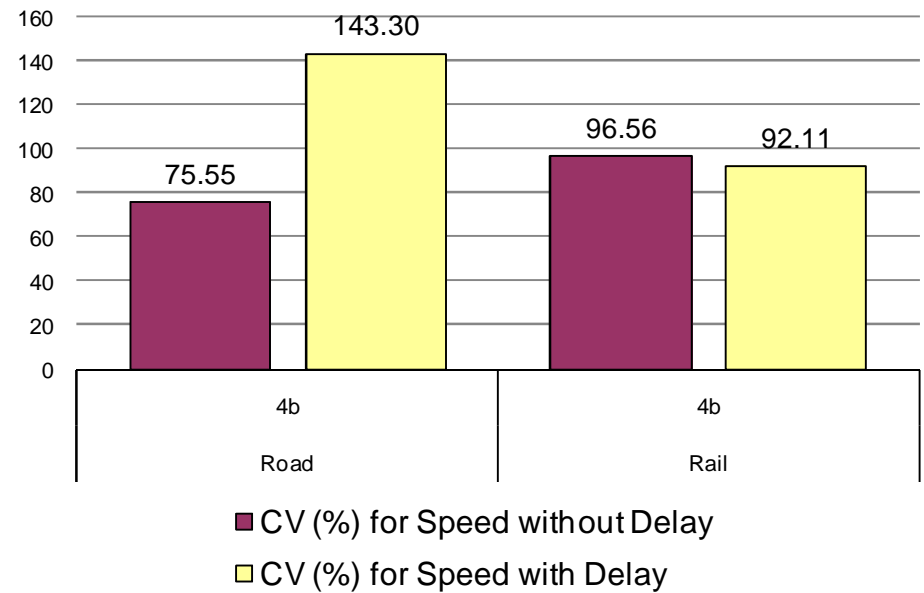
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4



Speed and Reliability (Road / Rail Transport)



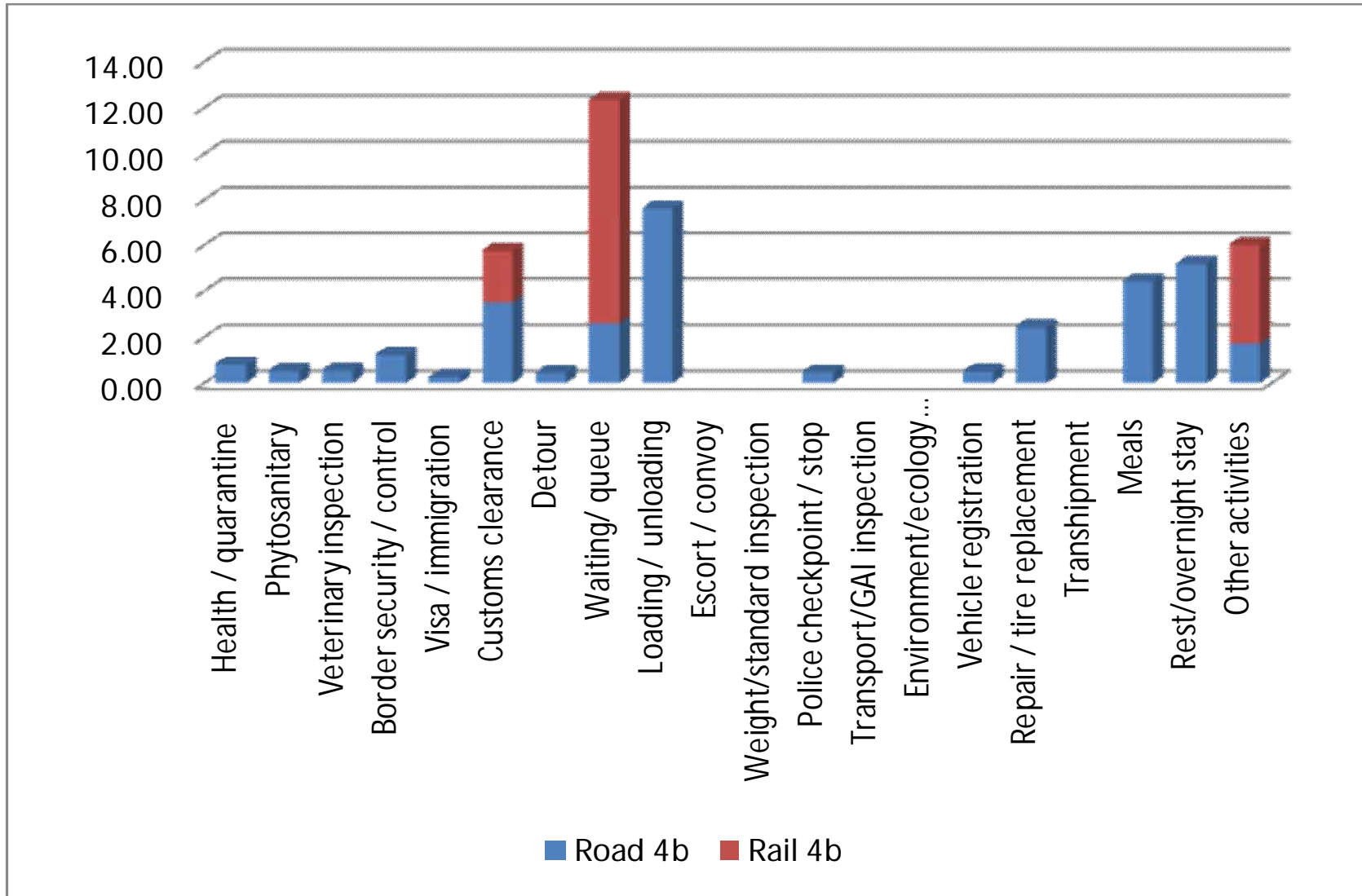
Average Speed (km/hr)



