



CAREC Corridor Performance Measurement and Monitoring

Methodology Review and Knowledge Sharing Workshop

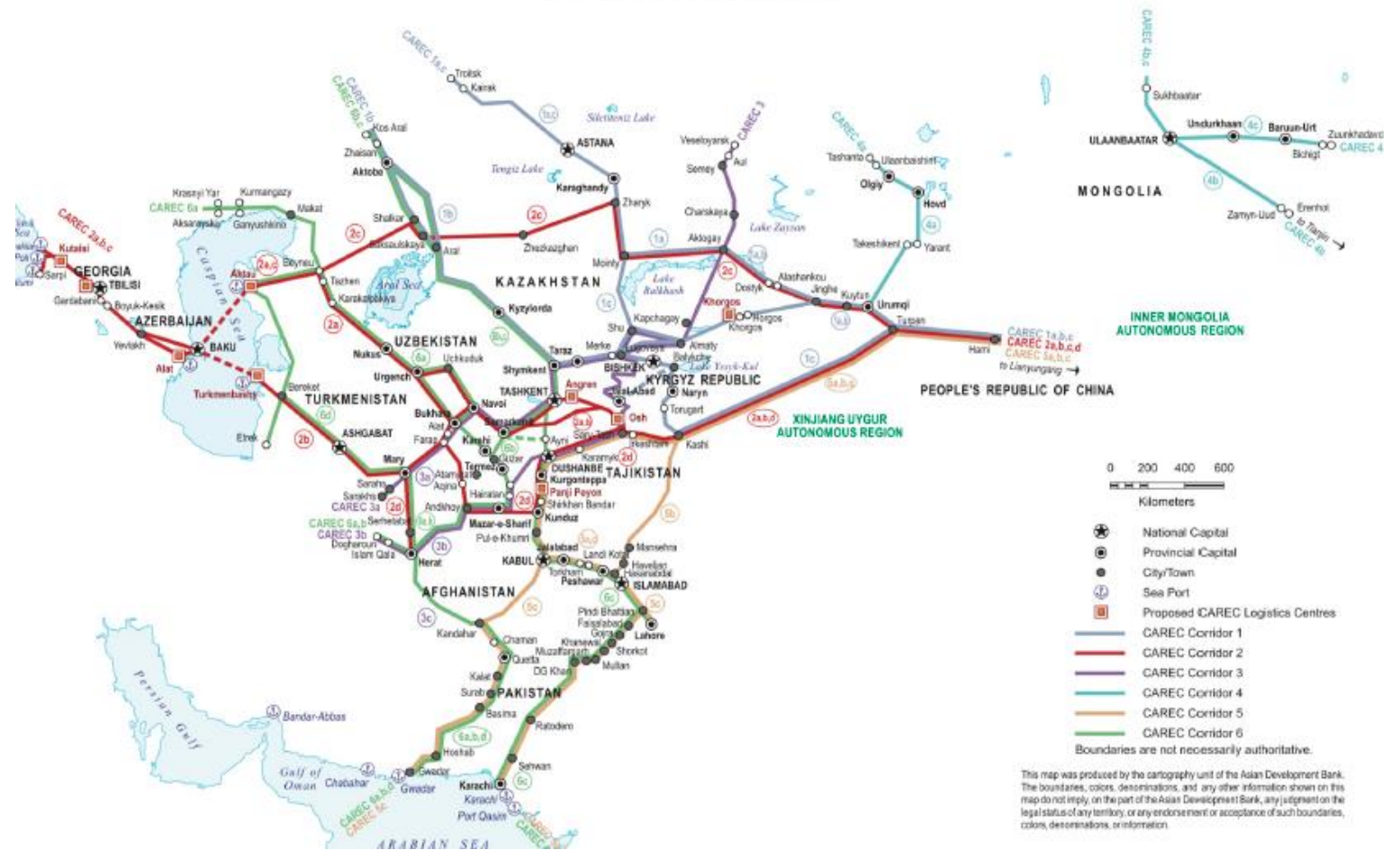
Max Ee
CPMM Consultant

**CAREC Corridor Performance Measurement and Monitoring
Methodology Review and Knowledge Sharing Workshop**
4 April 2024, Samarkand, Uzbekistan

Topics

1. What is CPMM?
2. Use-Cases
3. Case Studies
4. CPMM Portal
5. Future Plan
6. Summary

SIX CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDORS



Section 1 What is CPMM?

- i. a tool developed by ADB in 2009.
- ii. identifies causes of delays and unnecessary costs along the CAREC corridor, including border-crossing points and intermediate stops.
- iii. helps authorities determine where and how to address identified bottlenecks.
- iv. assesses the impact of regional cooperation initiatives.
- v. results are published annually and reported in the CAREC Ministerial Conference.



