

Round Table Seminar on Ways Forward for Corridor-
Based Transport Facilitation Arrangements in the
CAREC Region

Beijing, PRC

2-3 July 2012

KEY IMPEDIMENTS TO CROSS-BORDER TRANSPORT IN THE CAREC REGION

CAREC Corridor Performance Measurement and
Monitoring (CPMM)

CAREC CPMM

Corridor Performance Measurement and Monitoring

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ADB TA
7353

CFCFA

Efficient corridors to reduce time and cost

Detailed measurement and monitoring

Identify bottlenecks

Develop response

CPMM Results (2011, road transport)

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		2010			2011			
	Indicator	Mean	Median	Margin*	Mean	Median	Margin*	
→	TFI1	Time to Clear a Border Crossing Point, in hours	6.3	3.5	± 0.4	6.2	3.6	± 0.2
	TFI2	Cost Incurred at Border Crossing Clearance, in US\$	192	118	± 5	148	89	± 4
	TFI3	Cost Incurred to Travel a Corridor Section, in US\$, per 500km per 20 ton	758	382	± 38	1,055	704	± 33
→	TFI4	Speed to Travel on CAREC Corridors, in kph (SWD)	24.4	23.3	± 1.8	24.5	23.5	± 1.5
→	SWOD	Speed without Delay, in kph	41.0	41.9	± 3.8	43.0	43.5	± 1.9

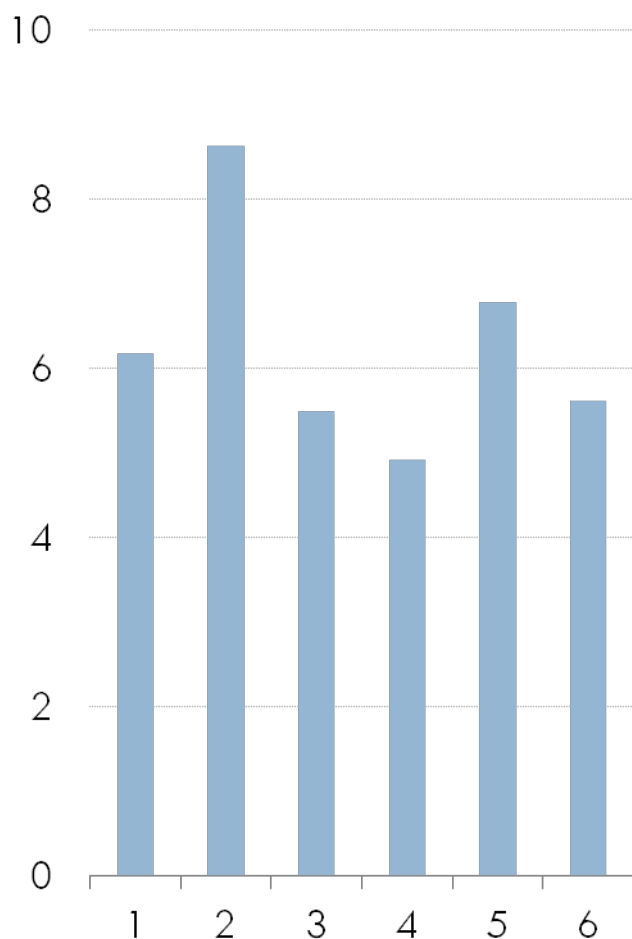
*Note: The term “margin” in the table refers to absolute margin of error, at 95% level of confidence, in the mean estimates.

BCP Indicators, by Corridor

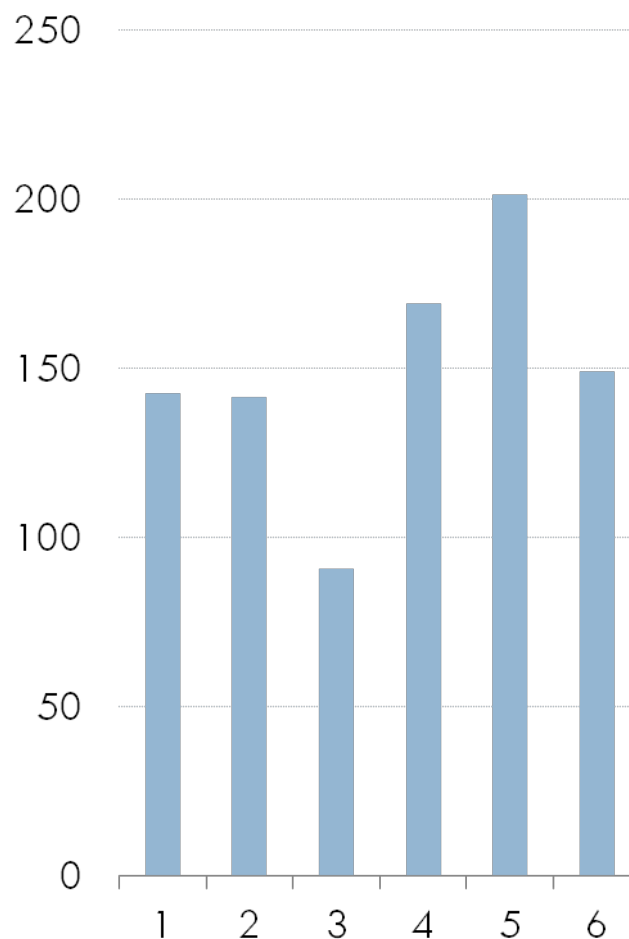
Average cost (in US\$) and duration (in hrs)

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Duration (hrs)



Cost (US\$)



