



Transport Corridor Performance Measurements in Central Asia

**CAREC: 8th Transport Sector Coordinating
Committee Meeting**

Nargis Ryskulova

World Bank

June 25, 2009



Background of TTFPM

- The World Bank has been conducting performance measurements along transport corridors (TTFPM) in Central Asia since 2006 with the purpose to
 - Identify barriers to trade flows
 - Develop recommendations on improvements to infrastructure and procedures
 - Establish baselines to measure impact of investment program (eg. road rehabilitation projects, customs modernization)
- The methodology used for measurements is based on experience from other regional TTF programs (i.e. TTFSE, Africa)
- The TTFPM are supplementing CAREC initiatives
- In 2008/2009, the TTFPM have been expanded to include Afghanistan and Pakistan (with the support of a USAID grant)



Implementation Arrangements

In order to ensure success, TTFPM requires the following to be in place:

1. Formal authorization by the Government of the participating country
2. Established local partnership in each country with a team of trained observers

The following are local partners hired to undertake the measurements:

Kazakhstan: Forum of Entrepreneurs of Kazakhstan (2006,2007,2008)

Kyrgyz Republic: Association of International Road Carriers of the Kyrgyz Republic (KyrgyzAsmap) (2009)

Tajikistan: Association of International Automobile Carriers of the Republic of Tajikistan (ABBAT) (2008, 2009)

Turkmenistan: Turkmen Association of International Road Carriers (THADA) (to conduct partial performance measurements in Afghanistan) (2008, 2009)



Survey Instruments

The following survey instruments are being employed:



- **On-site physical measurements**

24-hour monitoring of pre-selected Border Check Posts (BCP) by observers during 5 consecutive days



- **Truck driver interviews**

Drivers are interviewed along the pre-identified transport corridors with questions related to the corridors, both in terms of infrastructure availability / condition, and procedures, density of control/inspection points en route, type of transported goods, time spent and official / unofficial payments made during the trip.



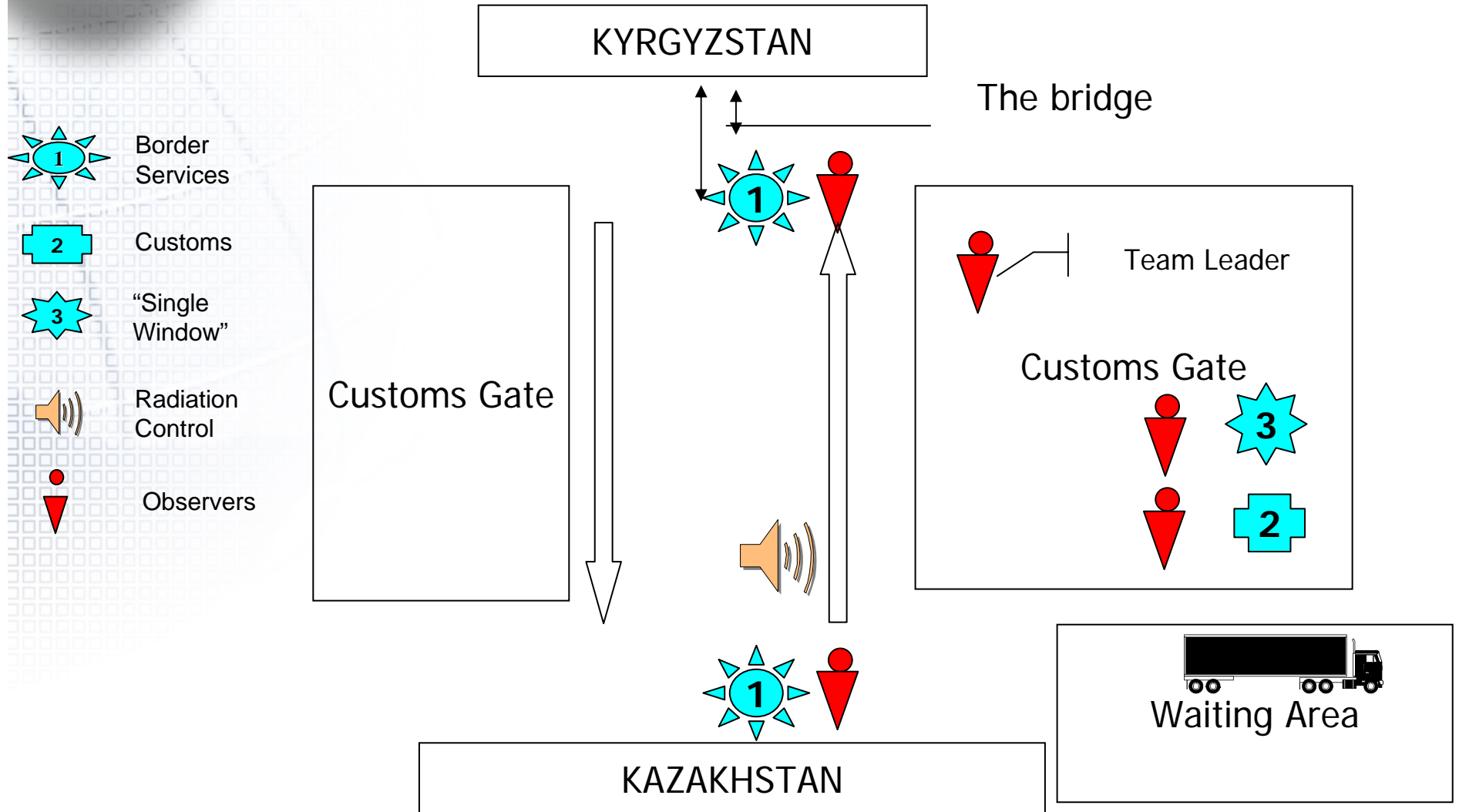
- **Trip diaries**

The observers travel together with the drivers along the pre-identified transport corridors and fill in trip diaries/travel journals during the entire trip



On-site physical measurements - example

Ak-Jol-Kordai Border Check Post Schematic





Pilot Road Corridor and Sites (2006)

- **Korgas (Kazakh-Chinese Border) - Almaty**
- **Bishkek - Almaty**
 - Customs post Ak-Jol-Kordai
 - Customs post Aktilek-Karasu
 - Internal customs terminal
 - Bishkek Customs
- **Almaty - Petropavlovsk (Kazakh-Russian Border)**
 - Customs post Kairak
 - Internal terminal in Almaty





Current Measured Road Corridors and Border Check Posts (2007-2009)

Country Name	Measured Corridors	Measured Border Check Posts
Kazakhstan	(1) Korgas-Kordai–Konysbaev; (2) Kordai - Kairak;	1) Korgas (Kazakhstan - China border); 2) Kordai (Kazakhstan – Kyrgyzstan border); 3) Konysbaev (Kazakhstan – Uzbekistan border); 4) Syrym, Kairak (Kazakhstan – Russia border);
Tajikistan	(1) Fotehobod – Guliston; (2) Dusti – Nijnii Pyandj;	1) Dusti and 2) Fotehobod (Tajikistan - Uzbekistan border); 3) Nijnii Pyandj (Tajikistan – Afghanistan border); 4) Guliston (Tajikistan – Kyrgyzstan border);
Kyrgyz Republic	(1) Ak-Jol – Dostuk; (2) Ak-Jol – Kyzylbel;	1) Ak-Jol (Kyrgyzstan – Kazakhstan border); 2) Dostuk (Kyrgyzstan – Uzbekistan border); 3) Kyzylbel (Kyrgyzstan – Tajikistan border);