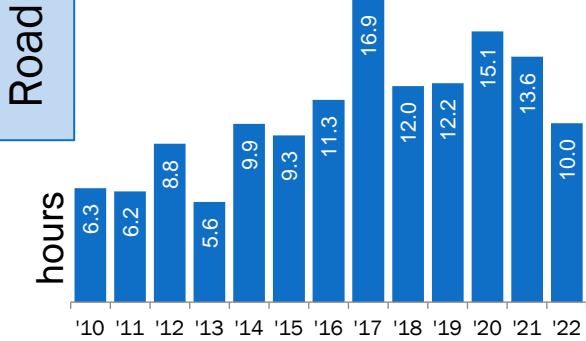
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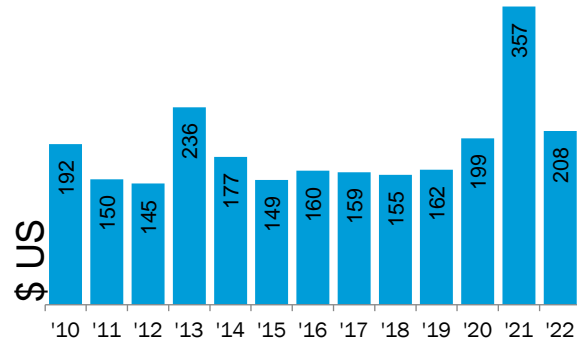


Trade Facilitation Indicators 2010-2022

TFI1 Time taken to clear a BCP



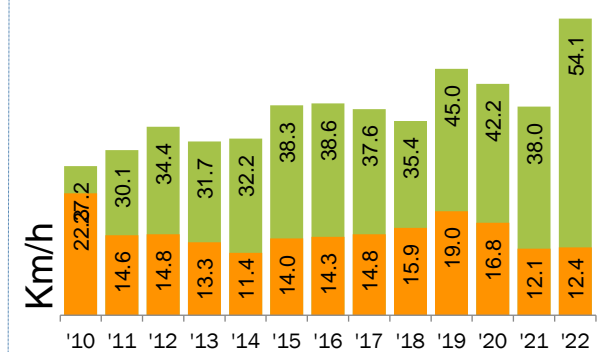
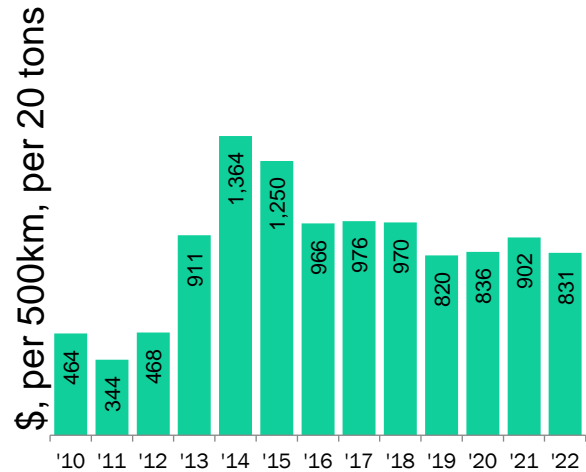
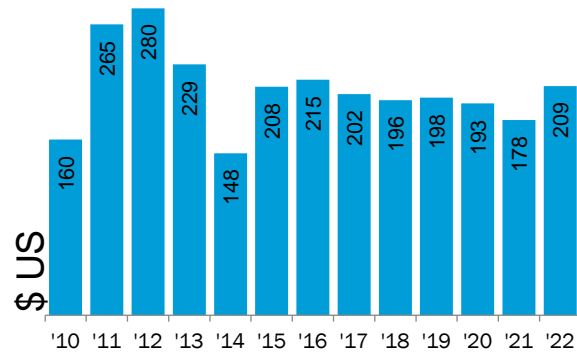
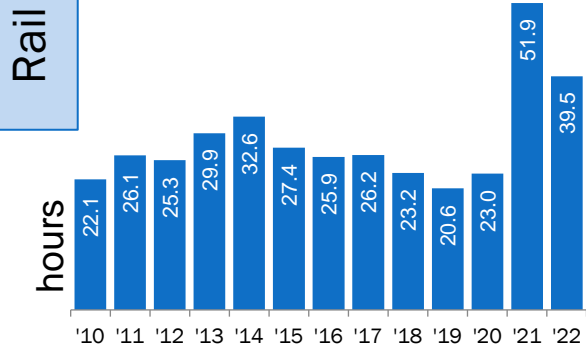
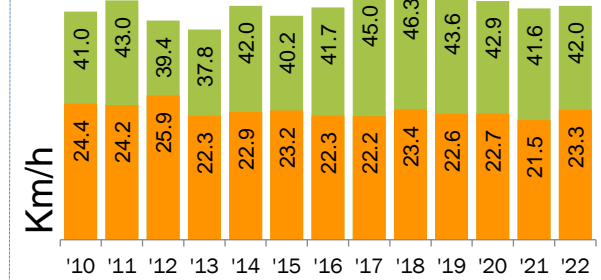
TFI2 Cost incurred at BCP



TFI3 Cost incurred to travel a corridor section



TFI4 Speed to travel on CAREC corridors



Border-Crossing Point – Average Delay in 2022

Average border-crossing time at ROAD BCPs, in hours

Outbound Traffic	Country	Duration (hours)	
		Average	Median
Alashankou	PRC	81.3	68.4
Chaman	PAK	54.0	53.7
Torugart	KGZ	50.1	50.1
Karasu	PRC	42.7	5.6
Farap	TKM	26.7	26.7
Tsiteli Khidi	GEO	24.2	14.6
Peshawar	PAK	24.2	26.0
Krasnyi Most	AZE	23.9	6.7
Khorgos	PRC	23.5	10.7
Takeshikent	PRC	21.4	20.8

Inbound Traffic	Country	Duration (hours)	
		Average	Median
Dostyk	KAZ	20.7	15.9
Torkham	AFG	15.6	12.4
Yarant	MON	11.5	10.3
Nur Zholy	KAZ	10.7	5.7
Kulma	TAJ	10.4	6.0
Spin Buldak	AFG	7.6	7.5
Panji Poyon	TAJ	7.4	6.7
Farap	TKM	6.5	6.5
Karasu	KAZ	5.7	0.5
Torugart	KGZ	5.1	5.2