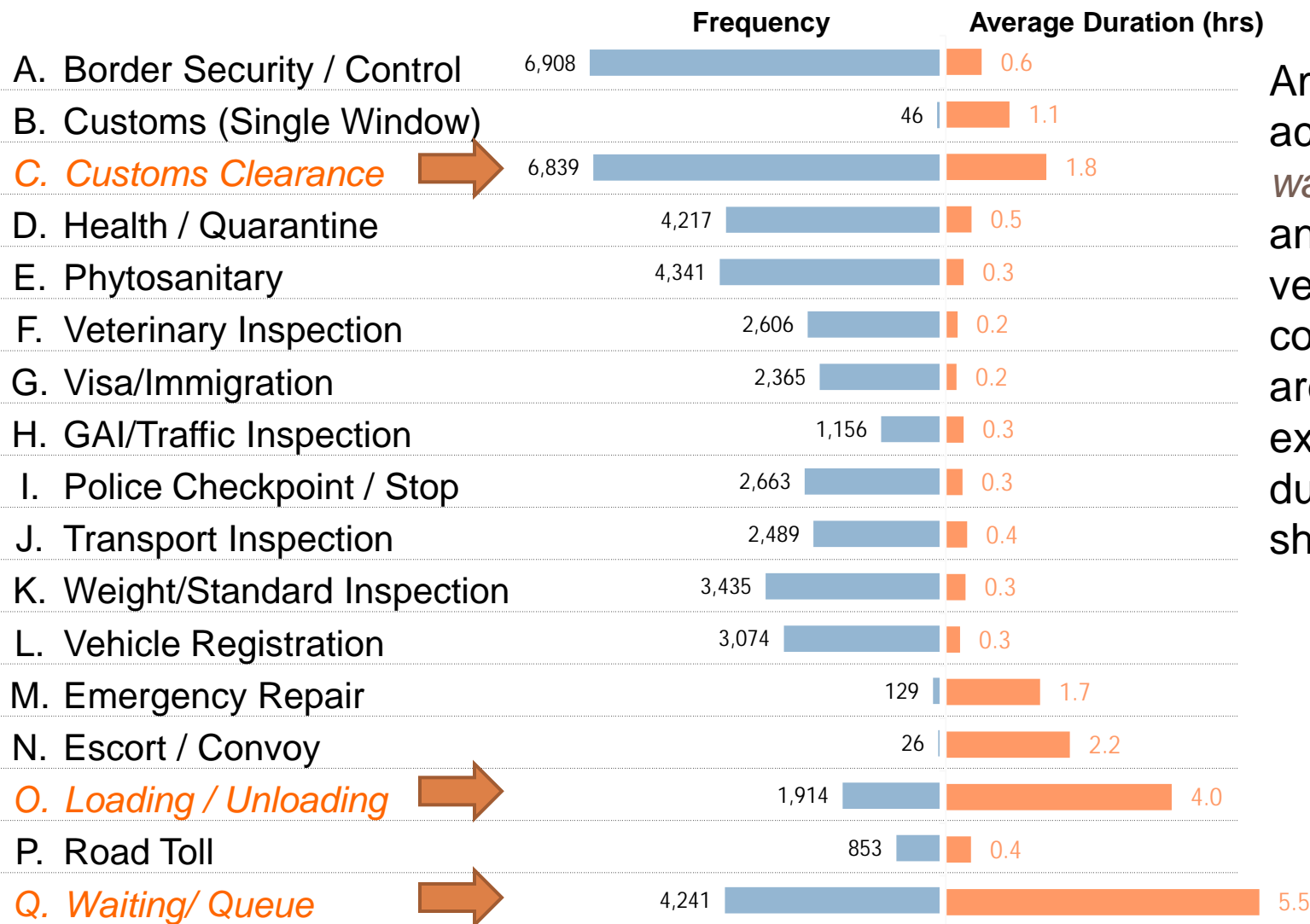
In 2011, border crossing along Corridor 3 proved to be least costly and slightly more efficient in Corridor 4.

Delays at BCPs, by Activity

Frequency (count) and Average Duration (in hours) [Road Trans

Overall
CAREC

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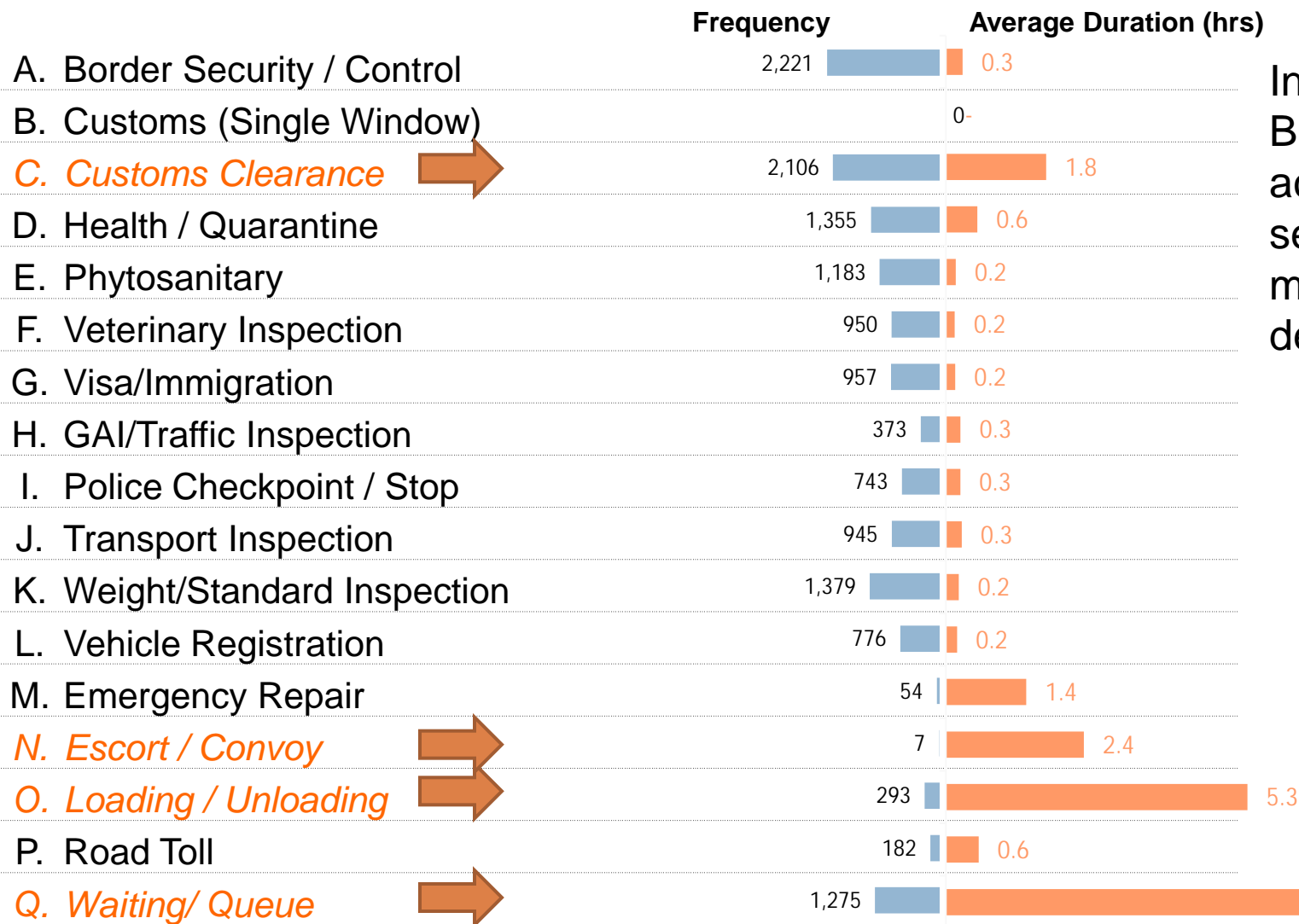


Among all activities, *waiting in queue* and *loading* are very time-consuming, and are frequently experienced during shipments.

