

Corridor Performance Measurement and Monitoring

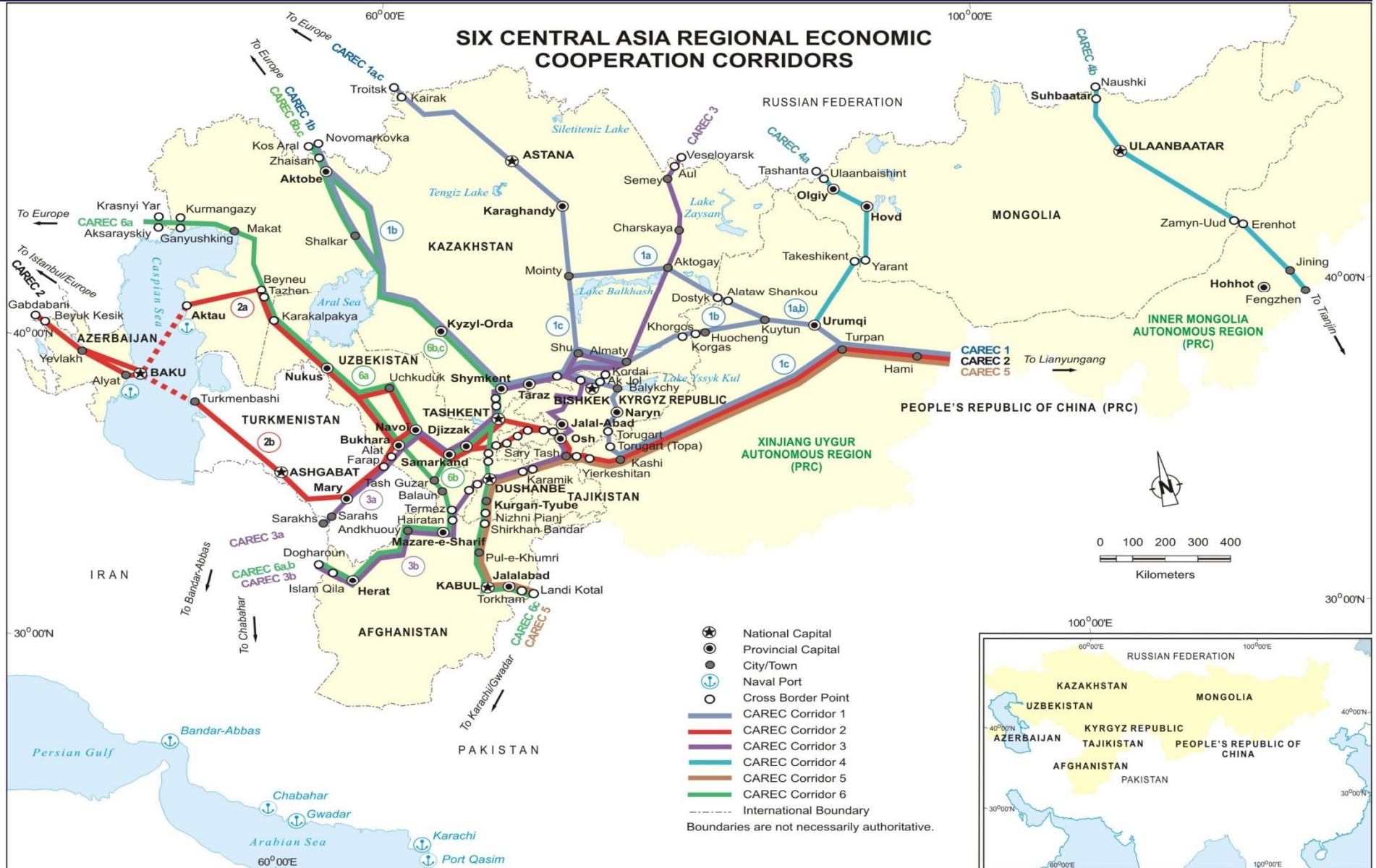
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Background