Average border-crossing time at RAIL BCPs, in hours

Outbound Traffic	Country	Duration (hours)	
		Average	Median
Erenhot	PRC	44.4	43.7
Bekabad	UZB	36.0	36.0
Alashankou	PRC	30.1	23.5
Khorgos	PRC	26.1	15.5
Zamiin-Uud	MON	20.1	10.4

Inbound Traffic	Country	Duration (hours)	
		Average	Median
Altynkol	KAZ	82.7	73.5
Dostyk	KAZ	76.0	69.7
Erenhot	PRC	54.9	53.1
Sukhbaatar	MON	12.2	7.7
Termez	UZB	8.5	8.5

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CPMM Partners

	Country	Association		Data Collected in 2022
1	Afghanistan	Association of Afghanistan Freight Forwarding Companies	AAFFCO	330
2	PRC	Xinjiang Uygur Autonomous Region Logistics Association	XULA	530
3	Georgia	Georgia International Road Carriers Association	GIRCA	90
4	Kazakhstan	Kazakhstan Freight Forwarders Association	KFFA	118
5	Kyrgyz Republic	Freight Operators Association	FOA	60
6	Mongolia	Mongolia Chamber of Commerce and Industry	MNCCI	101
7		National Road Transport Association of Mongolia	NARTAM	240
8	Pakistan	Pakistan International Freight Forwarders Association	PIFFA	240
9	Tajikistan	Association of Road Transport Operators of Republic of Tajikistan	ABBAT	120
10	Uzbekistan	Association for Development of Business Logistics	ADBL	270
11		Association of International Road Carriers of Uzbekistan	AIRCUZ	240
			TOTAL:	2,339



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Section 2 Use Cases

Trade Policy

- Economic and Trade Agreements
- Special / Economic / Industrial Zone
- Transit Trade

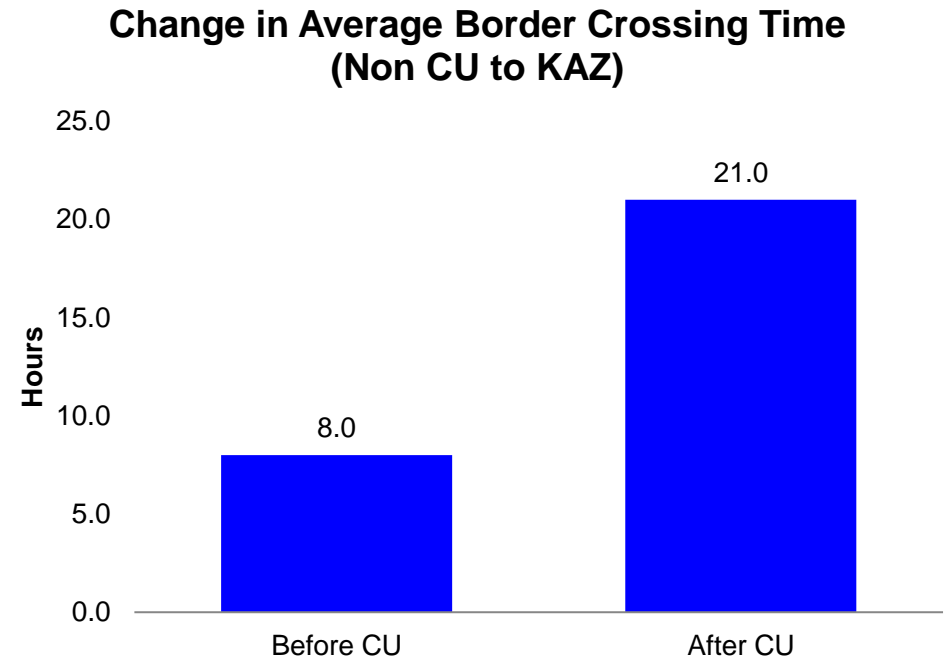
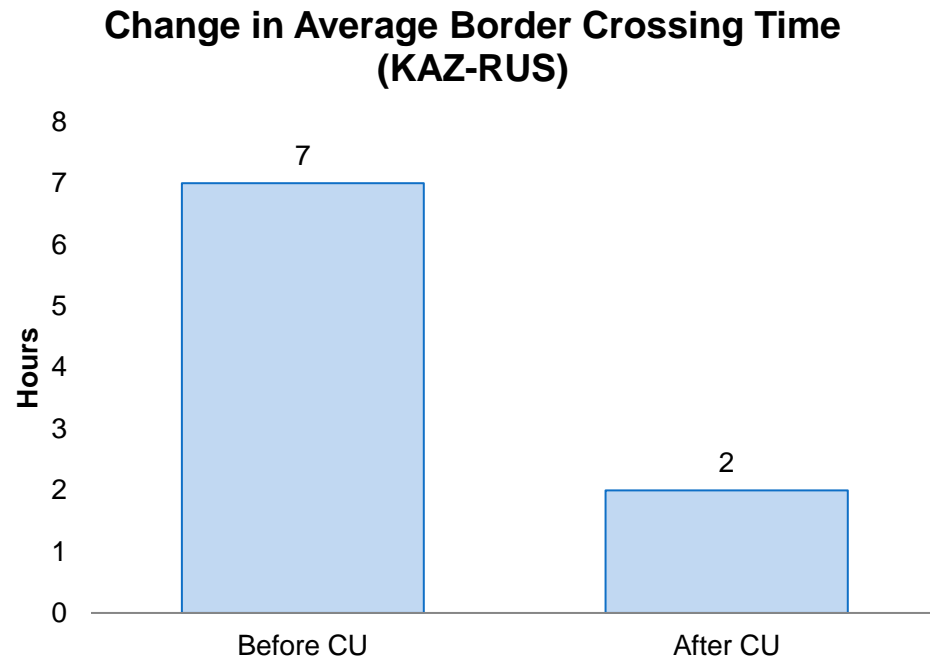
Trade Facilitation