Delays at BCPs, by Activity

Frequency (count) and Average Duration (in hours) [Road Trans

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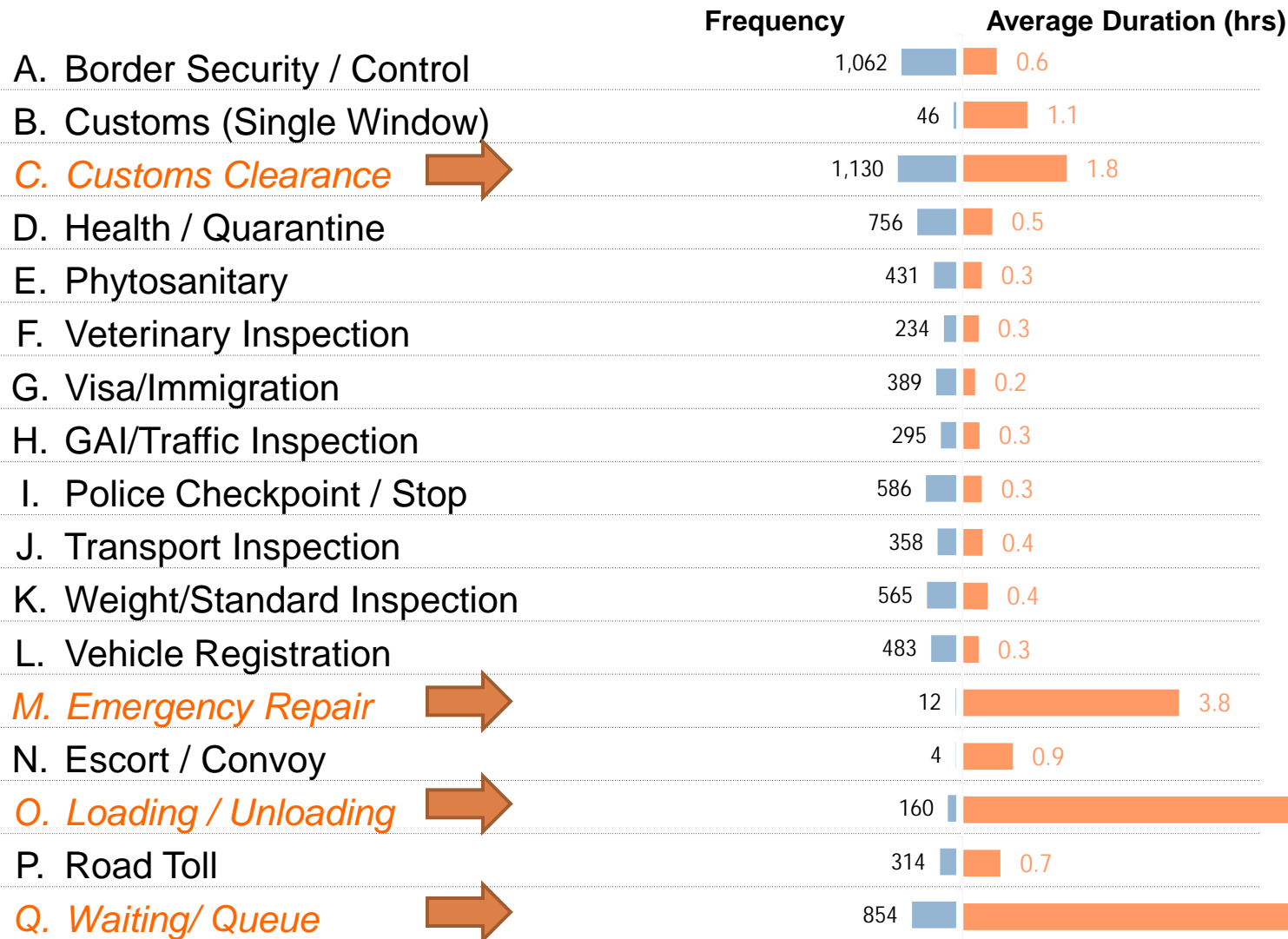


In Corridor 1 BCPs, the same activities were seen to be the main causes of delay.

Delays at BCPs, by Activity

Frequency (count) and Average Duration (in hours) [Road Trans

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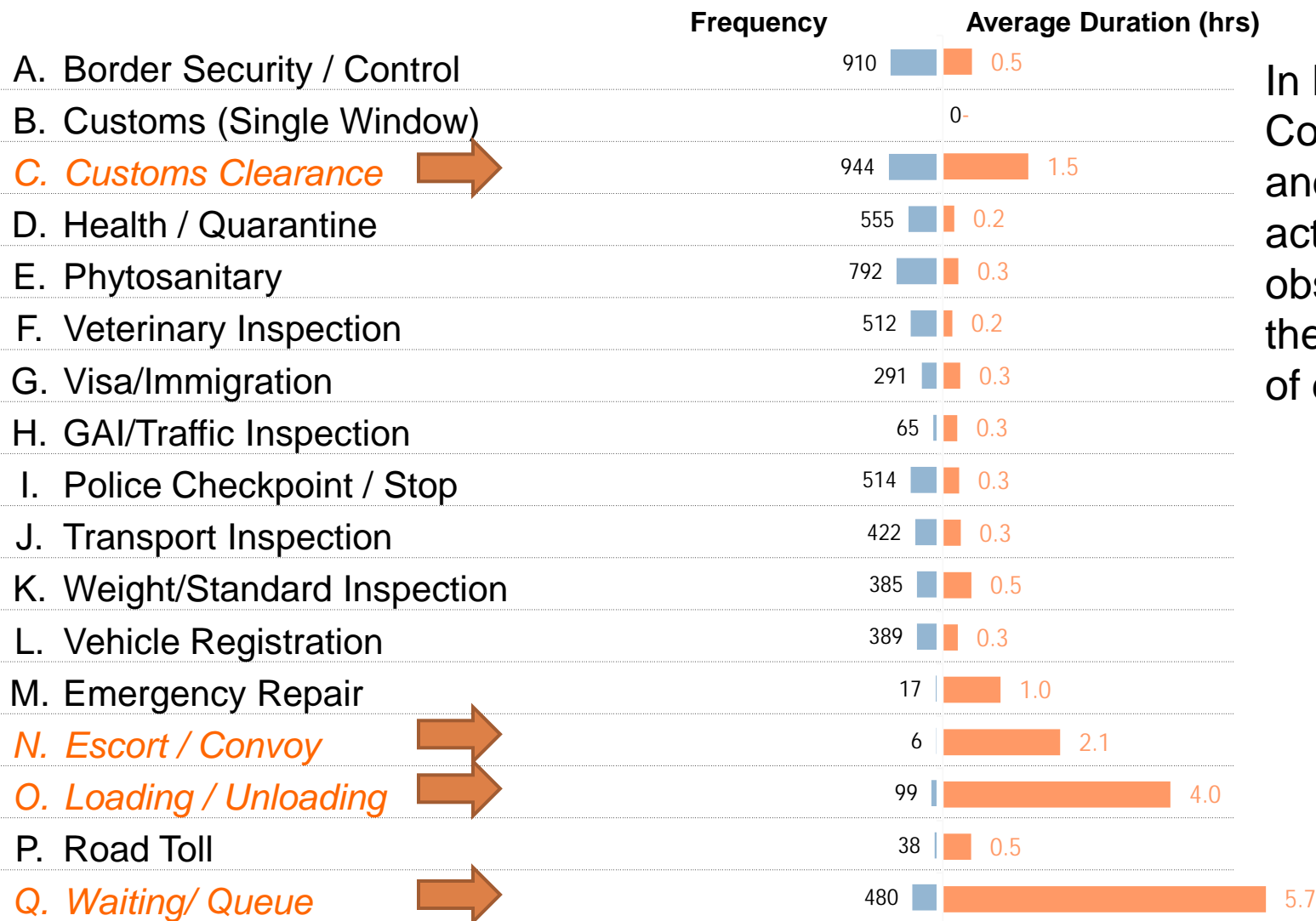
Corridor 2 registered the highest average duration of 7.5 hours for loading/unloading of goods.

Customs clearance duration is reduced under a single window system.