KAZAKHSTAN TRADE AND TRANSPORT FACILITATION

RUSSIAN
FEDERATION

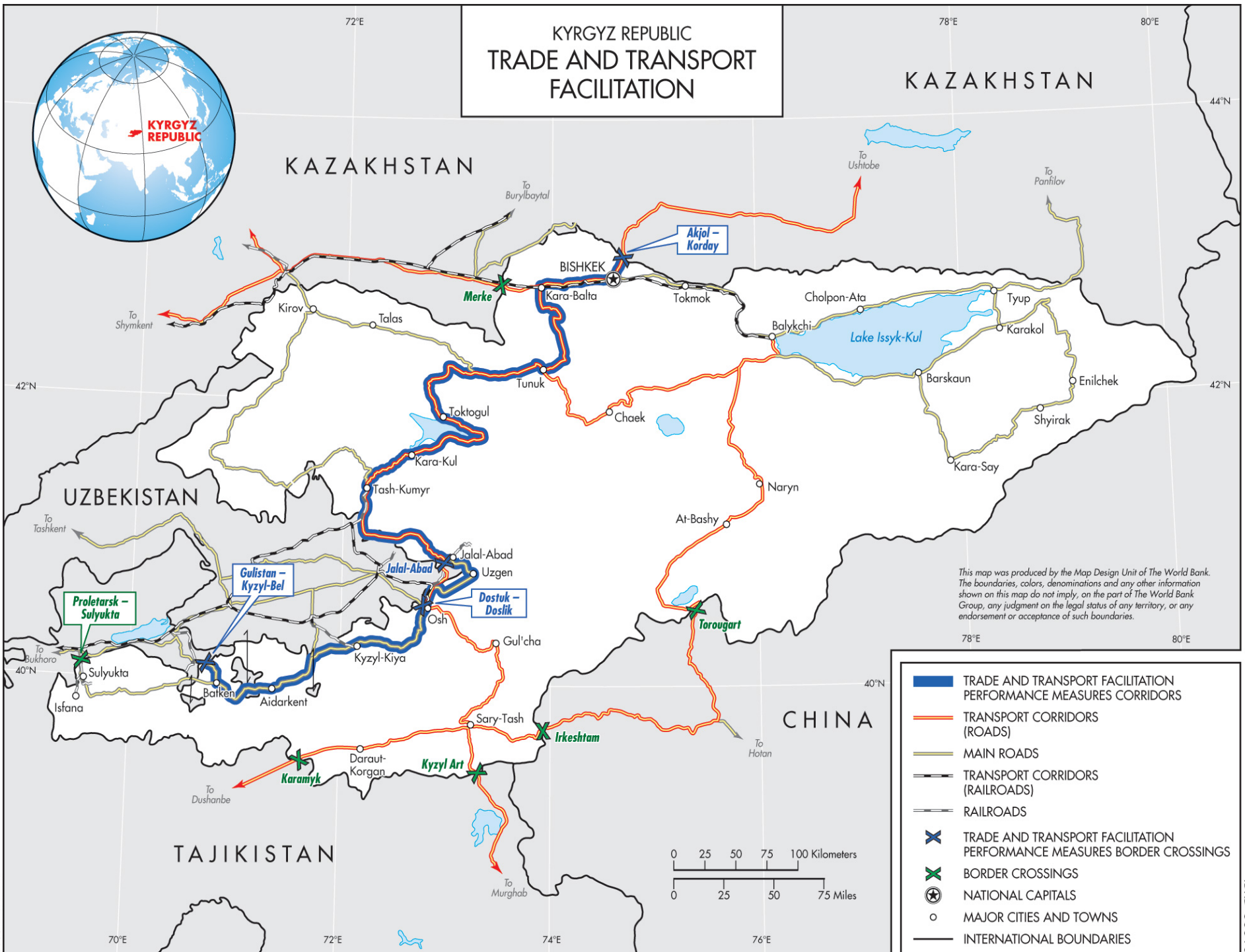
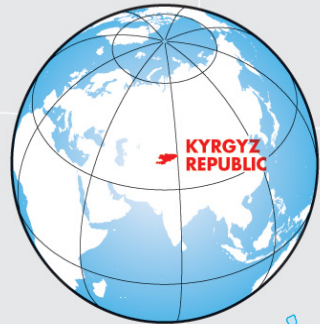
This map was produced by the Map Design Unit of The World Bank. The boundaries, colors, denominations and any other information shown on this map do not imply, on the part of The World Bank Group, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries.



- █ TRADE AND TRANSPORT FACILITATION MEASURES CORRIDORS
- █ TRANSPORT CORRIDORS (ROADS)
- █ MAIN ROADS
- █ TRANSPORT CORRIDORS (RAILROADS)
- █ RAILROADS
- ✕ TRADE AND TRANSPORT FACILITATION MEASURES BORDER CROSSINGS
- ✕ BORDER CROSSINGS
- ⊕ MARITIME PORTS
- ★ NATIONAL CAPITALS
- MAJOR CITIES AND TOWNS
- INTERNATIONAL BOUNDARIES