- Bottlenecks: Locations and Activities
- Customs and Border Reforms/Modernization
- Coordination between border agencies
- Process optimization
- Equipment and information systems



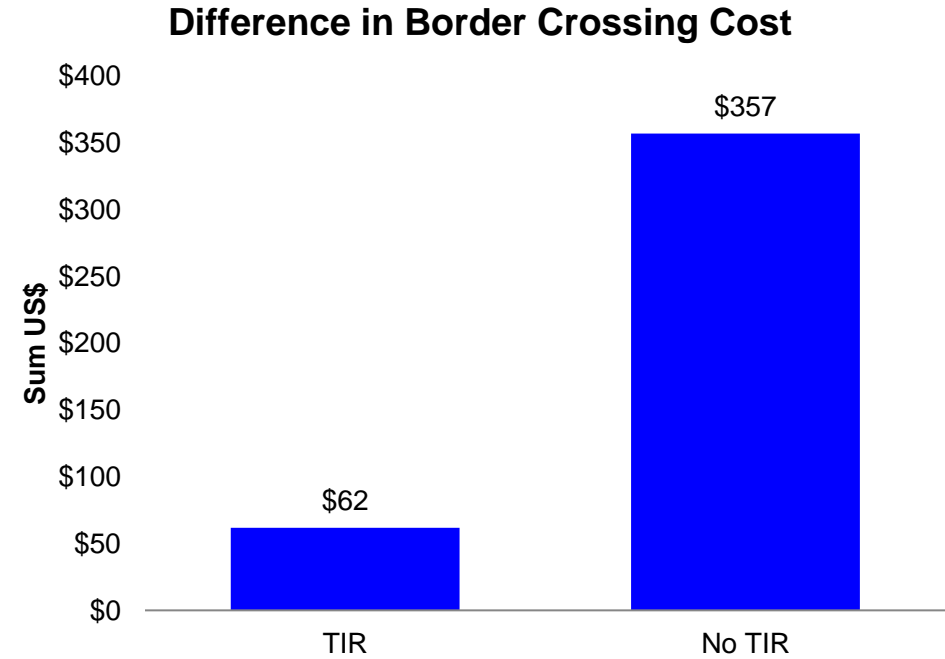
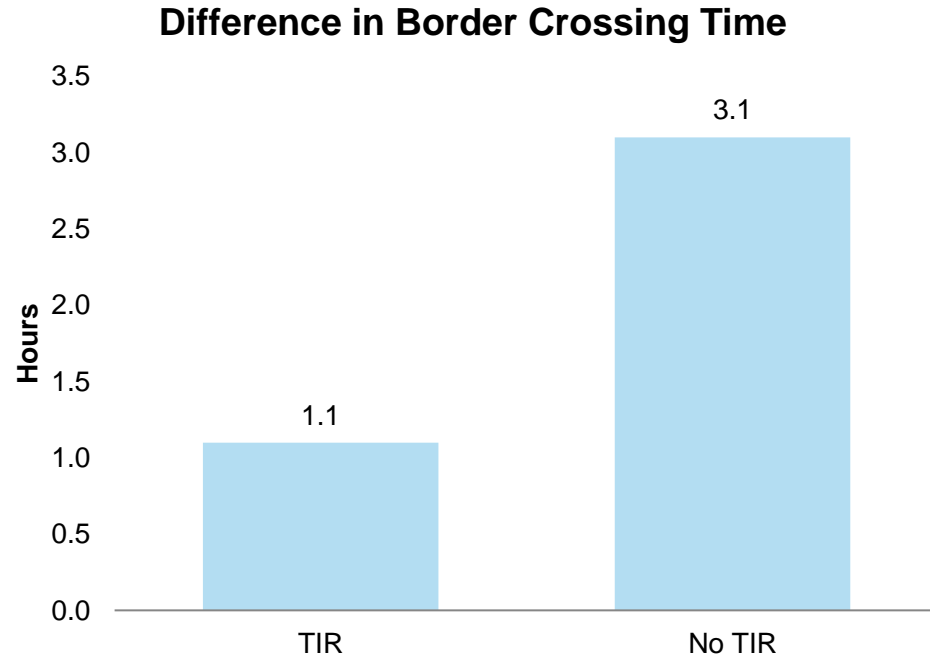
Section 3 Case-Studies

3.1 Kazakhstan and Accession to Eurasian Economic Union (EAEU), Impact on Border-Crossing Time



The EAEU is a customs union which means border controls are greatly simplified, and cross-border movement of goods within EAEU members are not subject to import duties. At the border of EAEU members, only border security guards and SPS agency remain. CPMM demonstrates that while EAEU shortened 3.5 times the average border-crossing time between Kazakhstan and the Russian Federation, the average border-crossing time at Kazakhstan with non-EAEU members surged 2.6 times.