Speed Reliability

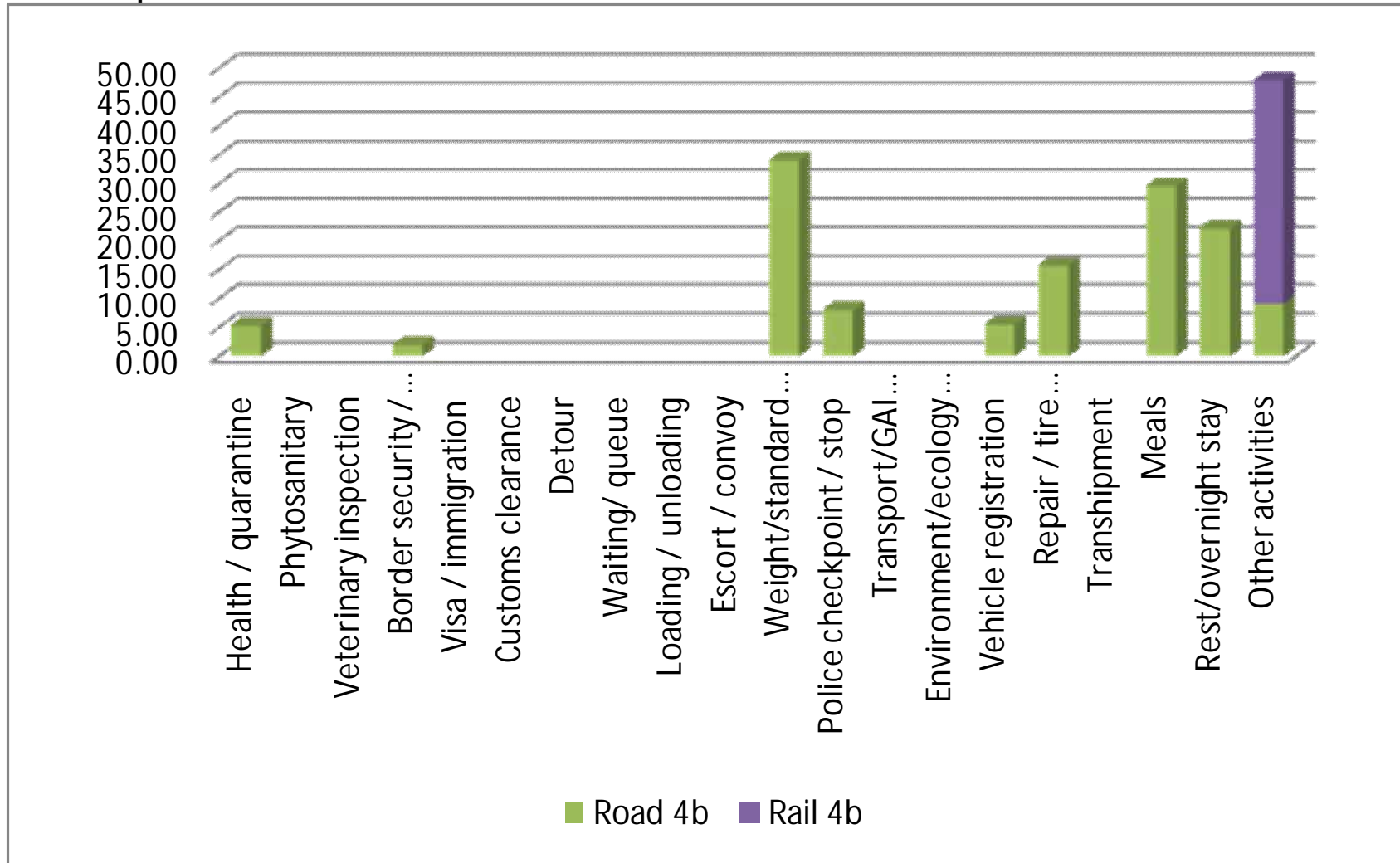
Corridor 4 Activities Time (Road + Rail)

Hours / 500 km



Corridor 4 Activities Cost (Road + Rail)

US\$ per 500 km



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 4

Sukhbaatar (Rail) / Altanbulag (Road) Naushki

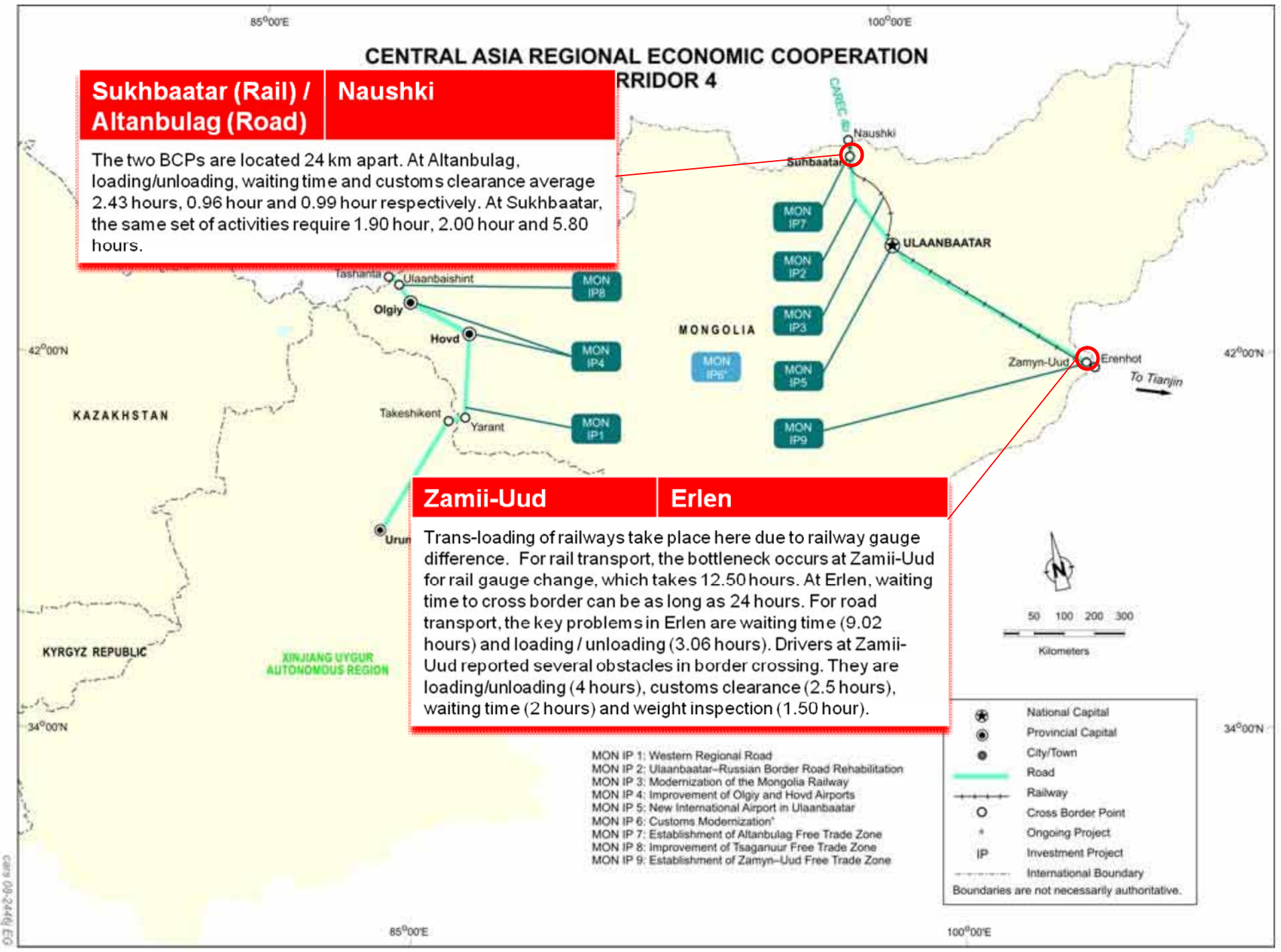
The two BCPs are located 24 km apart. At Altanbulag, loading/unloading, waiting time and customs clearance average 2.43 hours, 0.96 hour and 0.99 hour respectively. At Sukhbaatar, the same set of activities require 1.90 hour, 2.00 hour and 5.80 hours.