Delays at BCPs, by Activity

Frequency (count) and Average Duration (in hours) [Road Transp

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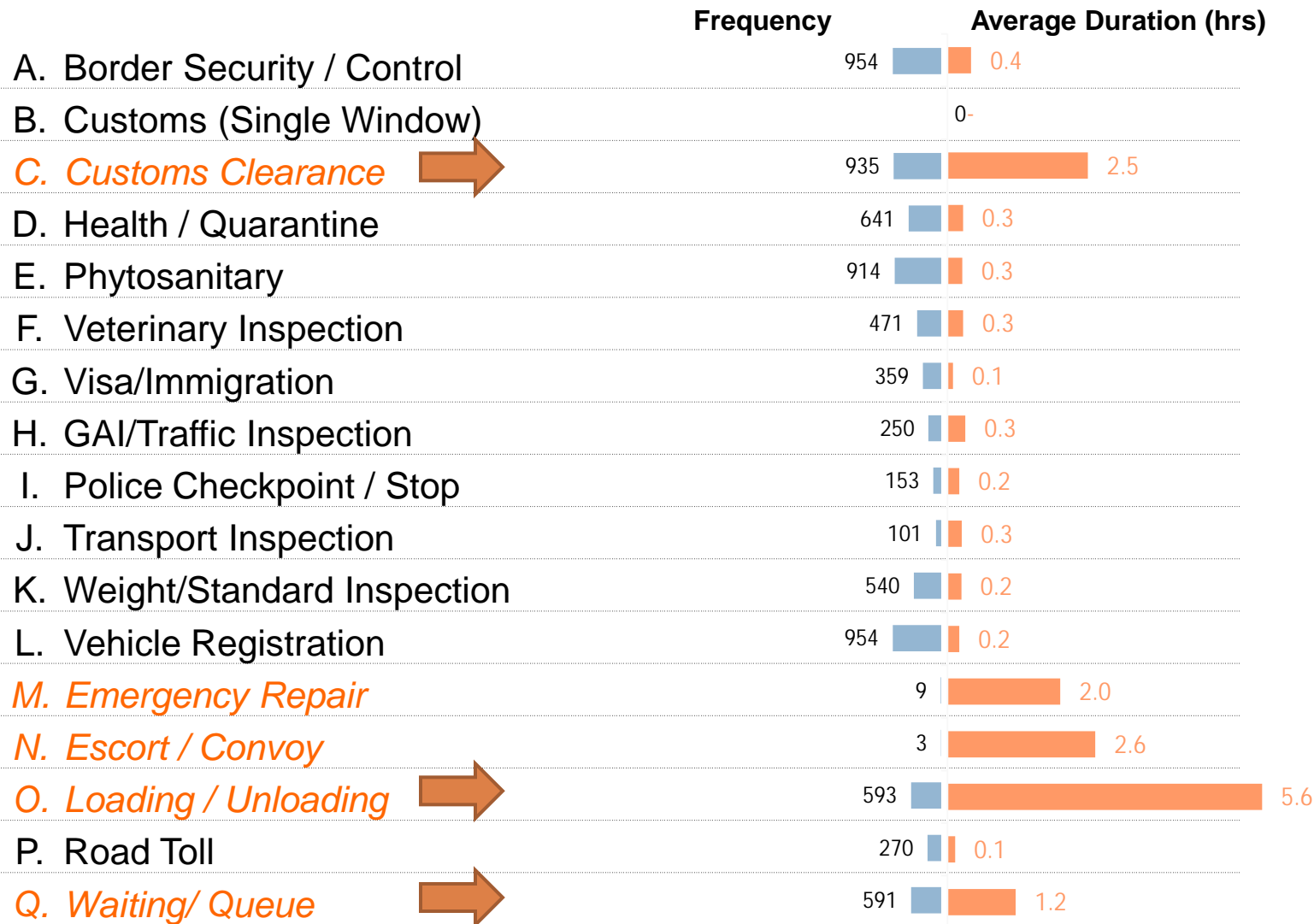


In BCPs along Corridors 3, 4 and 6, similar activities were observed to be the main cause of delay.

Delays at BCPs, by Activity

Frequency (count) and Average Duration (in hours) [Road Transp

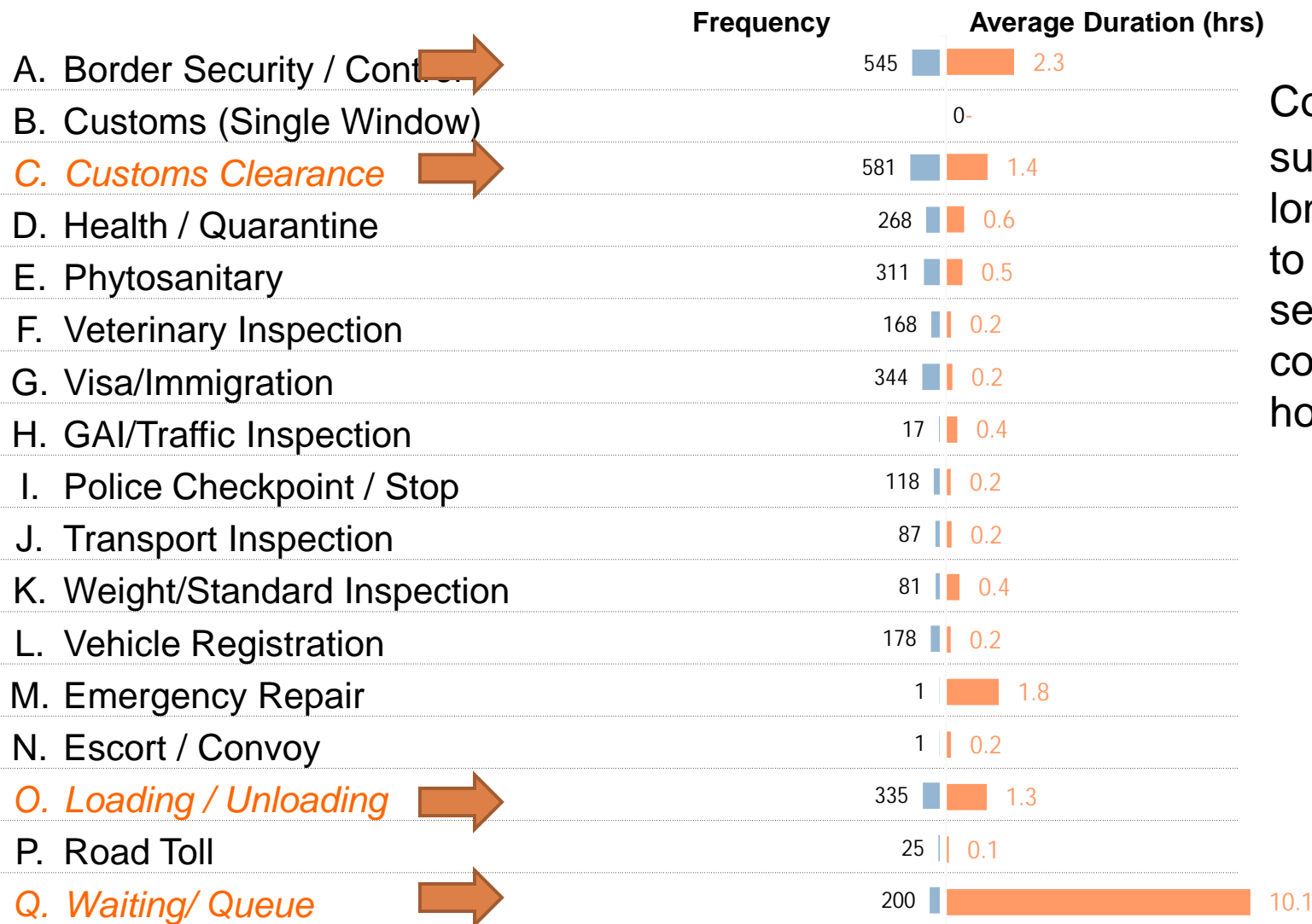
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Delays at BCPs, by Activity