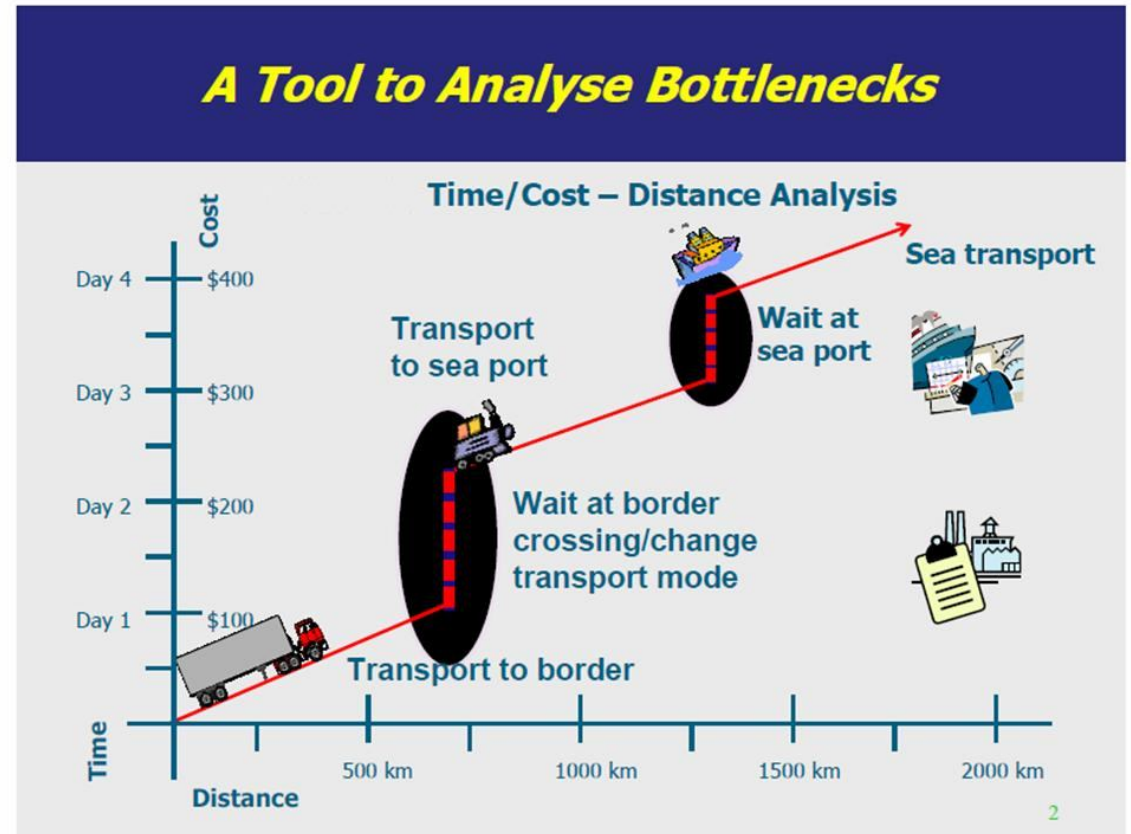
- Integrated Trade Facilitation
 - Joint Transport and Trade Facilitation Strategy and Action Plan in 2007 and 2008
 - Corridors, Investments, and TAs
 - Corridor Performance Measurement Monitoring (CPMM)
 - CAREC Results Framework
 - Border Crossing Point and Single Window Development
 - National and Regional Joint Transport and Trade Facilitation Committees

Corridors



CPMM Methods

- UNESCAP Time Cost Distance (TCD) Method
 - Driver's Form
 - TCD Template
- Time Release Study (yet to be launched)



Institutional Arrangement

- MOUs with partner freight forwarders associations and road carrier associations
- ADB covers operational and capacity building costs
- Frequency of Collection
 - Average 30 TCDs/partner association/month