Zamii-Uud Erlen

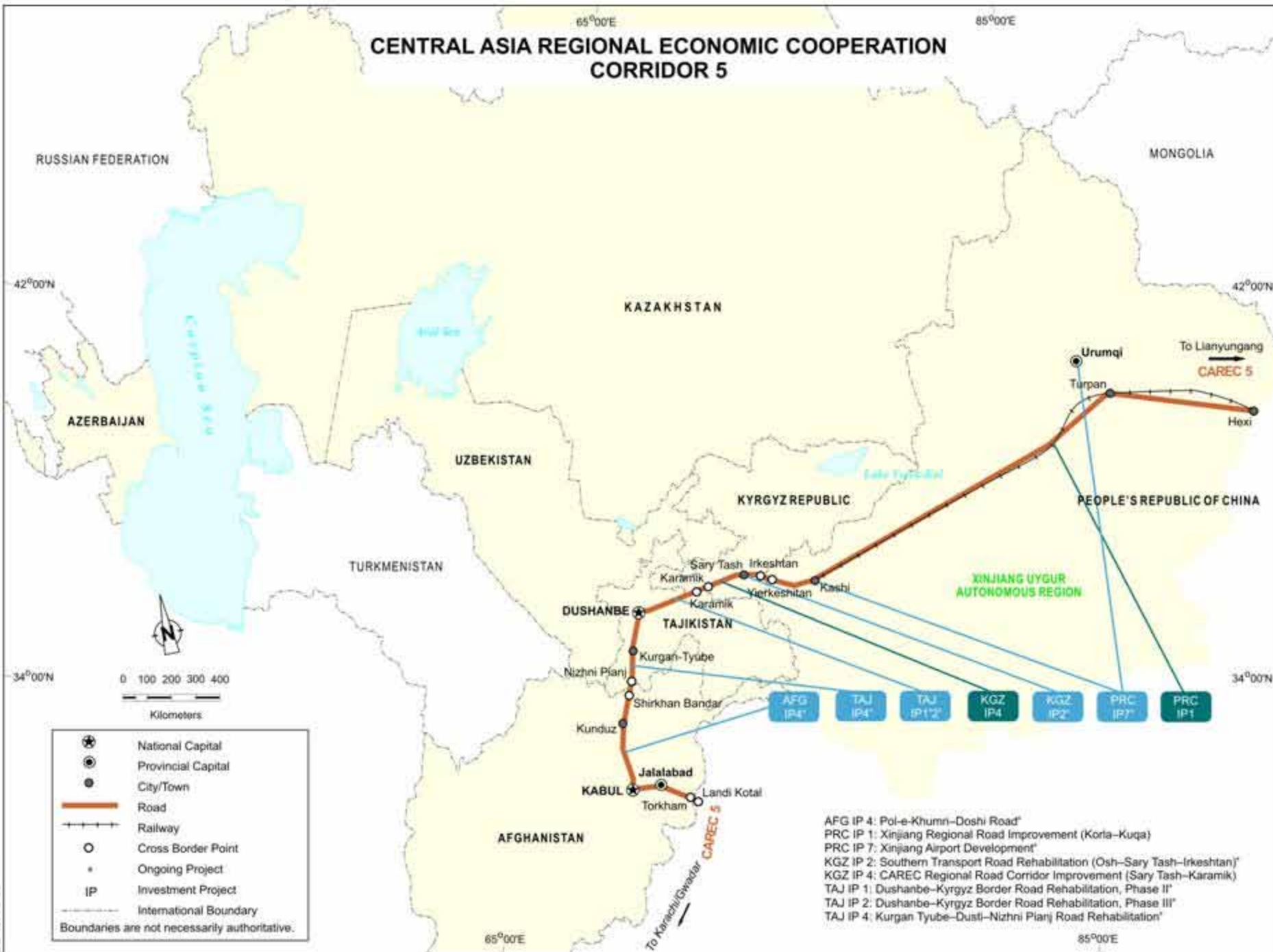
Trans-loading of railways take place here due to railway gauge difference. For rail transport, the bottleneck occurs at Zamii-Uud for rail gauge change, which takes 12.50 hours. At Erlen, waiting time to cross border can be as long as 24 hours. For road transport, the key problems in Erlen are waiting time (9.02 hours) and loading / unloading (3.06 hours). Drivers at Zamii-Uud reported several obstacles in border crossing. They are loading/unloading (4 hours), customs clearance (2.5 hours), waiting time (2 hours) and weight inspection (1.50 hour).

- MON IP 1: Western Regional Road
- MON IP 2: Ulaanbaatar–Russian Border Road Rehabilitation
- MON IP 3: Modernization of the Mongolia Railway
- MON IP 4: Improvement of Olgii and Hovd Airports
- MON IP 5: New International Airport in Ulaanbaatar
- MON IP 6: Customs Modernization
- MON IP 7: Establishment of Altanbulag Free Trade Zone
- MON IP 8: Improvement of Tsaganuuir Free Trade Zone
- MON IP 9: Establishment of Zamyn–Uud Free Trade Zone

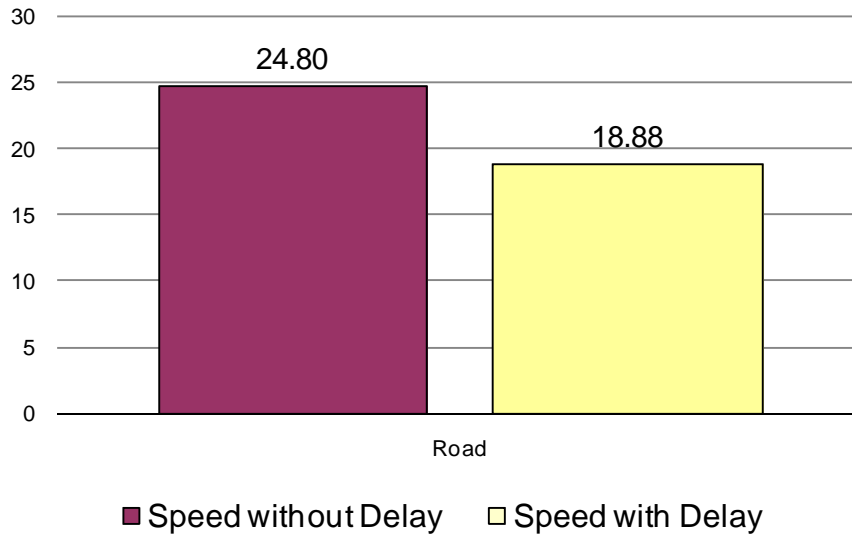
- National Capital
 - Provincial Capital
 - City/Town
 - Road
 - Railway
 - Cross Border Point
 - Ongoing Project
 - Investment Project
 - International Boundary
- Boundaries are not necessarily authoritative.