Frequency (count) and Average Duration (in hours) [Road Trans

10

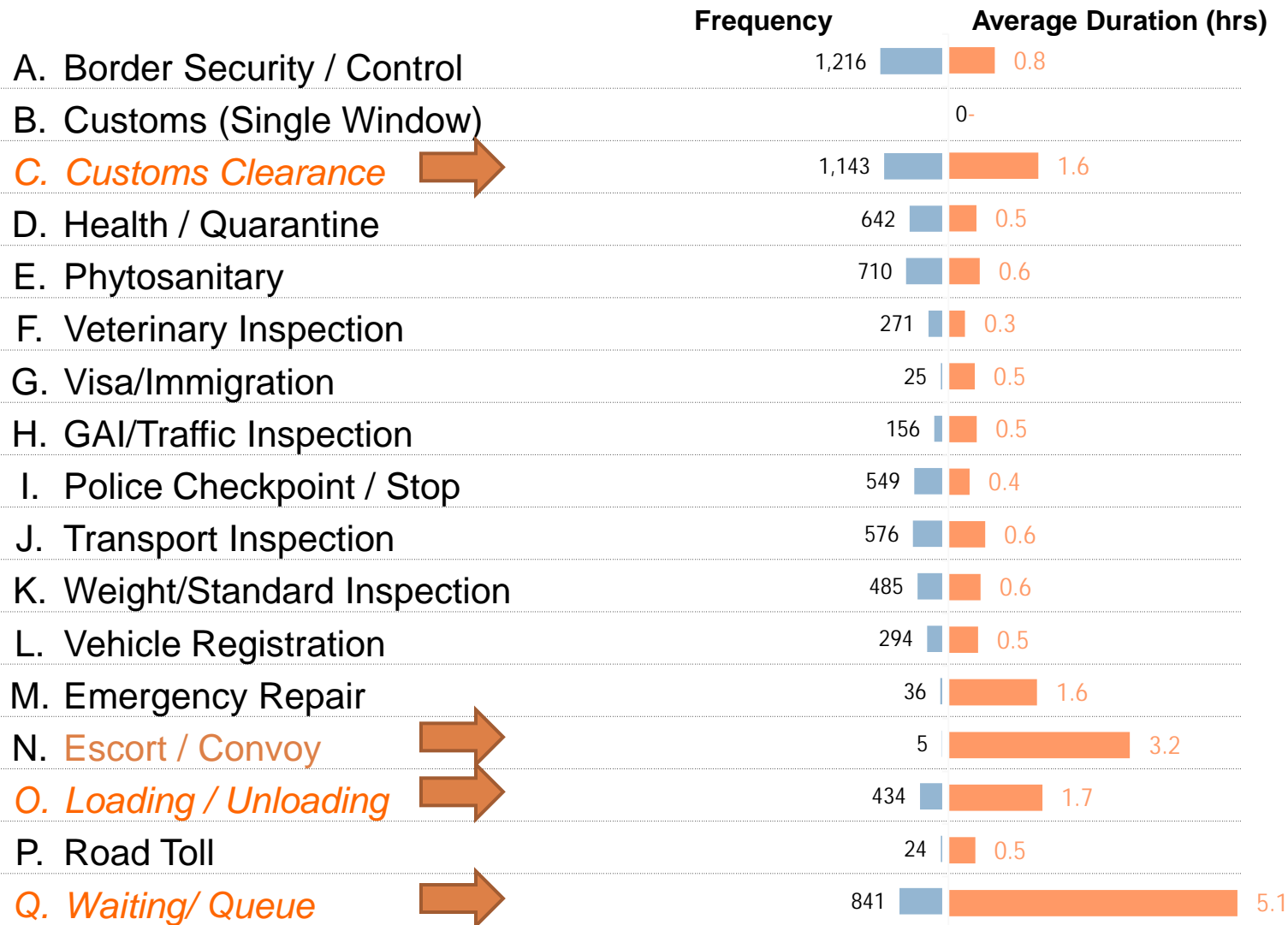


Corridor 5 suffered from long delays due to border security / control (2.3 hours).

Delays at BCPs, by Activity

Frequency (count) and Average Duration (in hours) [Road Transp

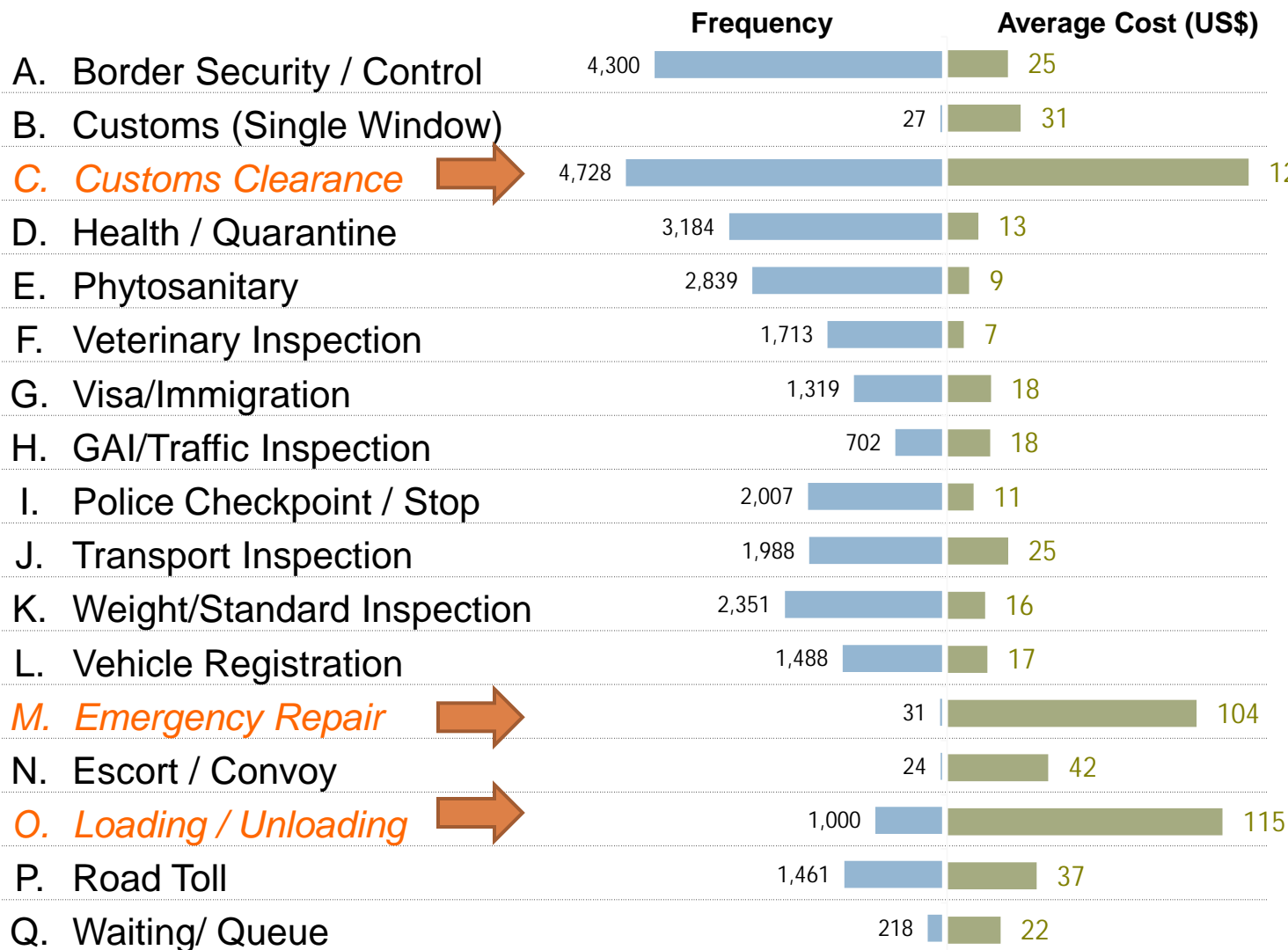
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Cost spent at BCPs, by Activity