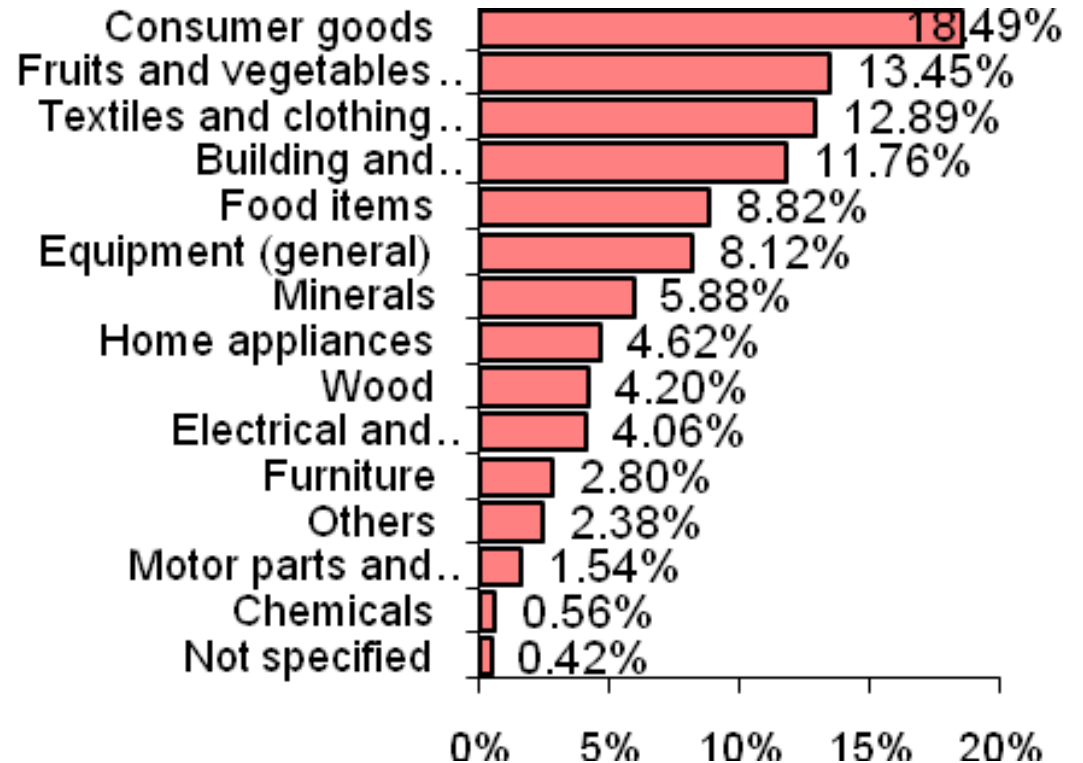
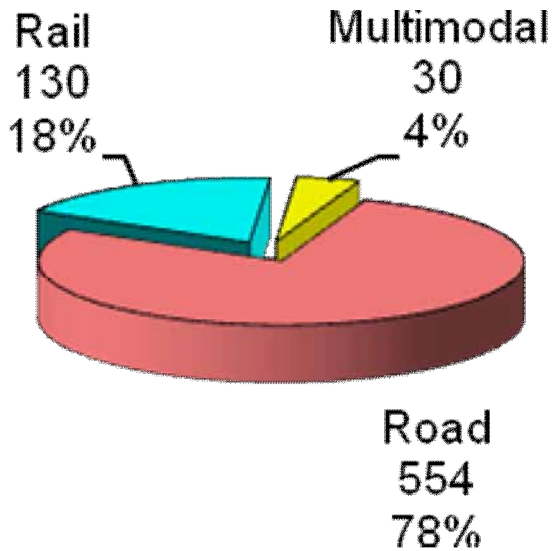
Partner Associations

	Country	Official Names	Abbreviated Names
1	AFG	Afghanistan Association of Freight Forwarders Companies	AAFFCO
2	AZE	Azerbaijan International Road Carriers Association	ABADA
3	KAZ	Union of International Road Carriers of the Republic of Kazakhstan	KAZATO
4	KAZ	Kazakhstan Freight Forwarders Association	KFFA
5	KGZ	Freight Operators Association of Kyrgyzstan	FOA
6	KGZ	Association of International Road Carriers of the Kyrgyz Republic	ASMAP
7	MON	Mongolia National Chamber of Commerce and Industry	MNCCI
8	MON	National Road Transport Association of Mongolia	NARTAM
9	PRC	China International Freight Forwarders Association	CIFA
10	PRC	Inner Mongolia Autonomous Region Logistics Association	IMAR
11	PRC	Xinjiang Uighur Logistics Association People's Republic of China	XULA
12	TAJ	Association of International Automobile Carriers of the Republic of Tajikistan	ABBAT
13	UZB	Business Logistics Development Association	ADBL
14	UZB	Association of International Road Carriers of Uzbekistan	AIRCUZ