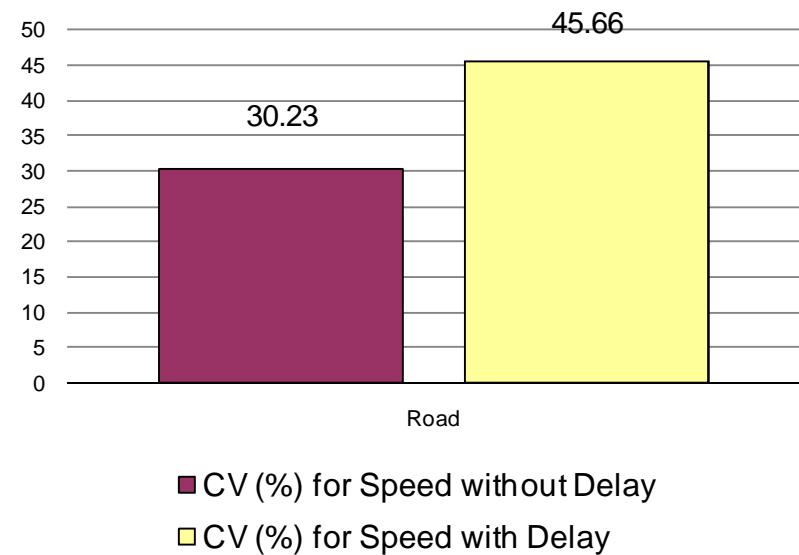
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 5



Speed and Reliability (Road Transport)



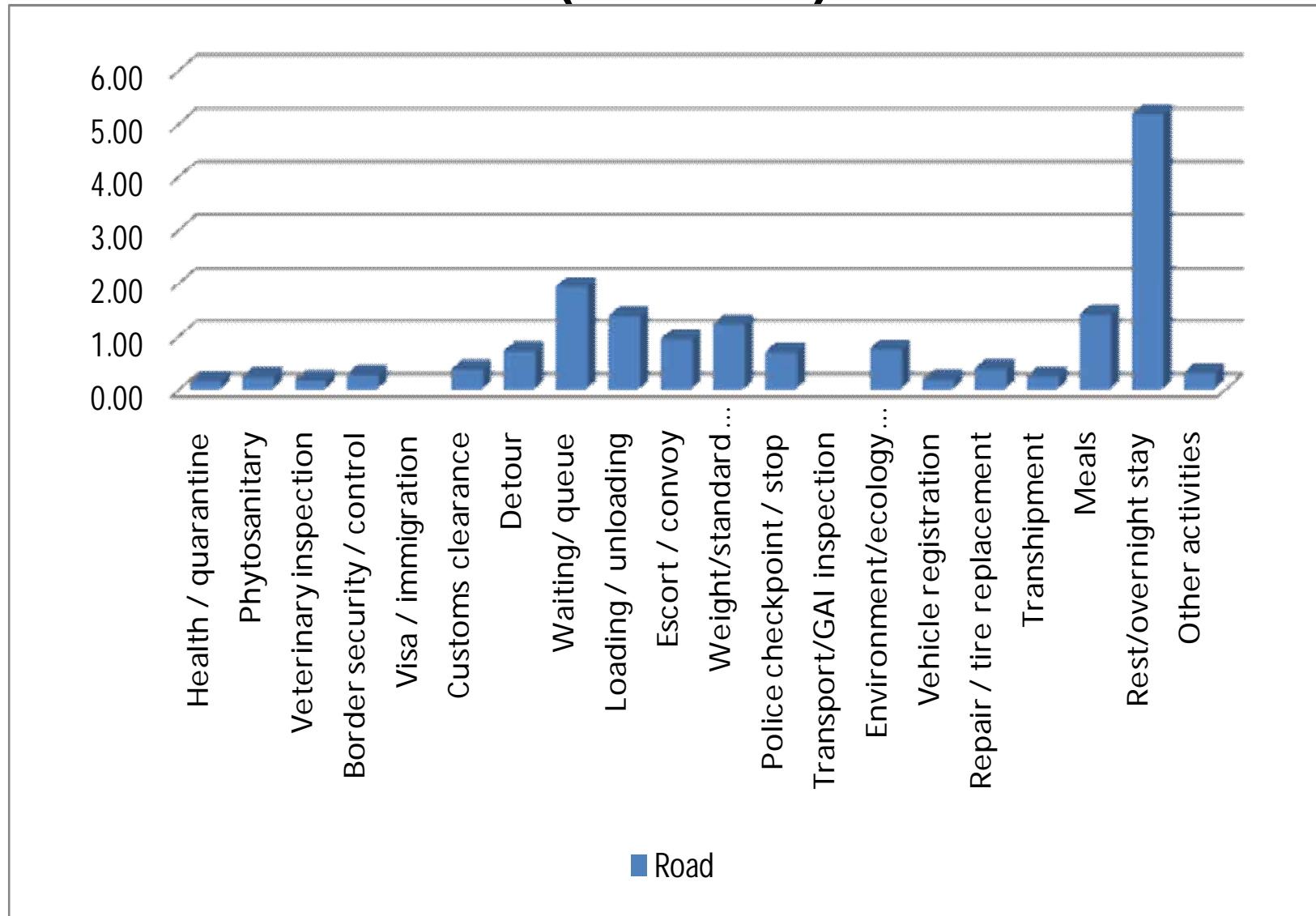
Average Speed (km/hr)