Frequency (count) and Average Cost (in US\$) [Road Transport]

12



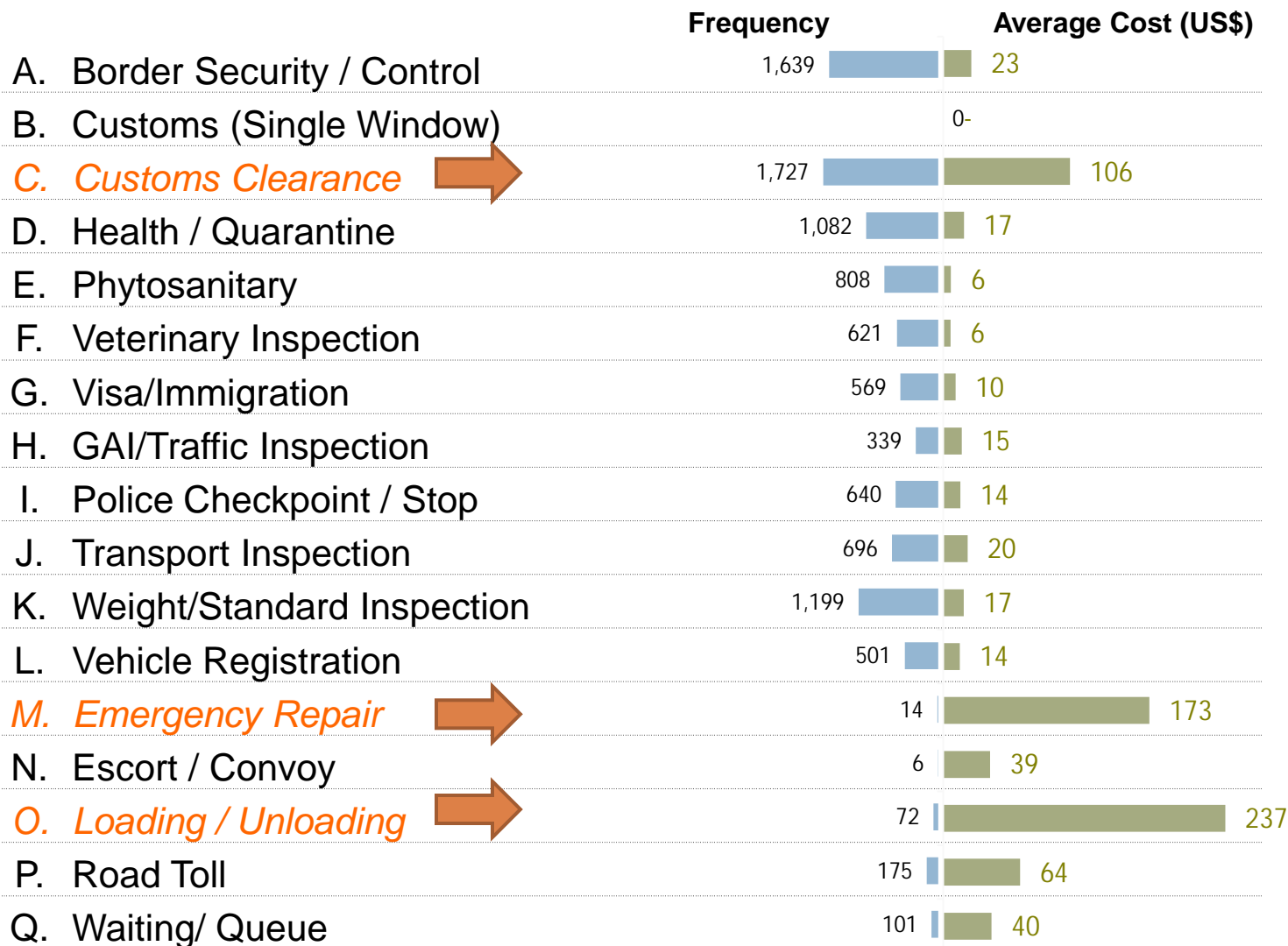
Custom clearance, loading, and repairs are the top 3 costly activities.

However, among these, only *customs clearance* is frequently experienced during shipments.

Cost spent at BCPs, by Activity

Frequency (count) and Average Cost (in US\$) [Road Transport]

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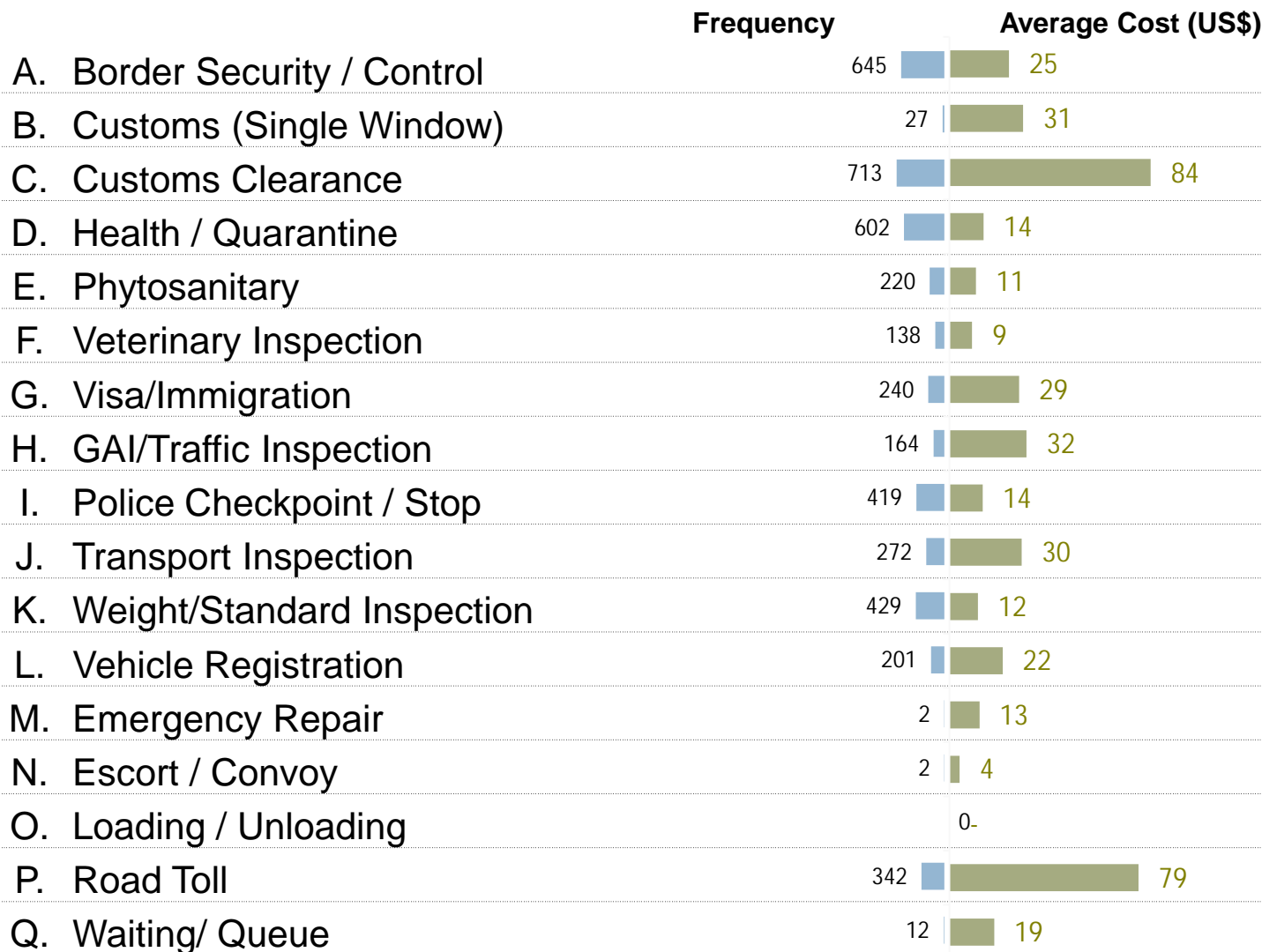