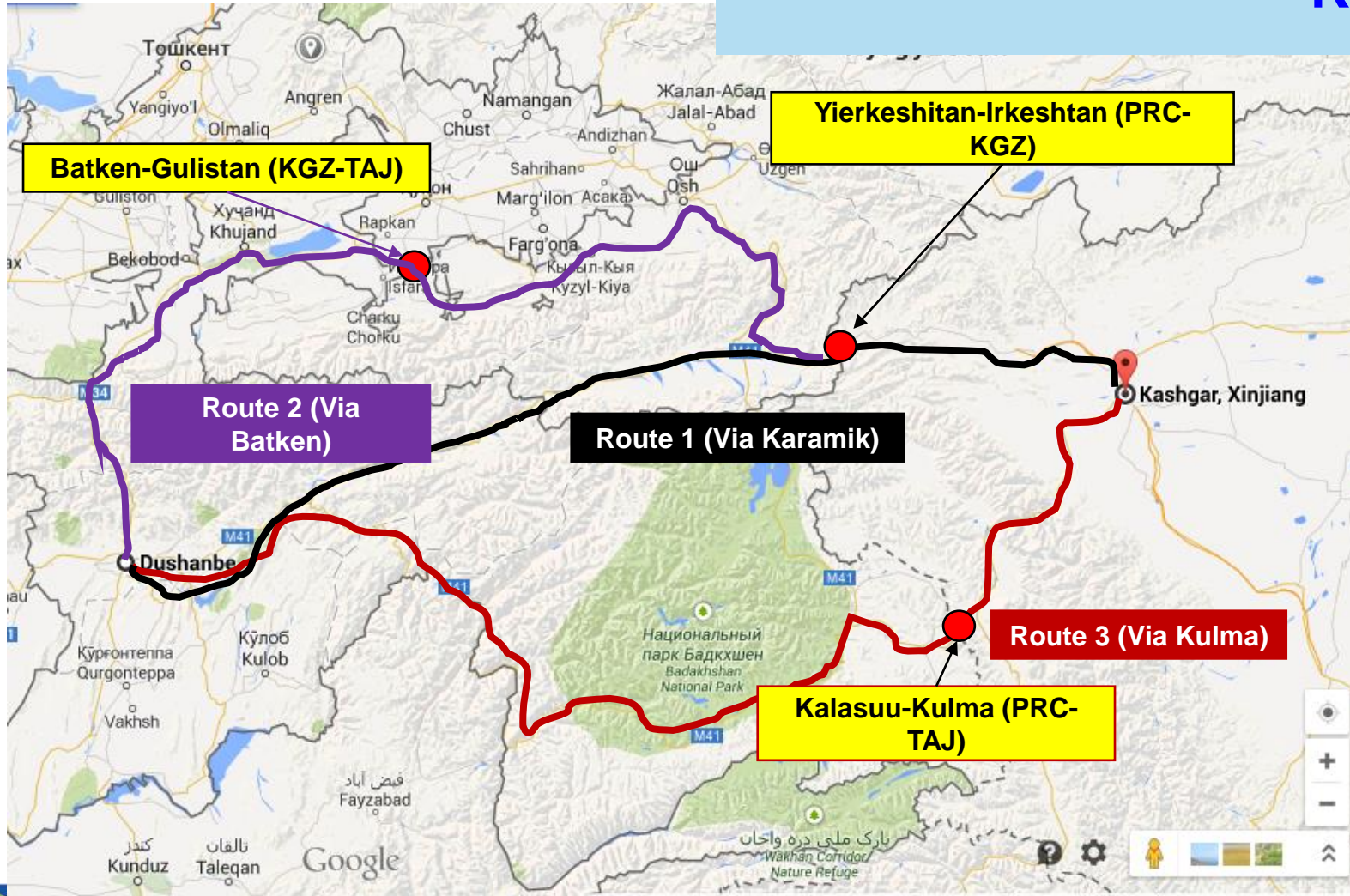


TIR is an international customs transit convention, which is now operational in all CAREC member countries. It allows for trucks to cross-border in transit country with minimal inspection. CPMM used samples with and without TIR to calculate the mean for each group and hypothesized that TIR was effective. The study could in future used a more robust statistic such as a paired sample t-test, and expanded to test at countries that were excluded from the pool then (PRC, Afghanistan and Pakistan only acceded TIR later).



Section 3 Case-Studies

3.3 Comparing New Routes: Transit between PRC, Kyrgyz Republic and Tajikistan



Karamik BCP in Kyrgyz Republic was a key node under ADB Cross-Border Transport Agreement. Yet, Kyrgyz Republic did not open this BCP to international transit.

Transit shipments are forced to divert to Route 2, via Batken.

A third option exists which goes through Kulma, and avoids the need to transit Kyrgyz Republic .

CPMM compared the three routes and reported their relative efficacy.



Section 3 Case-Studies

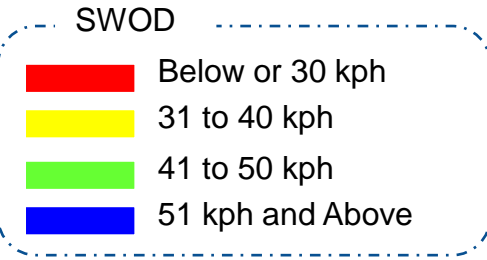
3.4 Speed Increase in Mongolia (CAREC Corridor 4) due to road rehabilitation