Speed Reliability

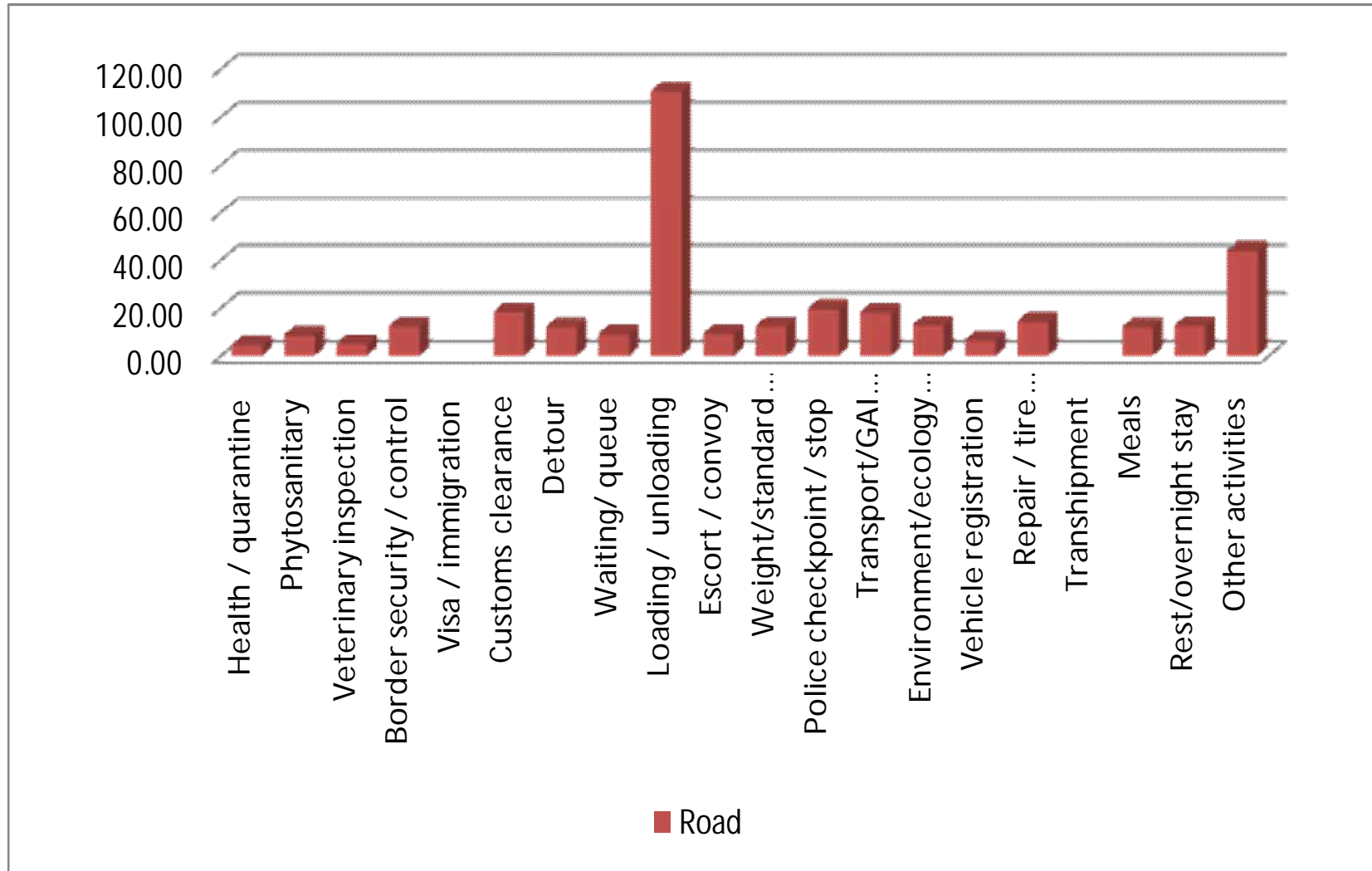
Corridor 5 Activities Time (Road)

Hours / 500 km

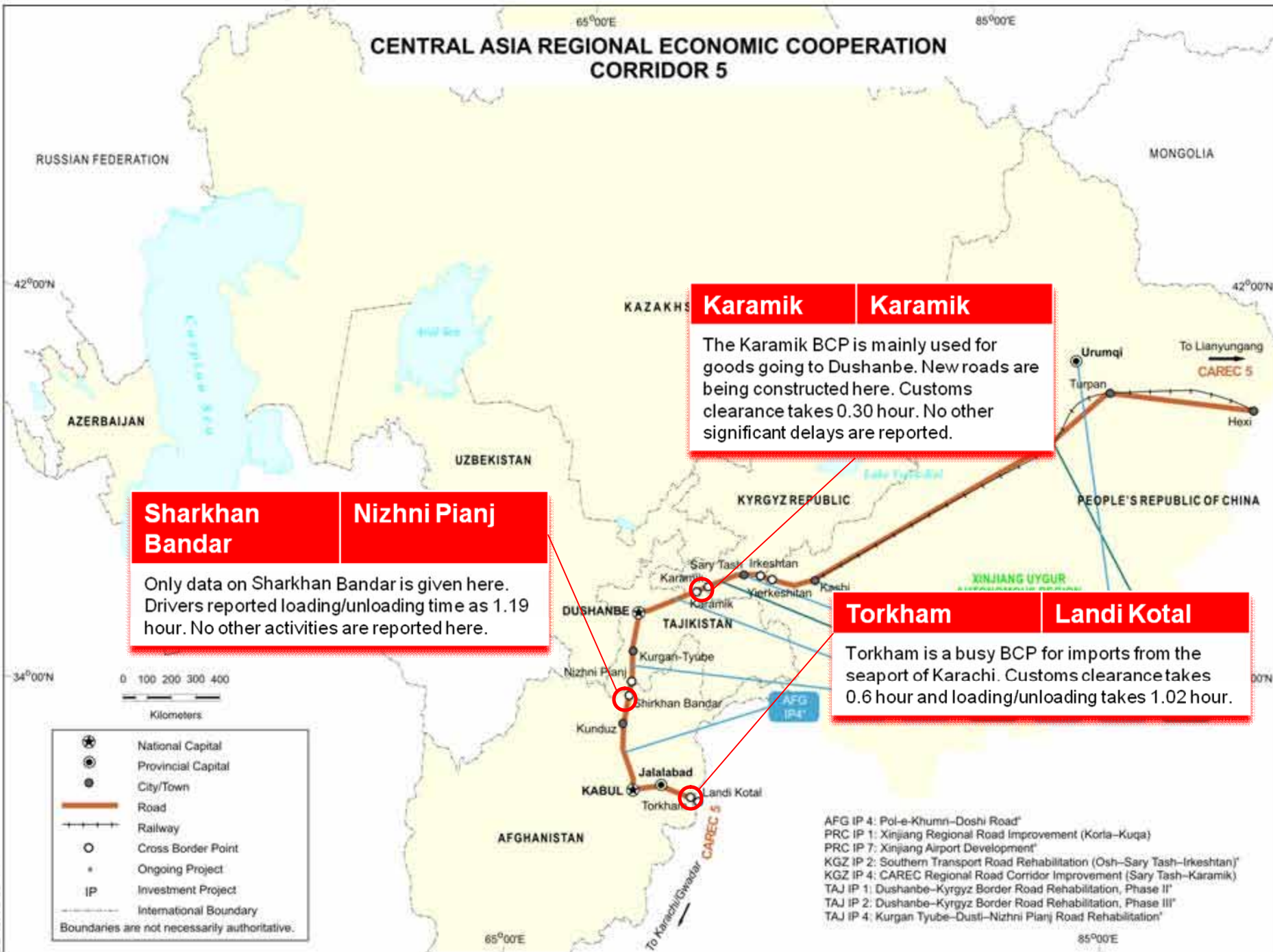


Corridor 5 Activities Cost (Road)