KYRGYZ REPUBLIC TRADE AND TRANSPORT FACILITATION

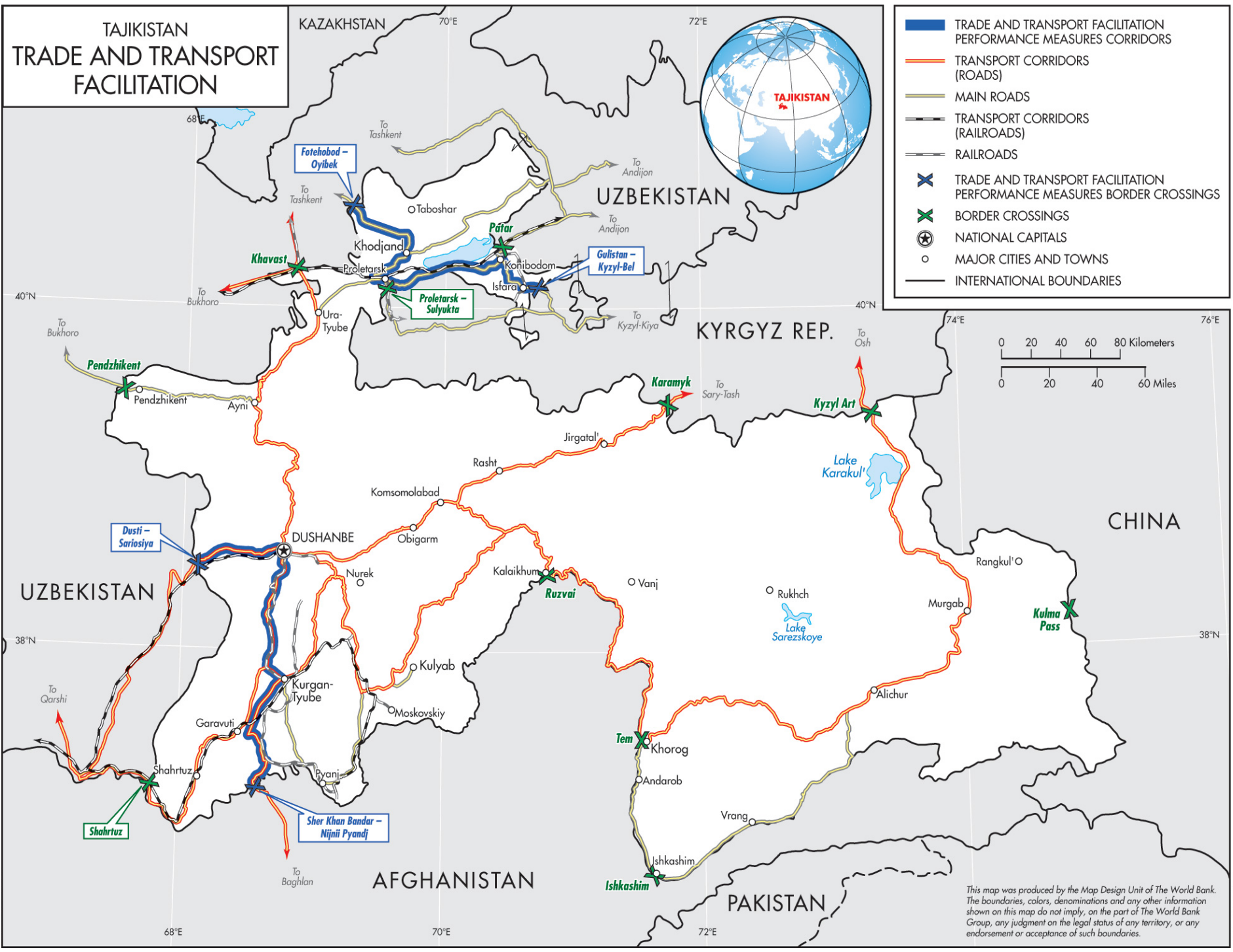


This map was produced by the Map Design Unit of The World Bank. The boundaries, colors, denominations and any other information shown on this map do not imply, on the part of The World Bank Group, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries.

- TRADE AND TRANSPORT FACILITATION PERFORMANCE MEASURES CORRIDORS
- TRANSPORT CORRIDORS (ROADS)
- MAIN ROADS
- TRANSPORT CORRIDORS (RAILROADS)
- RAILROADS
- ✕ TRADE AND TRANSPORT FACILITATION PERFORMANCE MEASURES BORDER CROSSINGS
- ✕ BORDER CROSSINGS
- ★ NATIONAL CAPITALS
- MAJOR CITIES AND TOWNS
- INTERNATIONAL BOUNDARIES



TAJIKISTAN TRADE AND TRANSPORT FACILITATION

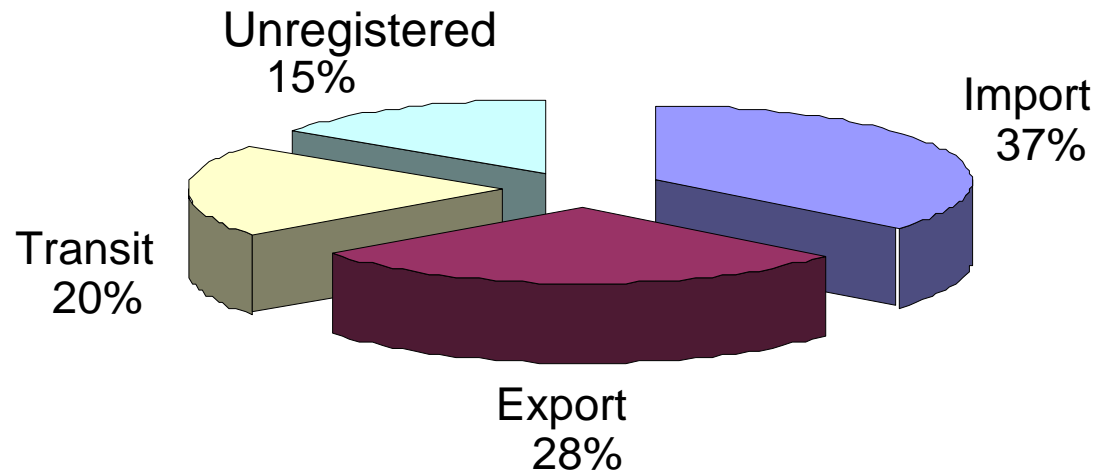


This map was produced by the Map Design Unit of The World Bank. The boundaries, colors, denominations and any other information shown on this map do not imply, on the part of The World Bank Group, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries.



Kazakhstan Results: On-site physical measurements

Total number of vehicles during the measurement period (all BCPs)



Import - 562 cars

Export - 441 cars (27 cars loaded)