SWOD along Corridor 4 in 2013



SWOD along Corridor 4 in 2014

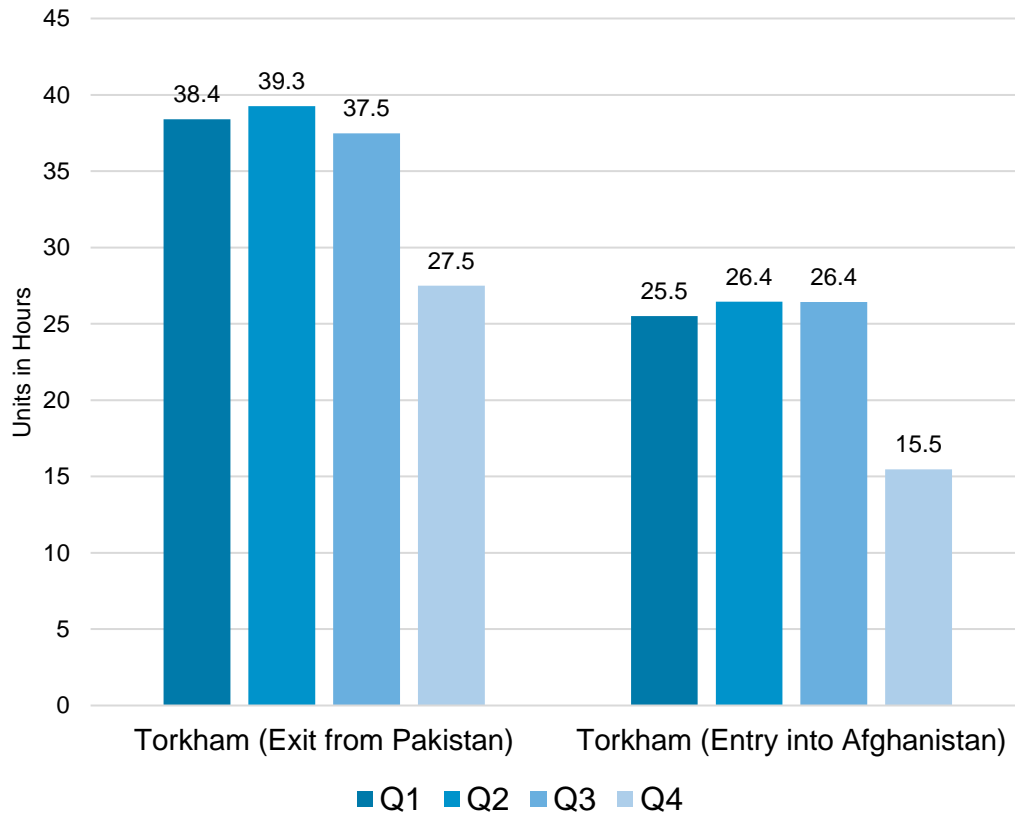


ADB finished the road rehabilitation program for the road section from Zamiin-Uud to Choyr to UB in 2013.

CPMM monitored the road rehabilitation program in Mongolia under CAREC Corridor 4. Once completed, this allowed cross-border transport to be moved on trucks much faster. The findings showed that average speed of vehicles along 4b between Ulaan Baatar and Zamiin Uud increased from 25 kph to 38 kph (+52%).



Comparing Torkham Border-Crossing Time before and After 24/7 Implementation



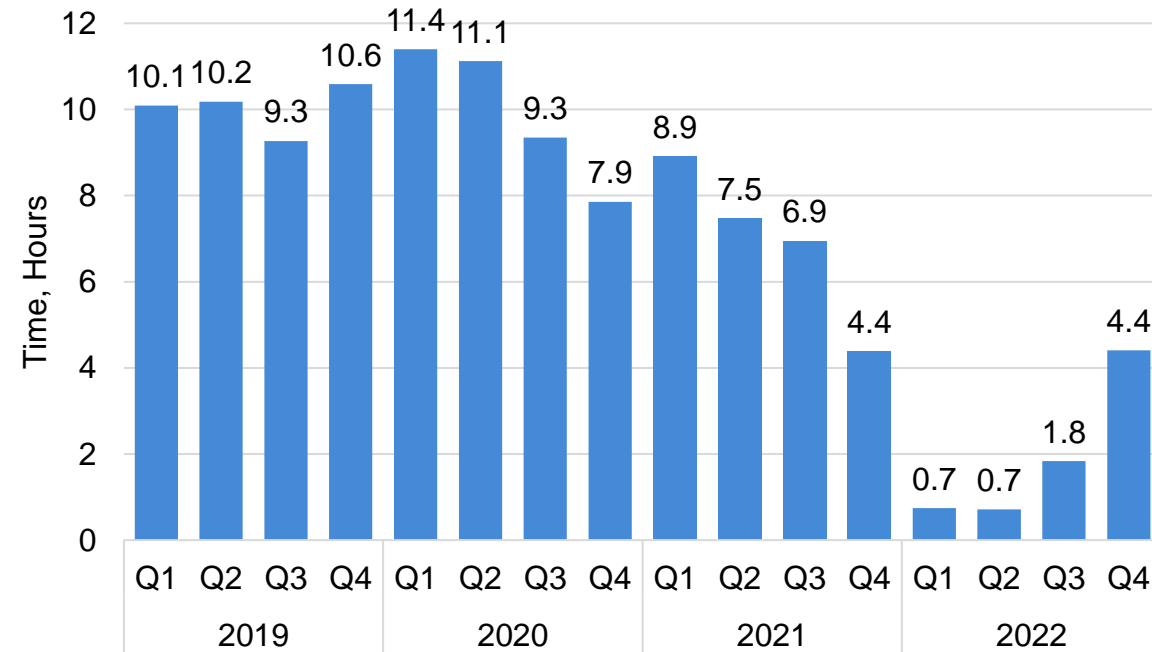
Afghanistan and Pakistan officially commenced 24/7 for Torkham, the gateway for bilateral and transit trade between both nations. CPMM has identified Torkham as one of the most time-consuming and costly BCP in Corridor 5.