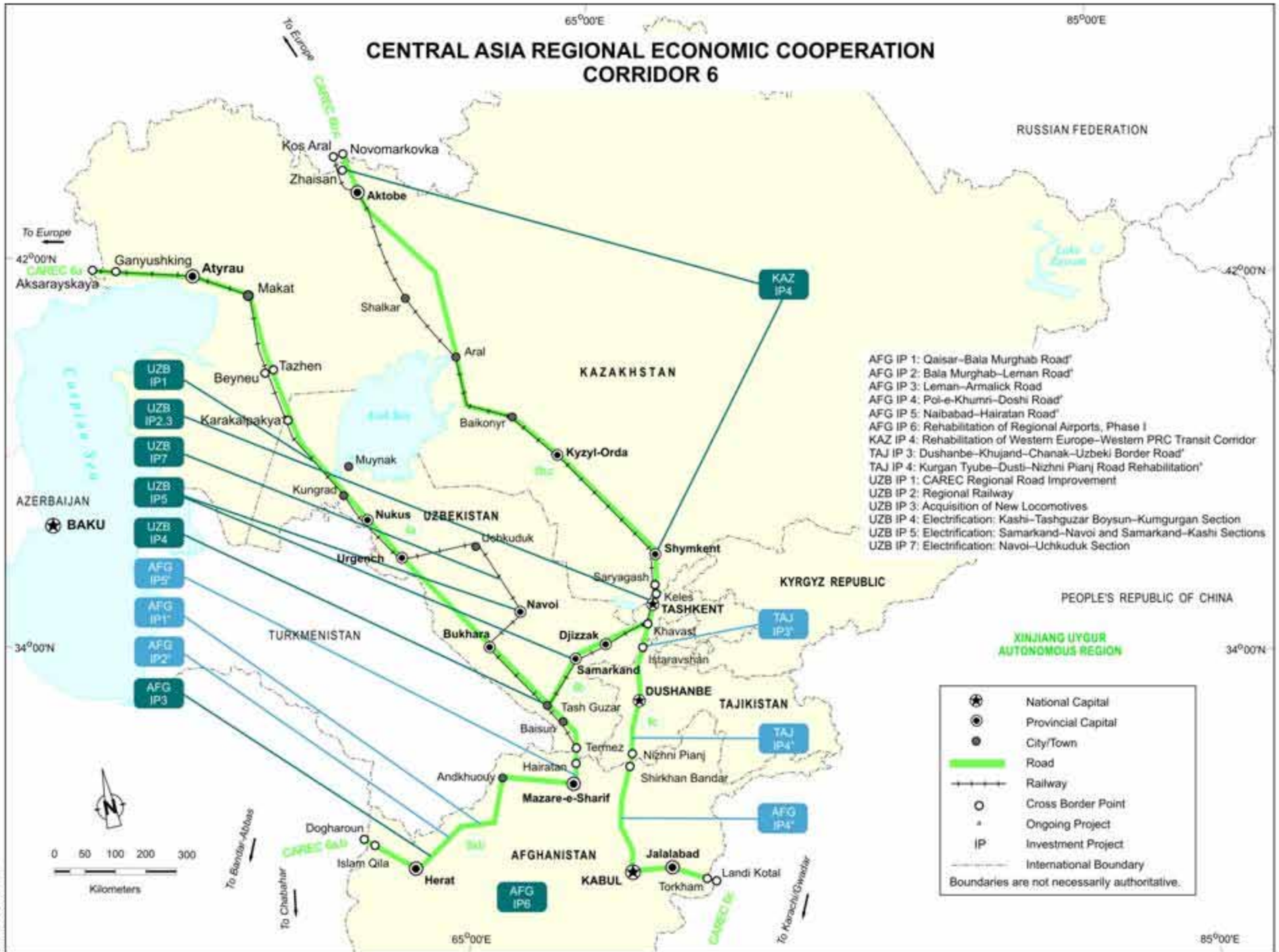
US\$ per 500 km



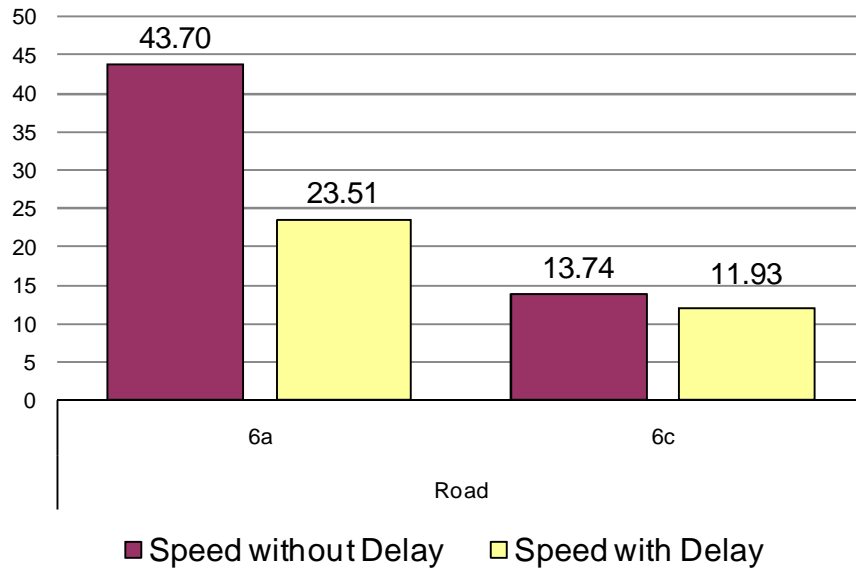
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 5



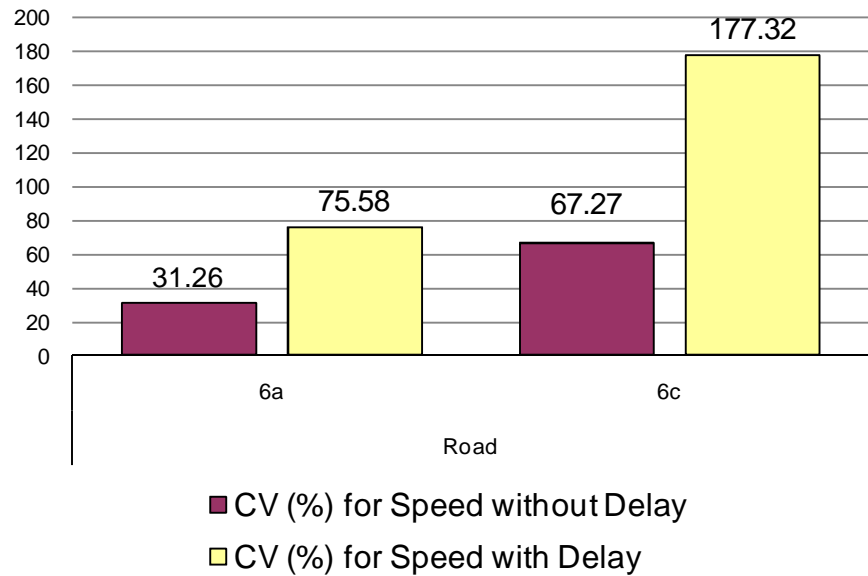
CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6