Transit - 317 cars

Unregistered- 231 cars

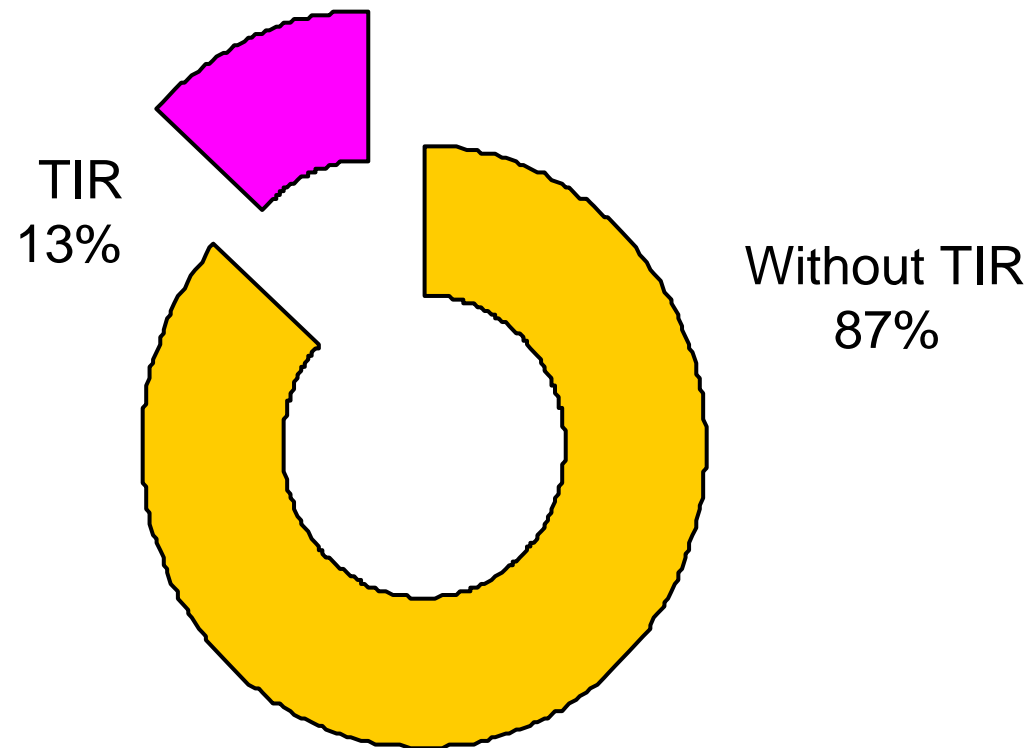
Total 1,320 cars





Kazakhstan Results: On-site physical measurements

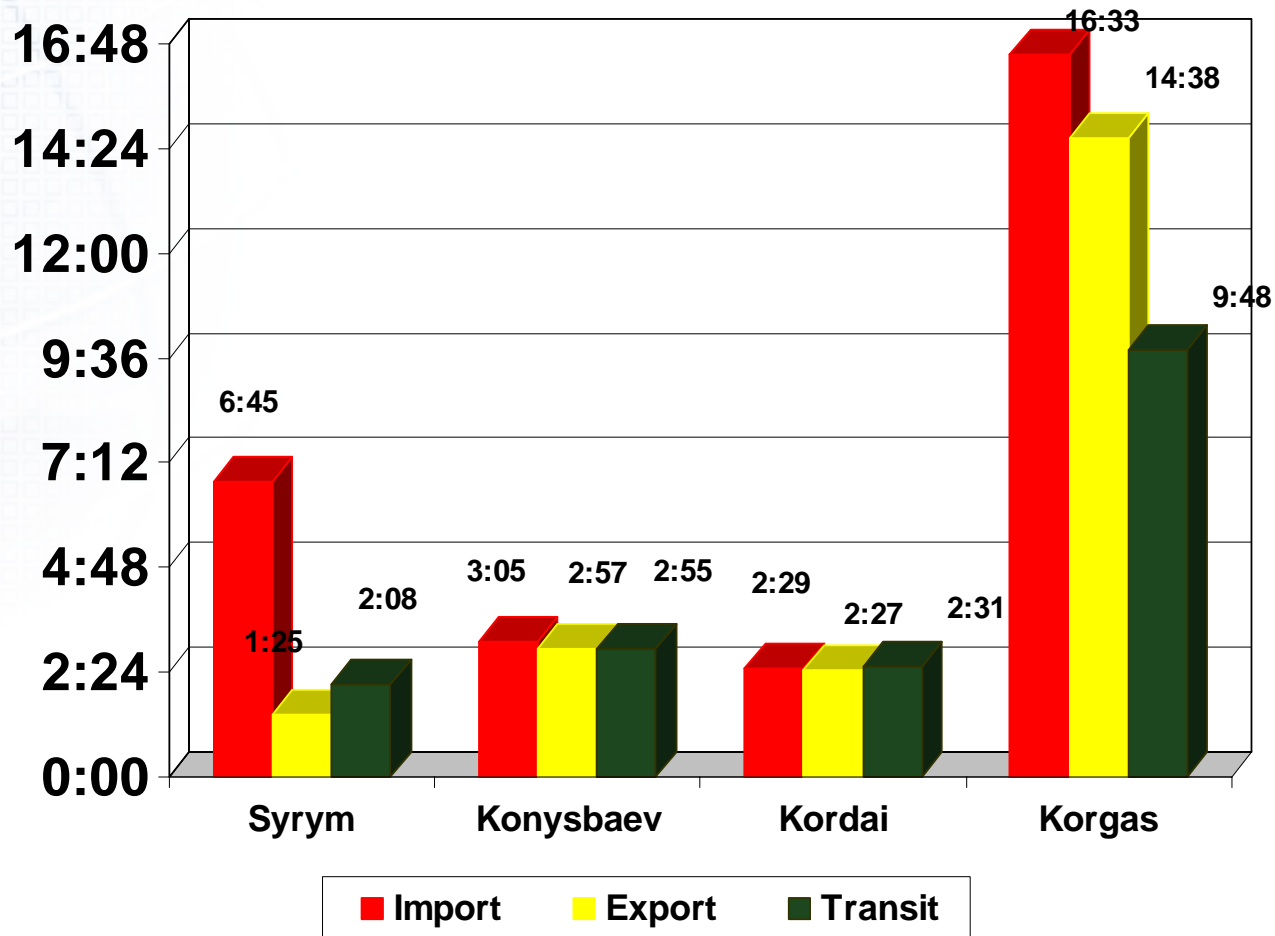
Number of car having moved under TIR





Kazakhstan Results: On-site physical measurements

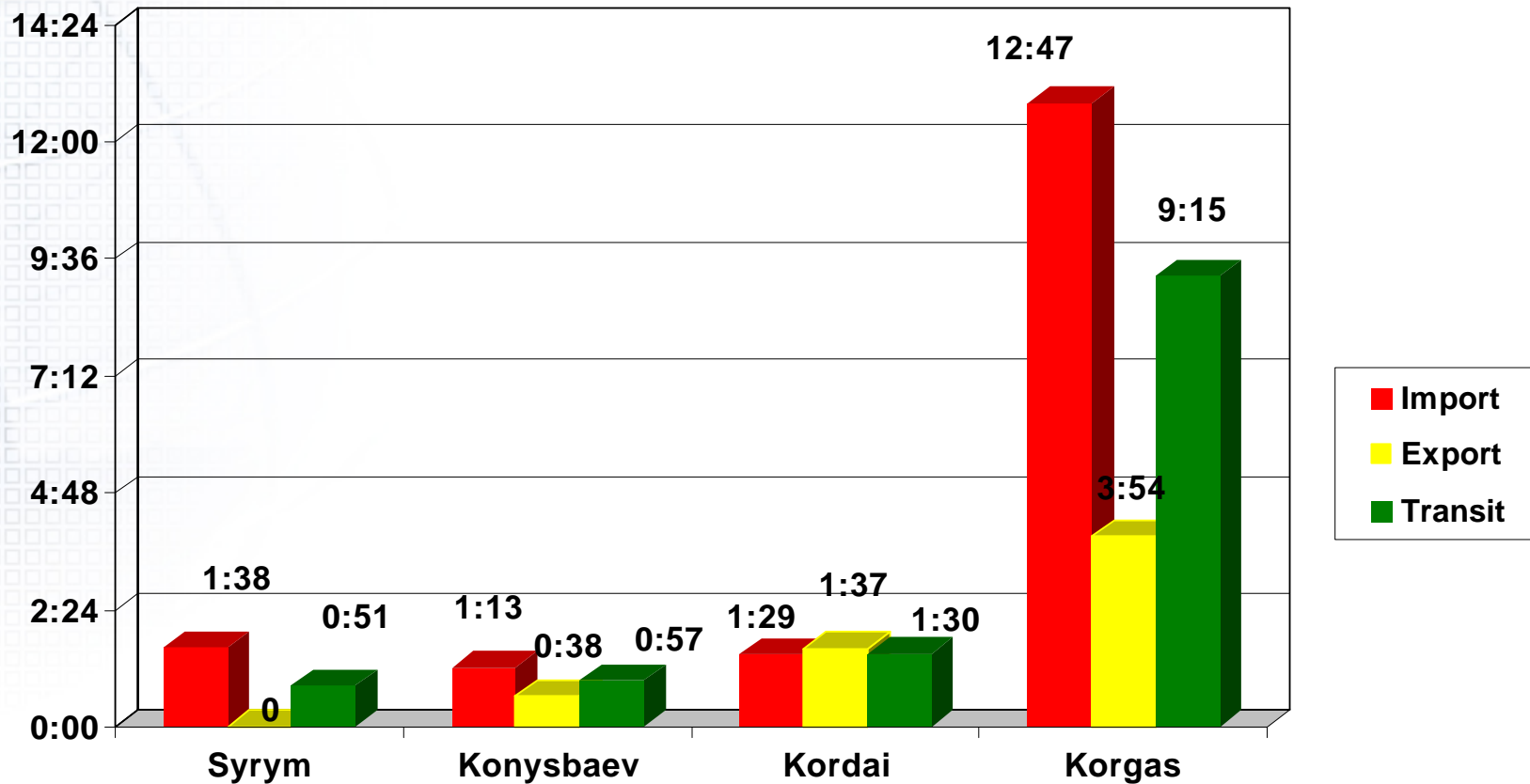
Average time spent at Border Check Posts of Syrym, Konysbaev, Kordai and Korgas respectively (on import, export, and transit basis)