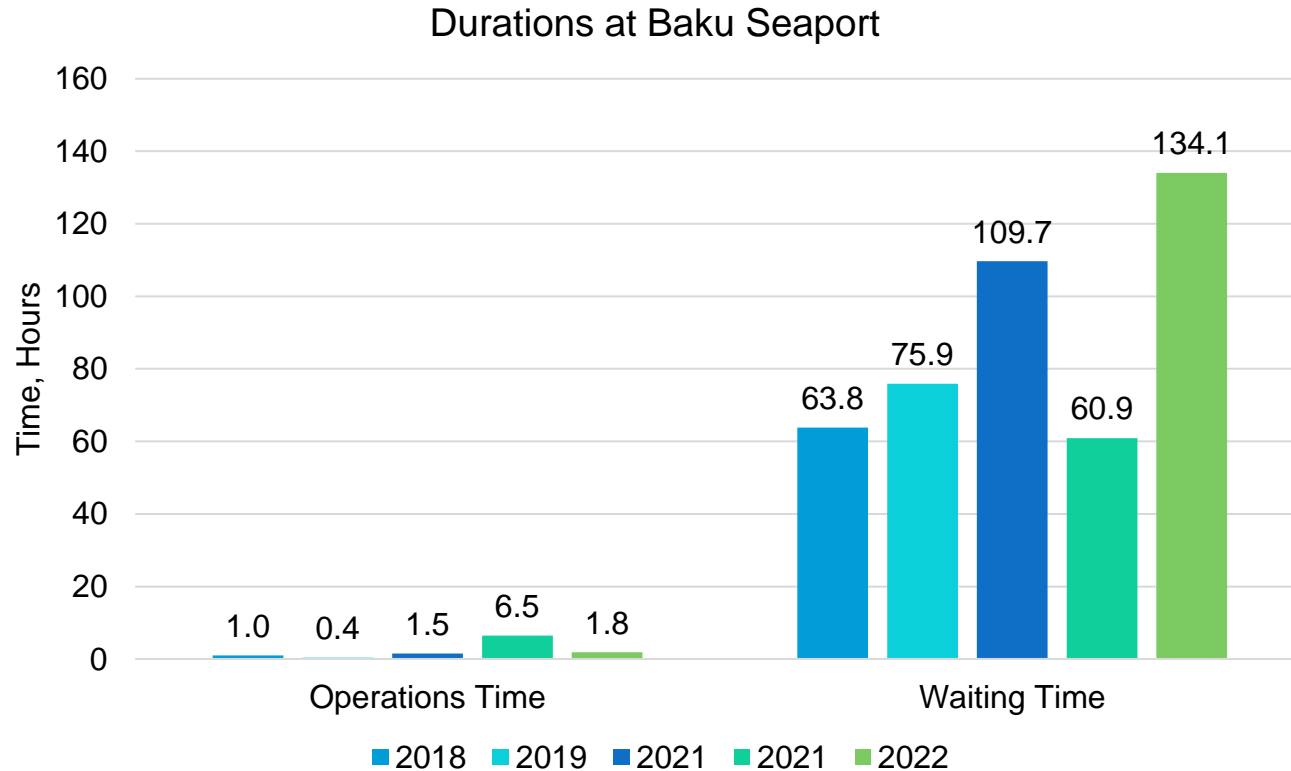
In 2019, studies taken before and after the 24/7 operation which began in September 2019 confirmed that this action was effective in shortening border-crossing. If sustainable and successful, this could expand to other high traffic BCPs such as Chaman-Spin Buldak and Shirkhan Bandar-Panji Poyon, which were also BCPs with subpar TFIs.



1. Yallama BCP installed six gates at the BCP in Q3 2021.
2. After the new gates became operational, there was an immediate positive impact – the time to cross border dropped noticeably.
3. In 2022, the outbound time was estimated to be 2 hours, and inbound 1 hour at Yallama.

Quarterly Border-Crossing Time at Yallama BCP





- The Trans-Caspian crossings comprised of operations and waiting time.
- Waiting time is largely attributed to unscheduled nature of the ferry services, limited number of vessels, and adverse weather that at times delayed vessels to depart.
- However, shipping time could also be shortened through tighter digital integration between the stakeholders in the process.