Speed and Reliability (Road Transport)



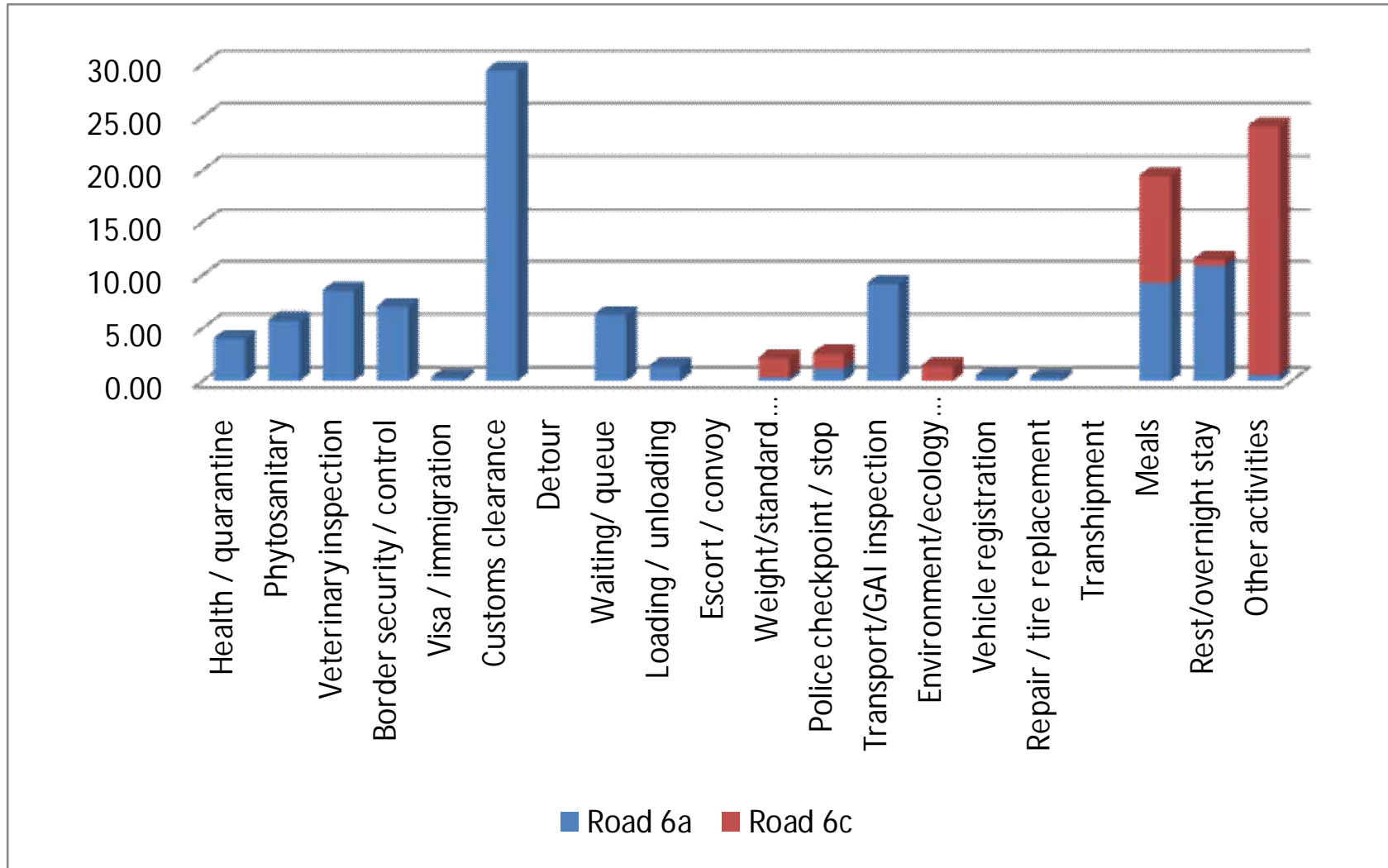
Average Speed (km/hr)



Speed Reliability

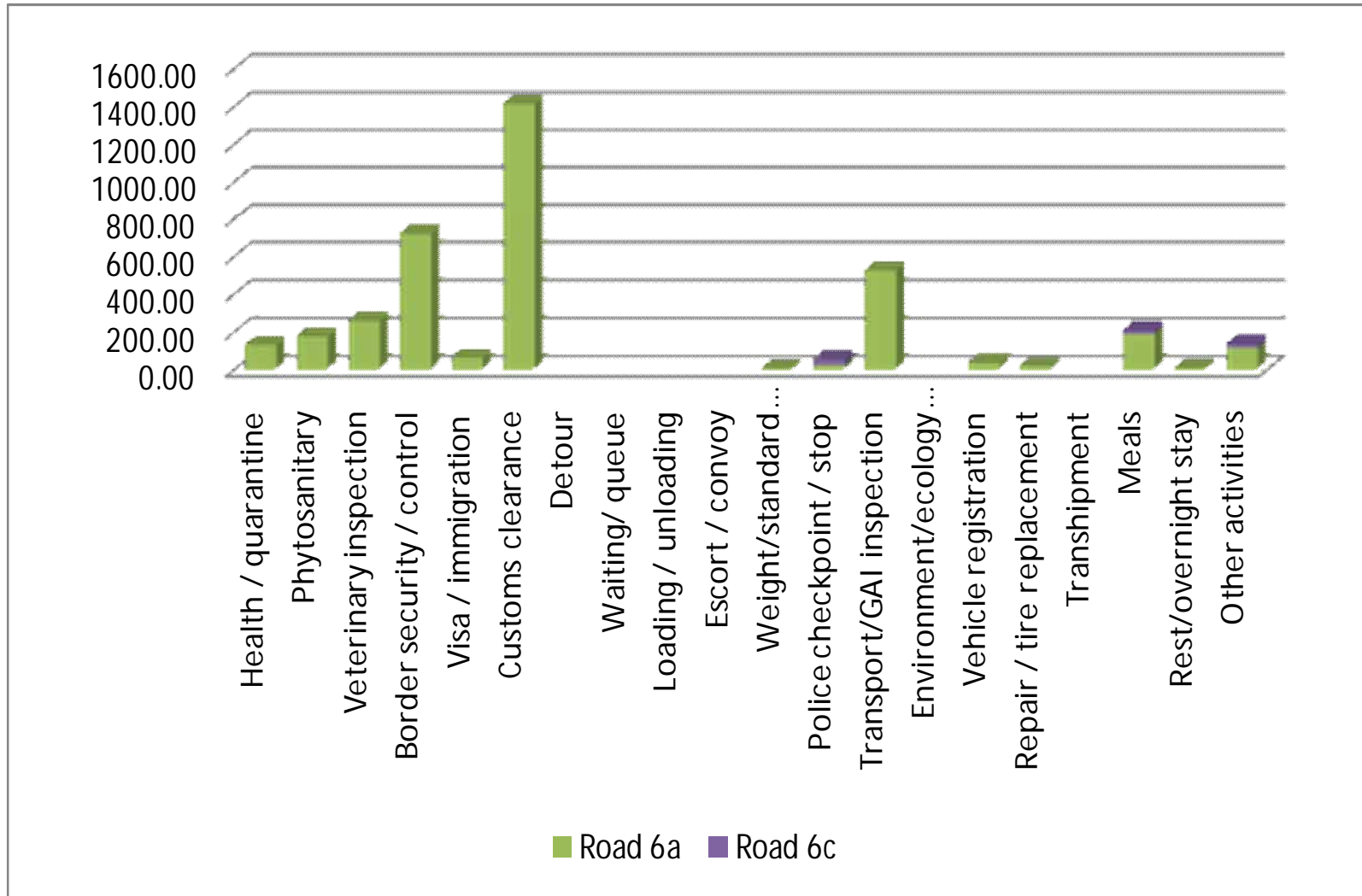
Corridor 6 Activities Time (Road)