Kazakhstan Results: On-site physical measurements

Average time spent for all control procedures, hour





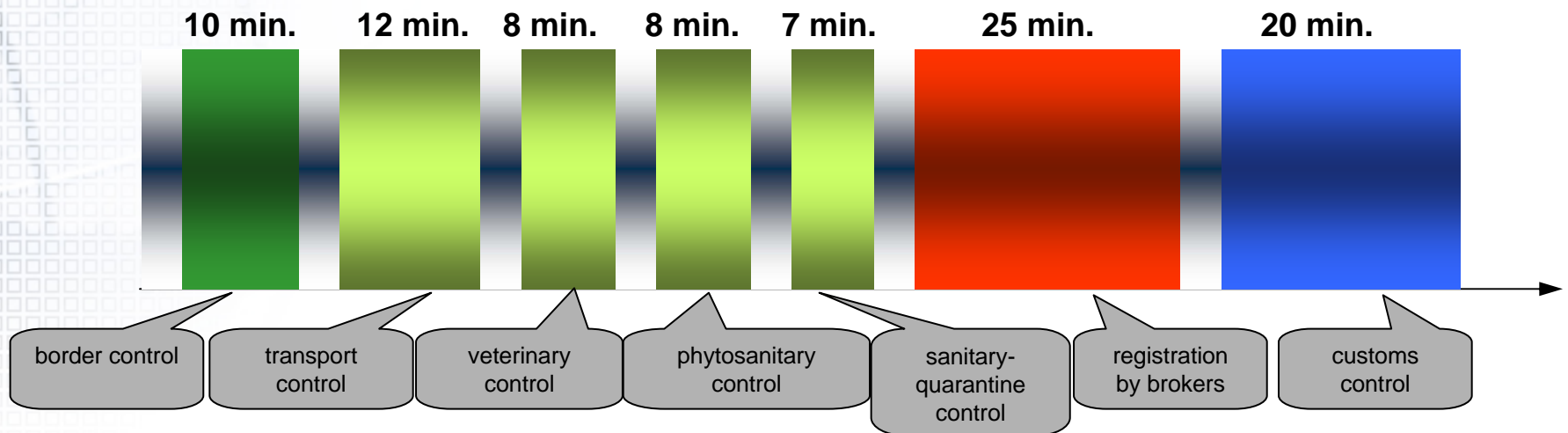
Kazakhstan Results: On-site physical measurements

Average Control Time – 65 min.

Broker Services – 25 min.

Idle time – up to 90 min.

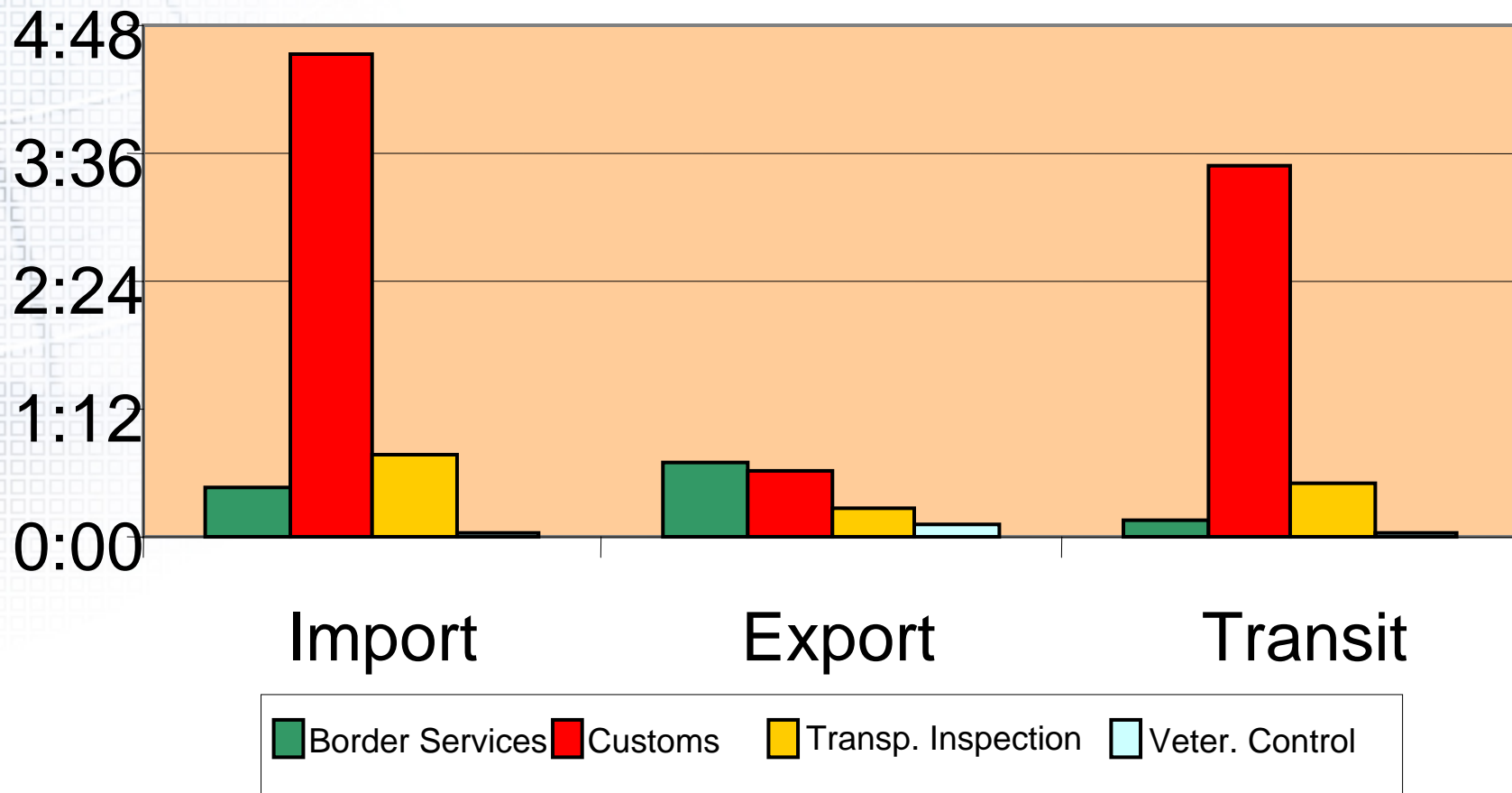
TOTAL – up to 180 min.