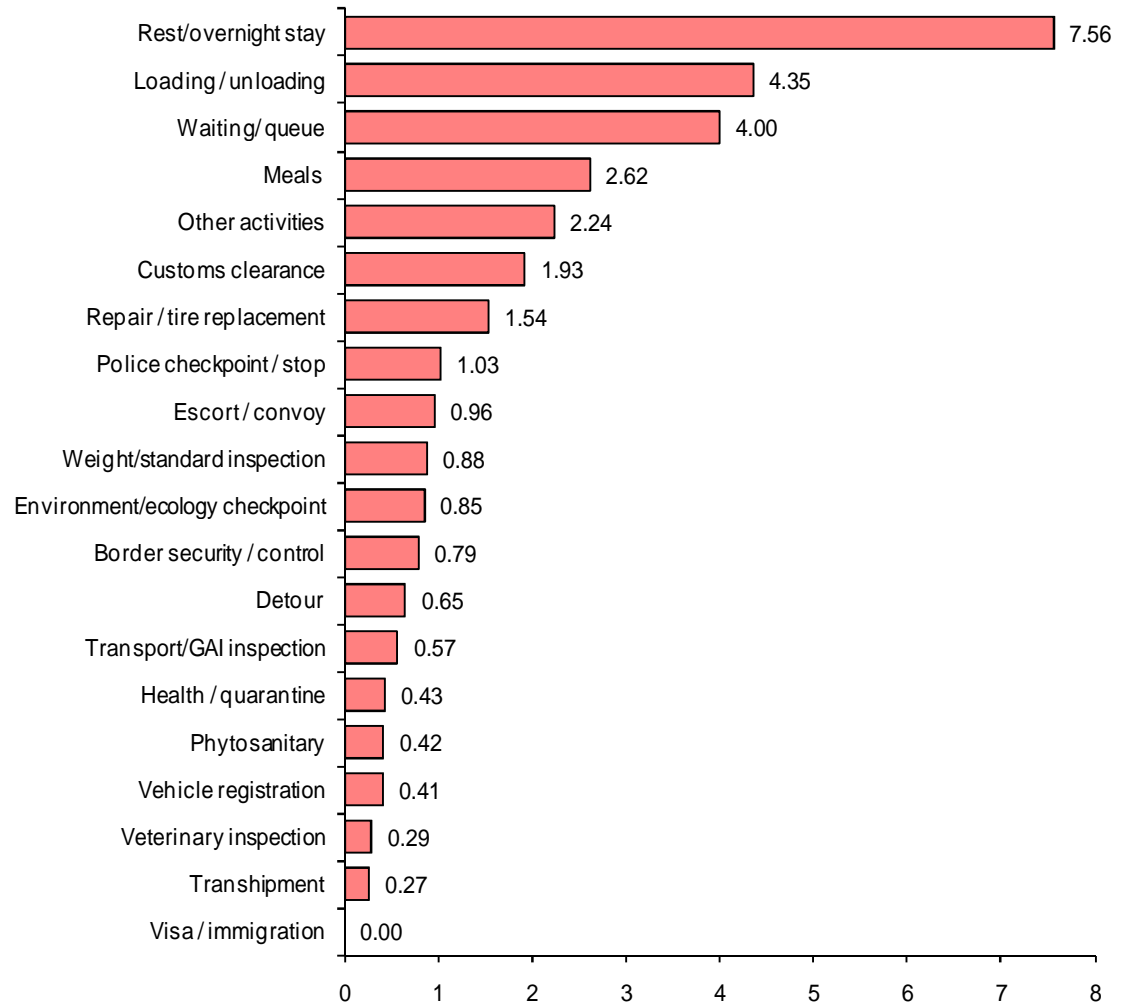
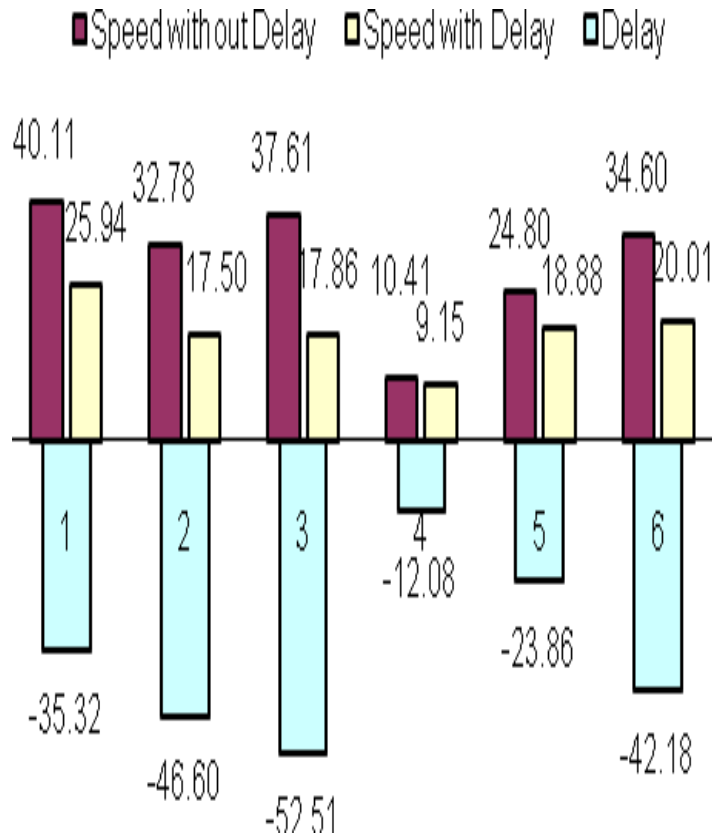
Analysis and Reporting