In corridor 1, cost of loading/unloading averaged to \$237, due to high cost in Khorgos (PRC).

Cost spent at BCPs, by Activity

Frequency (count) and Average Cost (in US\$) [Road Transport]

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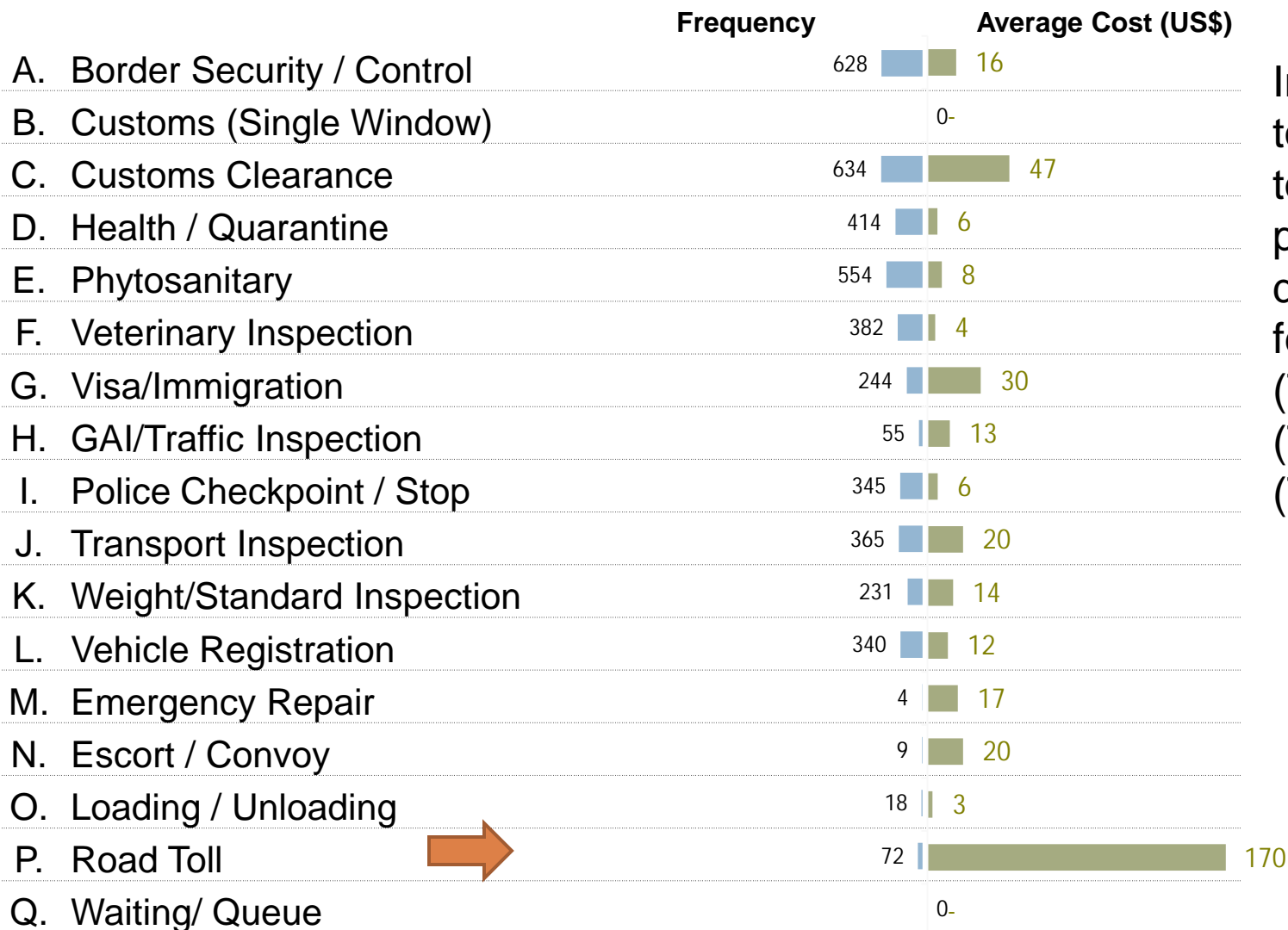


Cost of activities along Corridor 2 is relatively on a moderate level except for road toll.

Cost spent at BCPs, by Activity

Frequency (count) and Average Cost (in US\$) [Road Transport]

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In Corridor 3, road toll fees seemed to pose the same problem. This is due to high toll fees in Farap (TKM), Dusti (TAJ) and Sarahs (TKM).

Cost spent at BCPs, by Activity

Frequency (count) and Average Cost (in US\$) [Road Transport]