Kazakhstan Results: On-site physical measurements

Average time at Border Check Posts spent on procedures by agency





Kazakhstan Results: On-site physical measurements

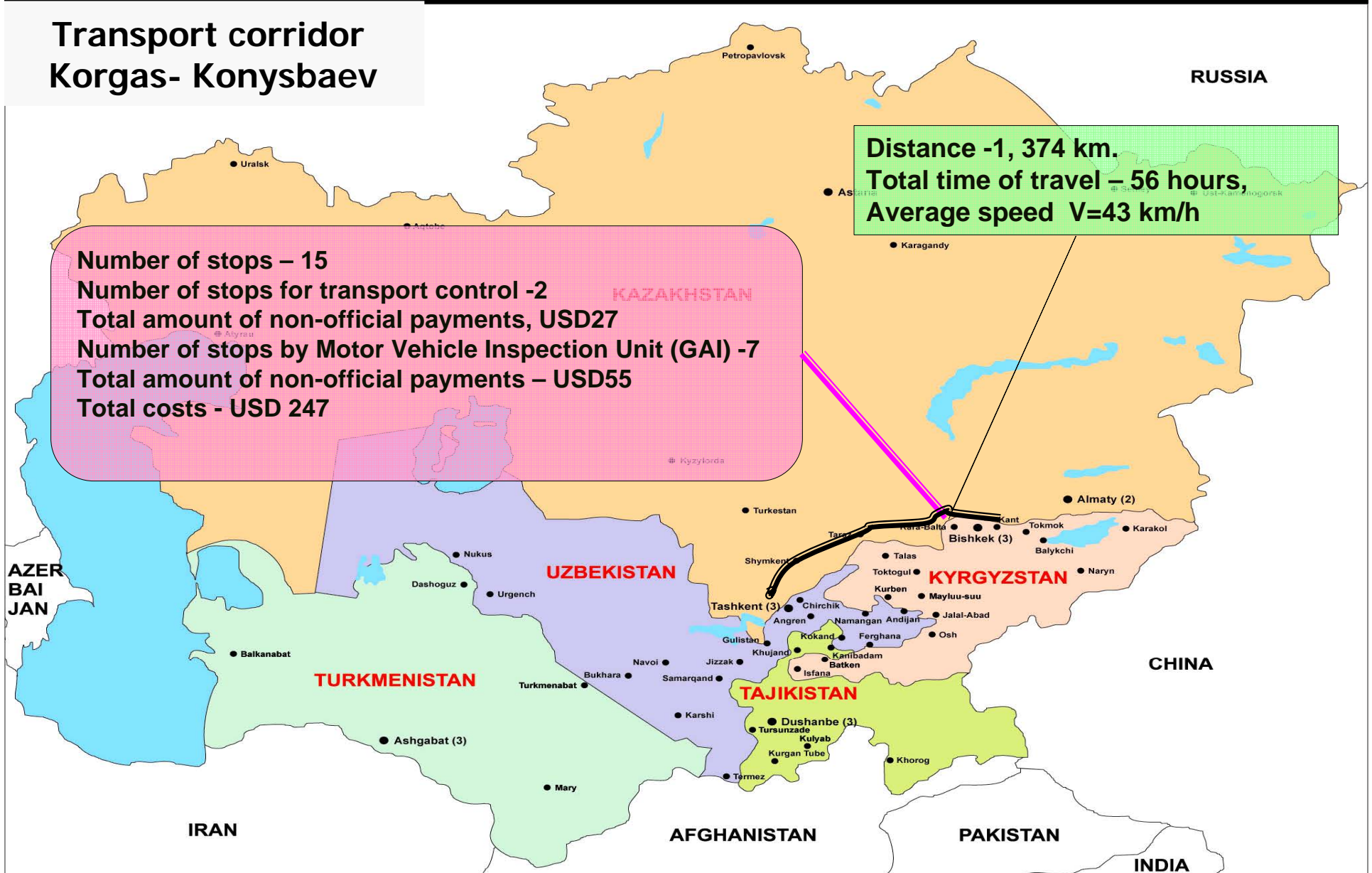
Comparative analysis of imports data at Korgas, Kordai & Syrym Border Check Posts

BCPs	Years	Total Number of Trucks	Average Crossing Time (hrs)		
			Registration of Customs Documents	Other Procedures	Total
Korgas	2006	256	0.47	18.47	18.94
	2007	274	7.17	12.25	19.42
	2008	254	11.00	5.33	16.33
Kordai	2007	179	0.05	2.51	2.56
	2008	62	1.30	0.59	1.89
Syrym	08-Jan	48	0.34	4.04	4.38
	08-Aug	248	4.24	2.21	6.45



Kazakhstan Results: Trip diaries by observers

Transport corridor Korgas- Konysbaev





Kazakhstan Results: Trip diaries by observers

Transport corridor Korgas- Konysbaev
Consolidated data of three observers

Observer	No. of stops	Total costs, \$	No. of stops by Transport Inspection	Total amount of unofficial payment \$	No. of stops by GAI	Total amount of unofficial payment \$	Repair	Rest	Meals
1	17	285,5	2	31,5	7	51,5	2	3	4
2	17	249	2	23	11	106	-	3	5
3	11	207	-	-	2	9	1	5	4
Average	15	247	2	27	7	55	1	4	4