Hours / 500 km



Corridor 6 Activities Cost (Road)

US\$ per 500 km



CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDOR 6

Kotyayevka Aksarayaskaya

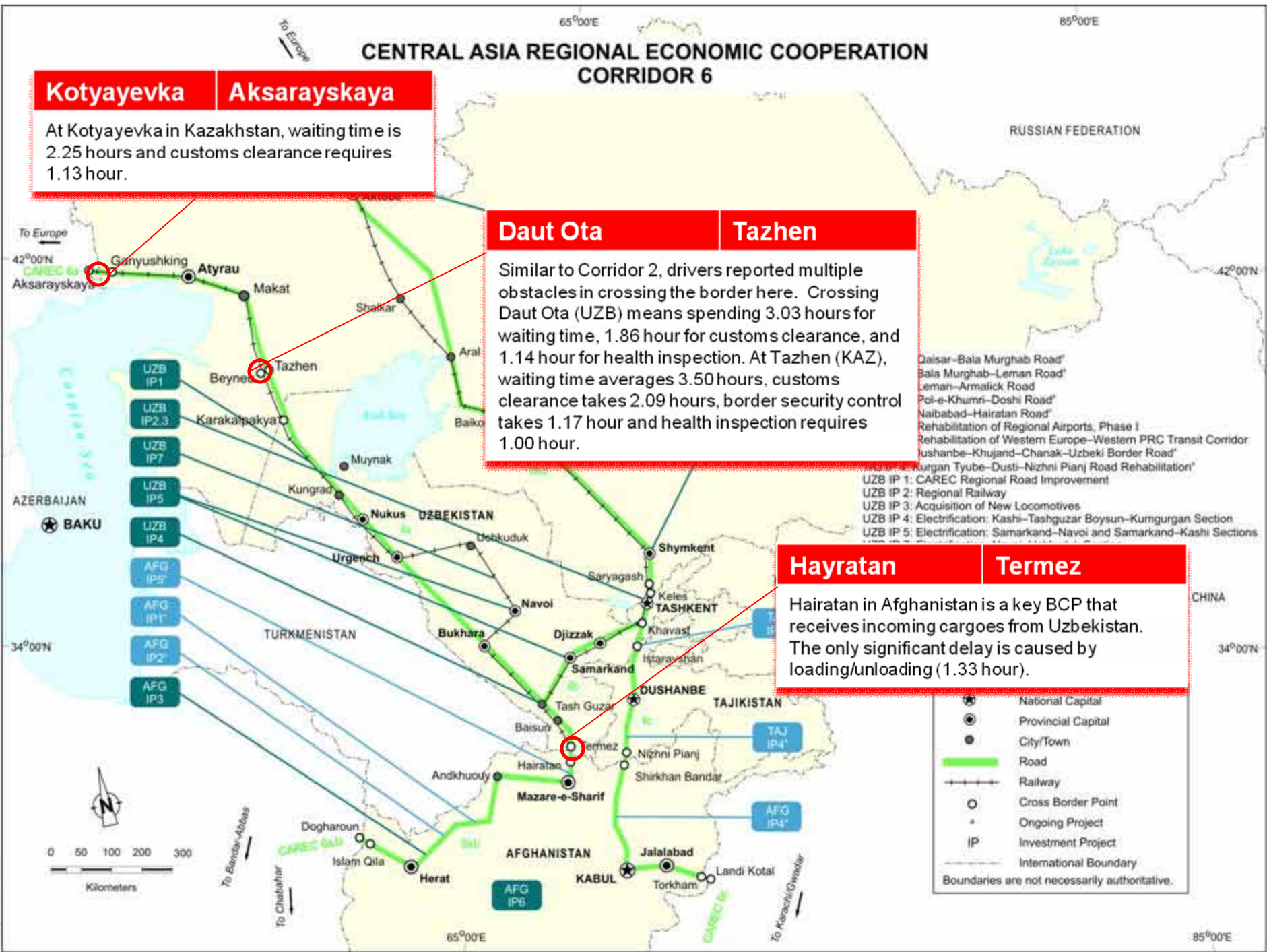
At Kotyayevka in Kazakhstan, waiting time is 2.25 hours and customs clearance requires 1.13 hour.

Daut Ota Tazhen

Similar to Corridor 2, drivers reported multiple obstacles in crossing the border here. Crossing Daut Ota (UZB) means spending 3.03 hours for waiting time, 1.86 hour for customs clearance, and 1.14 hour for health inspection. At Tazhen (KAZ), waiting time averages 3.50 hours, customs clearance takes 2.09 hours, border security control takes 1.17 hour and health inspection requires 1.00 hour.

Hayratan Termez

Hairatan in Afghanistan is a key BCP that receives incoming cargoes from Uzbekistan. The only significant delay is caused by loading/unloading (1.33 hour).



Thank you



Max Ee

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Email: satica@pacific.net.sg