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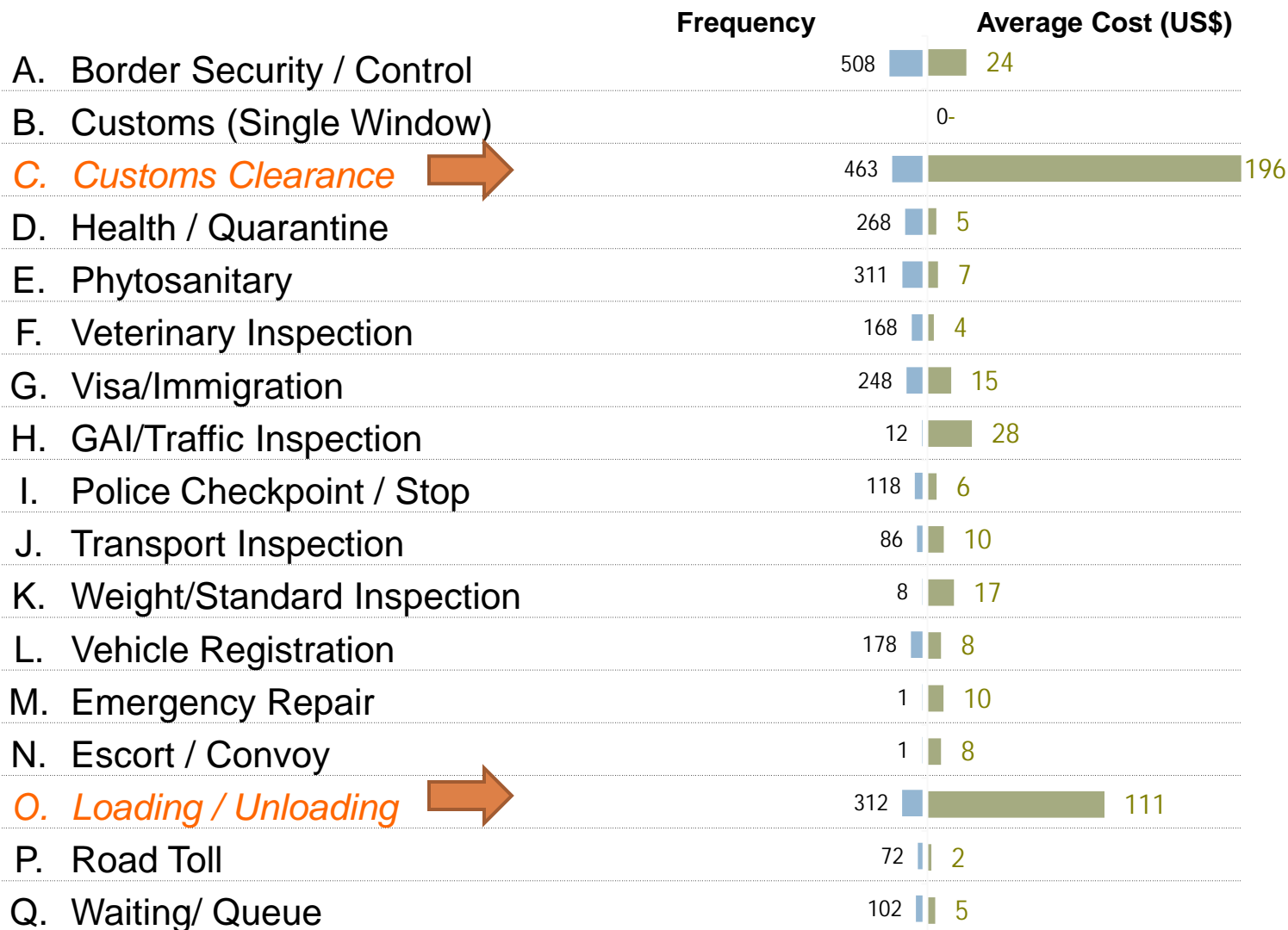
	Frequency	Average Cost (US\$)
A. Border Security / Control	0-	
B. Customs (Single Window)	0-	
C. Customs Clearance →	359	480
D. Health / Quarantine	367	13
E. Phytosanitary	423	5
F. Veterinary Inspection	176	9
G. Visa/Immigration	0-	
H. GAI/Traffic Inspection	12	3
I. Police Checkpoint / Stop	99	20
J. Transport Inspection	6	4
K. Weight/Standard Inspection	180	7
L. Vehicle Registration	0-	
M. Emergency Repair	4	40
N. Escort / Convoy	0-	
O. Loading / Unloading	188	41
P. Road Toll	699	3
Q. Waiting/ Queue	0-	

Customs clearance fee is alarmingly high at an average of \$480, due to fees collected in Zamyn Uud (MON).

Cost spent at BCPs, by Activity

Frequency (count) and Average Cost (in US\$) [Road Transport]

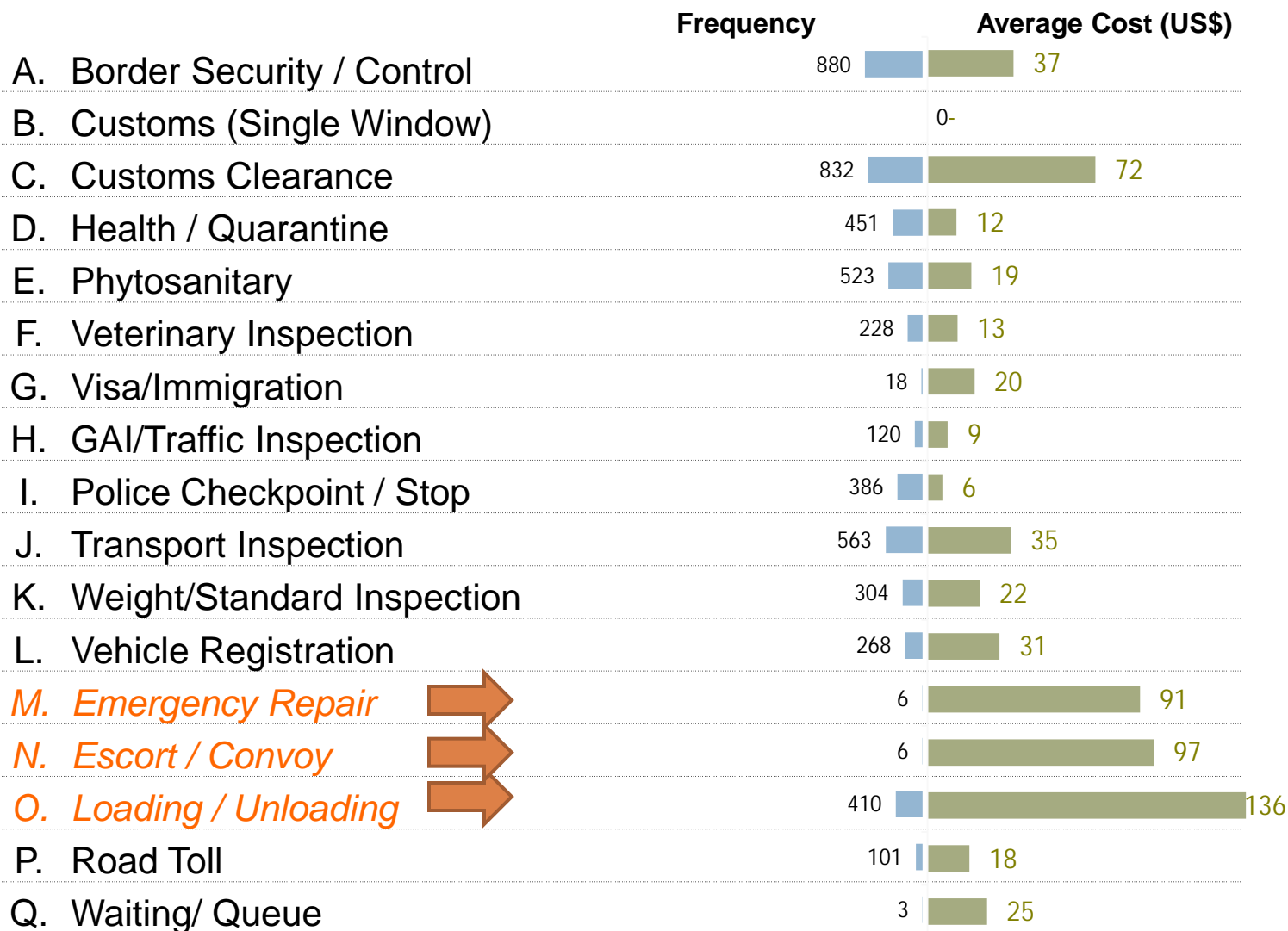
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Cost spent at BCPs, by Activity

Frequency (count) and Average Cost (in US\$) [Road Transport]

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Thank you