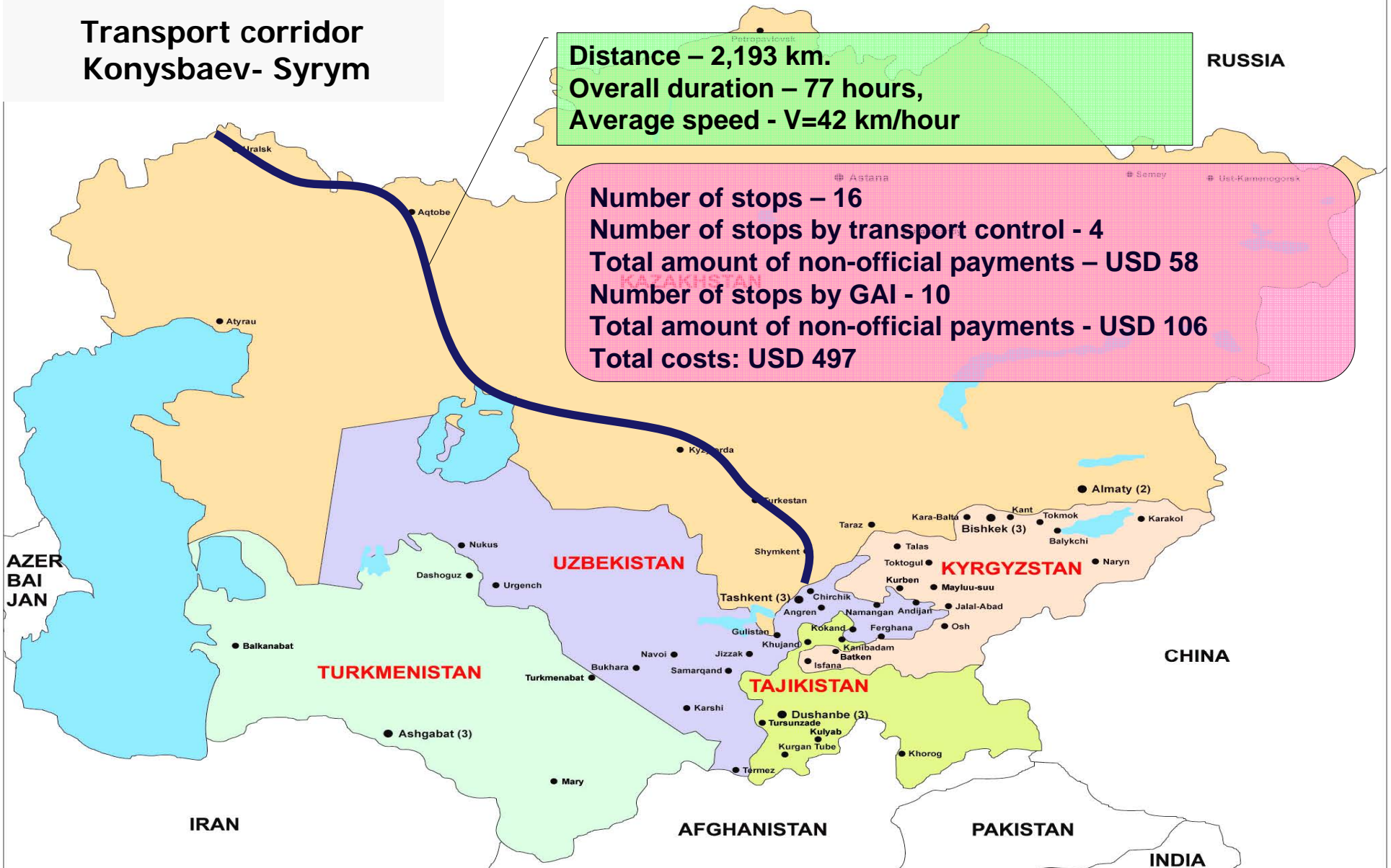


Kazakhstan Results: Trip diaries by observers

Transport corridor
Konysbaev- Syrym

Distance – 2,193 km.
Overall duration – 77 hours,
Average speed - $V=42$ km/hour

Number of stops – 16
Number of stops by transport control - 4
Total amount of non-official payments – USD 58
Number of stops by GAI - 10
Total amount of non-official payments - USD 106
Total costs: USD 497





Kazakhstan Results: Trip diaries by observers

Transport corridor Konysbaev- Syrym
Consolidated data of three observers

Observers	No. of stops	Total Costs\$	No. of stops by Transport Inspection	Total amount of unofficial payment, \$	No. of stops by GAI	Total amount of unofficial payment,\$	Repair	Rest	Meals
1	18	498	-	-	1	-	5	3	7
2	15	487	4	68	10	88	-	2	7
3	15	507	3	48	10	124	2	4	10
Average	16	497	От 3 до 4	58	10	106	3	3	8



Kazakhstan Results: Trip diaries by observers

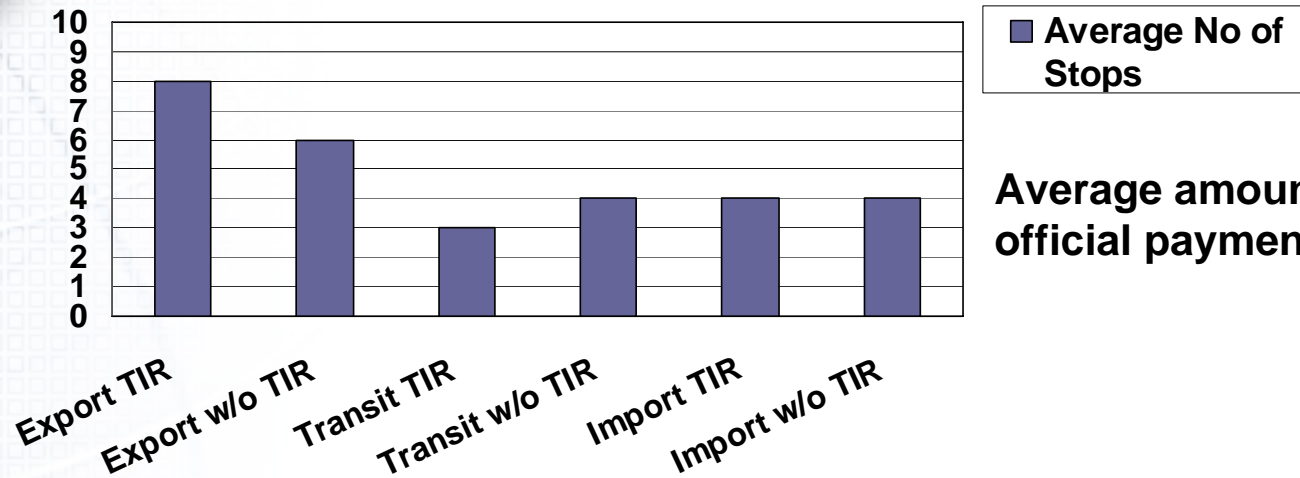
Service/Accommodation Facilities

Corridors	Petrol station	Service center	Cafe	Hotel
Korgas –Konysbaev	110	32	114	8
Konysbaev – Syrym	188	58	150	23

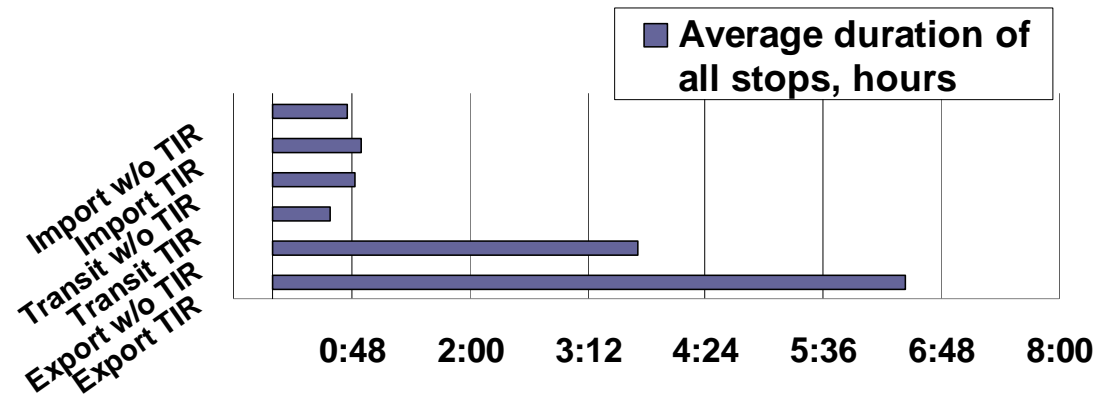


Kazakhstan Results: Consolidated data – trip diaries and interview of truck drivers