- Data and statistical analyses are performed in ADB
- Quarterly reports are posted on CAREC Institute website (<http://www.carecinstitute.org>) and annual report is presented at Ministerial Conference
- Partner associations will be trained to perform data analysis

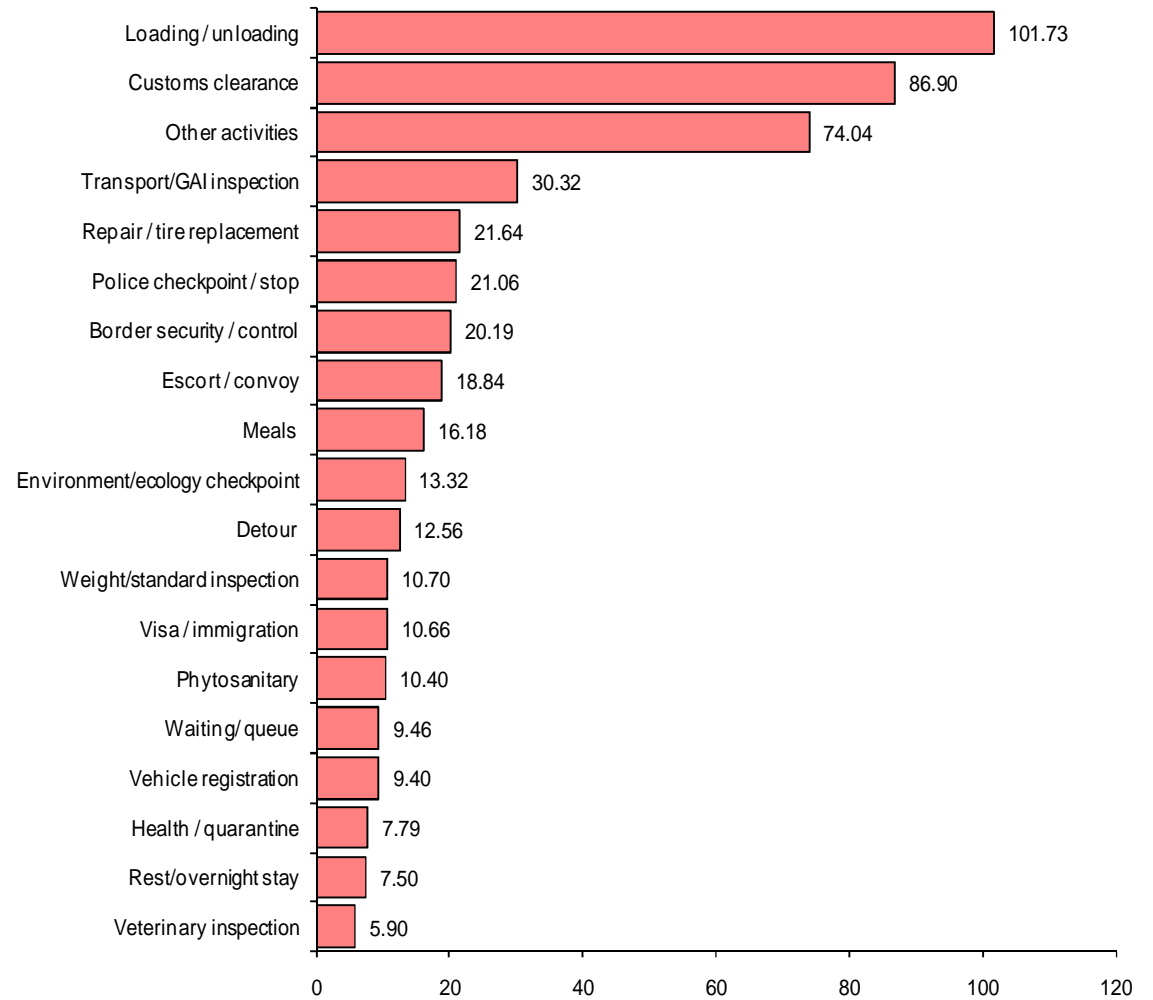
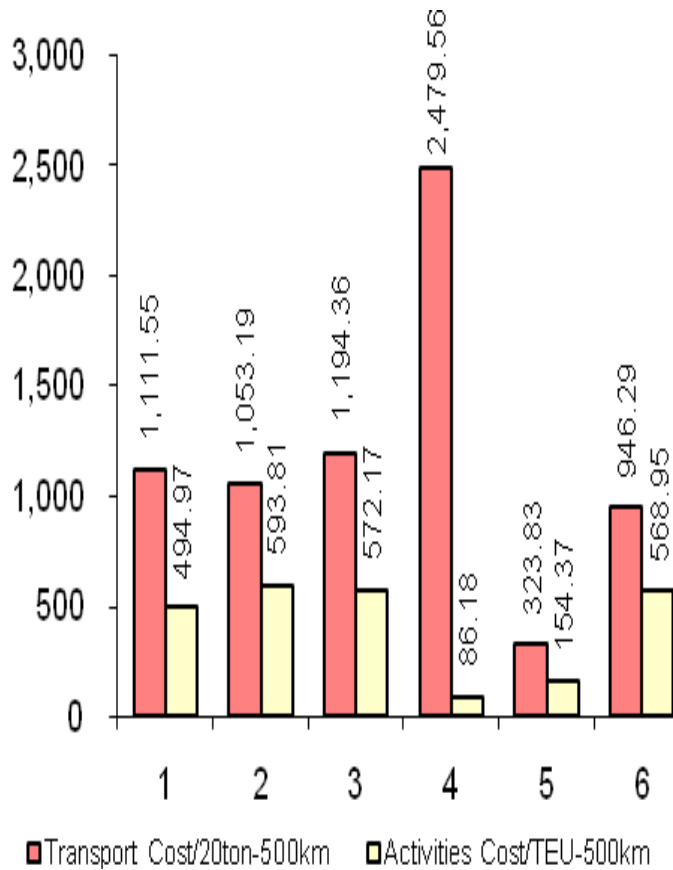
Data: 10 – 12/2010