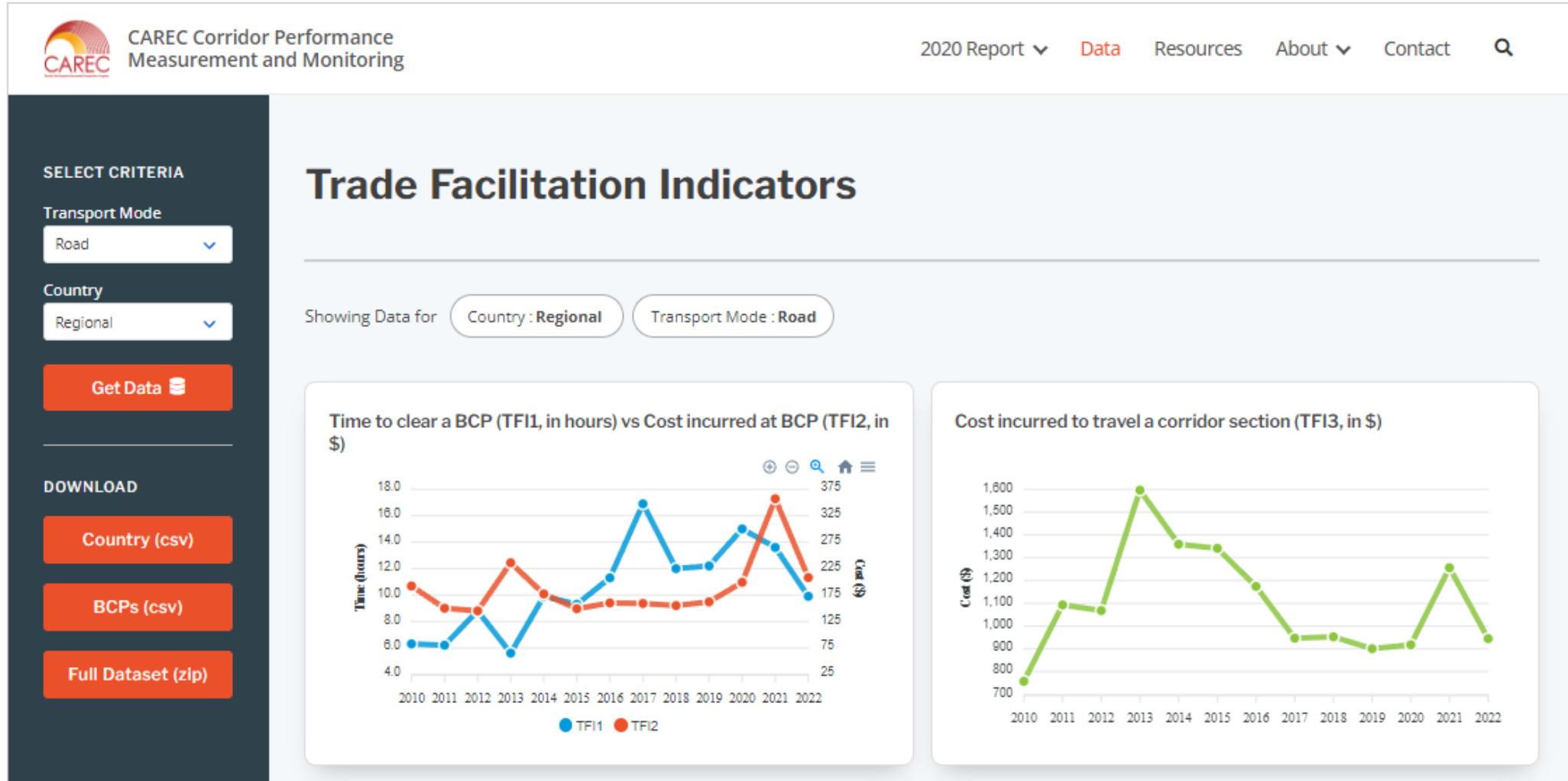
Immigration Processing at Sarpi BCP (Georgia)



- The legislation in Georgia empowered the customs officers to process immigration for the foreign drivers.
- The shipping documents and passport are passed from the driver to the customs officer to process simultaneously.
- Each counter has a scanning device to capture the passport and its contents by the customs officer.
- If there are no issues, the driver can then move to the next checkpoint without leaving the vehicle.



Section 4 CPMM Web Portal



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Section 5 Future Plan: Focus on Selected Routes

Corridor 1

- a. Urumqi-Zhetigen-Nur-Sultan and beyond to Russia via Alashankou-Dostyk (Rail)
- b. Urumqi-Almaty and beyond to Central Asia via Khorgos (Road and Rail)
- c. New BCP: Bakhty (TIR shipments)

Corridor 2

- a. Poti-Baku-Kuryk-Almaty/Bishkek/Dushanbe/Tashkent (Road only)
- b. Poti-Baku-Aktau-Almaty/Bishkek/Dushanbe/Tashkent (Road only)
- c. In the reverse direction of (1)

Corridor 3

- a. Almaty-Bishkek (Road only)
- b. Bishkek-Ak Tilek / Kordai – Aul/Veseloyarsk (Road only)
- c. Shymkent-Tashkent-Khujand (potential) (Road only)

Corridor 4

- a. Naushki-Sukhbaatar-ZamiinUud / Erenhot (Rail only)
- b. Tianjin- Erenhot- ZamiinUud / UlaanBaatar (Road from BCP to final destination and Rail)
- c. UlaanBaatar- ZamiinUud / Erenhot- Tianjin (Rail only)

Corridor 5

- a. Karachi-Torkham-Kabul (Road only)
- b. Karachi-Chaman/Spin Buldak-Kandahar (Road only)
- c. Torkham-Shir Khan Bandar/Panj Poyon-Dushanbe (Road only)

Corridor 6

- a. Fergana Valley-Alat/Farap-Bandar Abbas and return (Road only)
- b. Peshawar-Torkham-Hairatan/Termez-Tashkent (Road and Rail)
- c. Quetta- Chaman/Spin Buldak-Torghondi/Serkhet Abad-Ashgabat (Road and Rail)



Section 6 Future Plan: Review on Cost Estimation



Scaling of the cost to 20 tons over 500 km is being debated. Initially conceived to standardize cross-corridor comparisons, this scaling can adversely affect the usefulness of the data.

Tends to be highly volatile and cannot be controlled by policy actions or development initiatives.

This is currently reported per BCP and per activity.



Section 6 Summary



CPMM is an in-house developed tool in 2009 and launched in 2010, aiming to assess CAREC corridors' efficacy.



- CPMM focuses on
- ✓ Empirical data
 - ✓ Monthly collection
 - ✓ By national CPMM partners
 - ✓ Four main indicators
 - ✓ Focus on border-crossing



Reports are published annually and discussed at CAREC Ministerial Conference.

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Thank you!

Спасибо!



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