Time/Speed



Costs



Hypothesis Testing

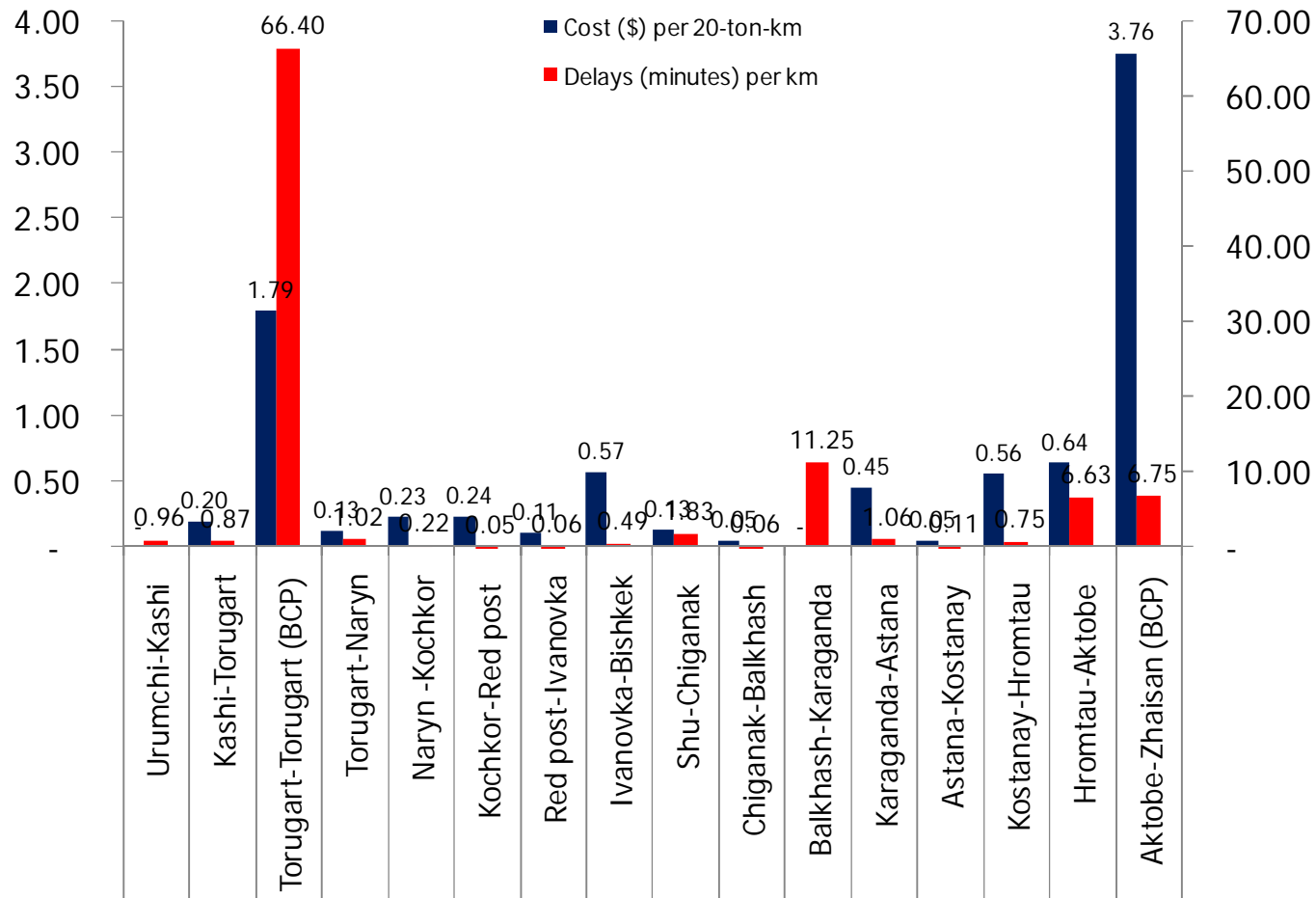
	Sample Size	Average Time, Hours	Average Cost, US\$
Perishables	139	15.22	226.01
Non-Perishables	415	20.50	172.01

- perishable goods clear BCPs in shorter time but with a higher cost, **statistically significant**

	Sample Size	Average Time, Hours	Average Cost, US\$
TIR (Yes)	259	2.24	123.43
TIR (No)	295	1.10	21.61

- TIR truck takes longer to clear customs and at high cost, **statistically significant**

Bottlenecks



Border Crossing Point

- BCP is the major bottleneck
- Border Crossing Point and Single Window Development
- A regional loan is being formulated to improve border crossing points and help facilitation regional connectivity of single windows

Time Release Study

- Review of clearance procedures to measure the average time taken between the arrival of the goods and their release
- Identify both the problem areas and potential corrective actions to increase their efficiency

Thank you

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