Information on TRANSPORT INSPECTION



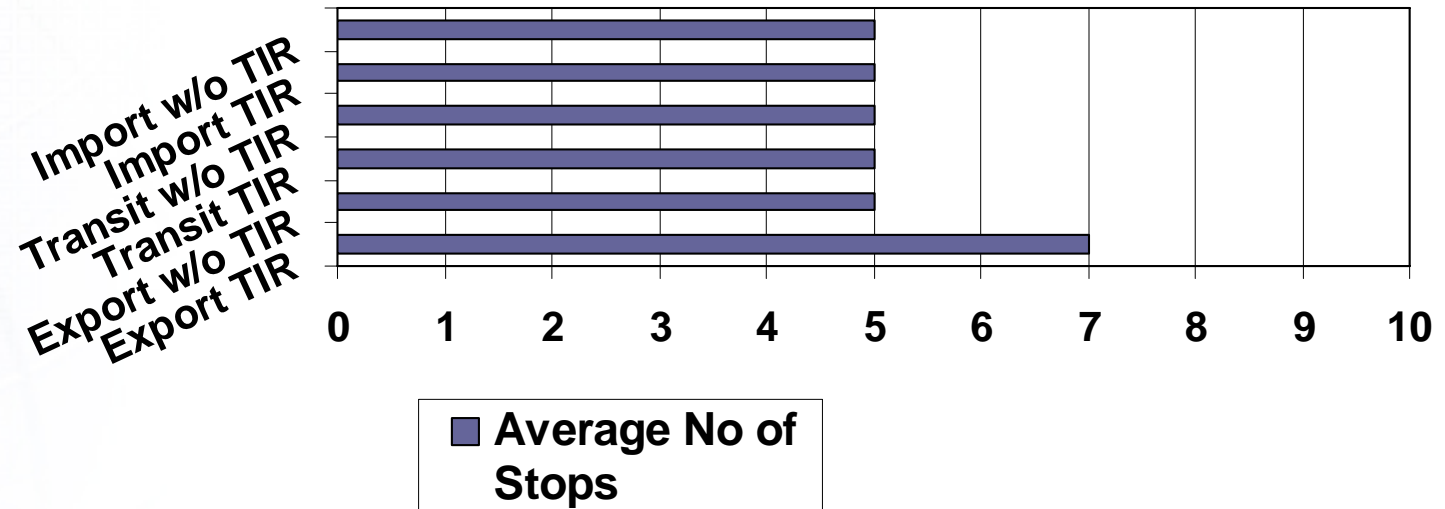
Average amount of one non-official payment, USD: 14-17



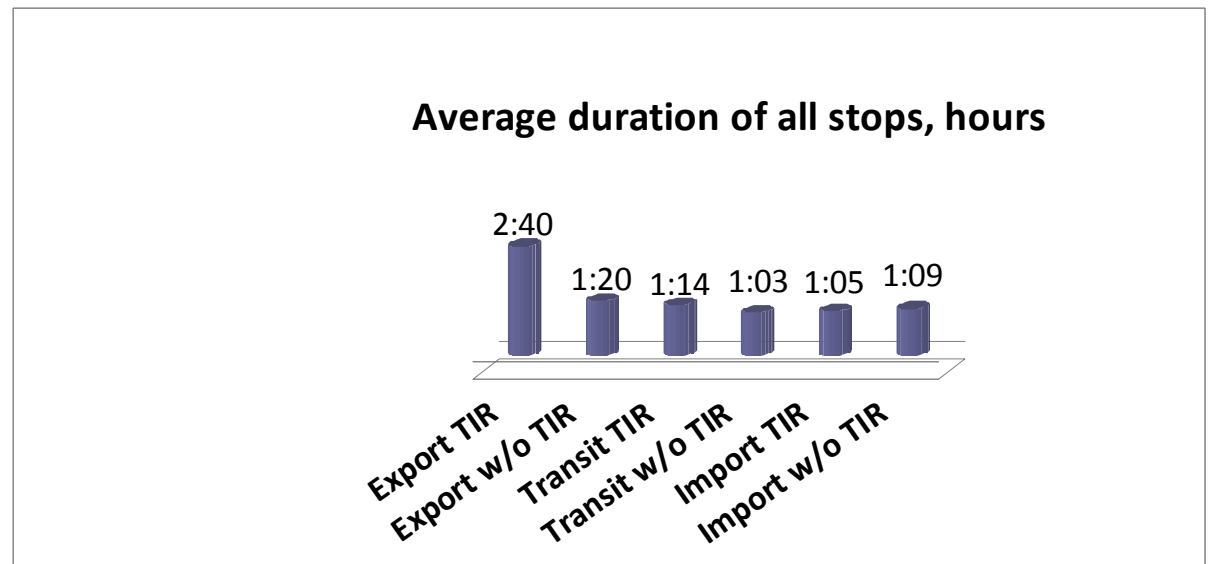


Kazakhstan Results: Consolidated data – trip diaries and interview of truck drivers

Information on MOTOR VEHICLE INSPECTION UNIT (GAI)



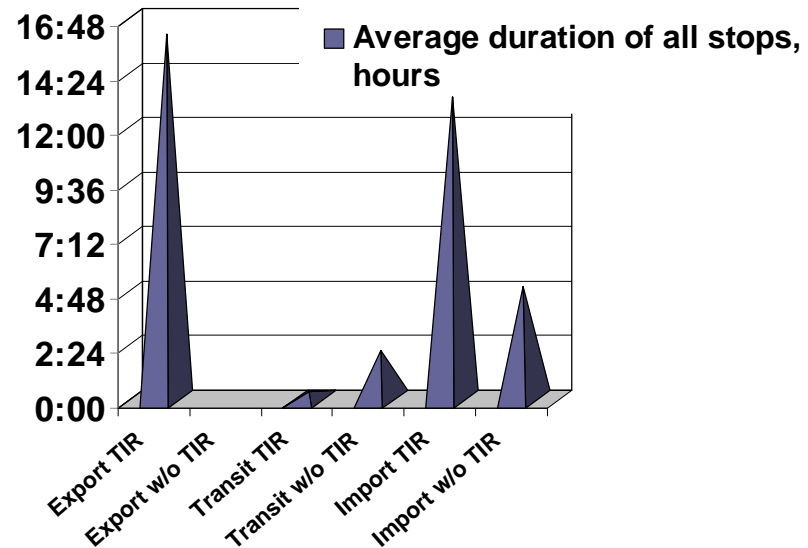
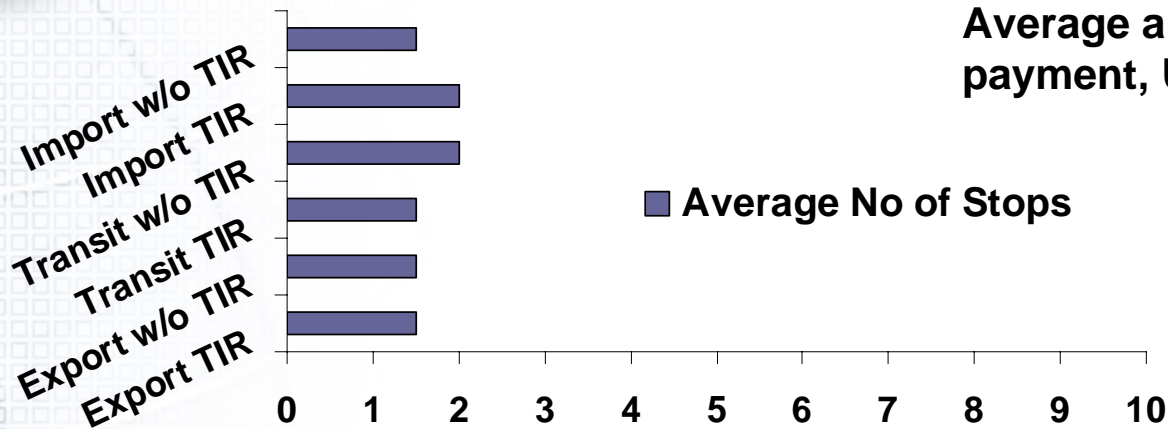
Average amount of one non-official payment, USD: 15





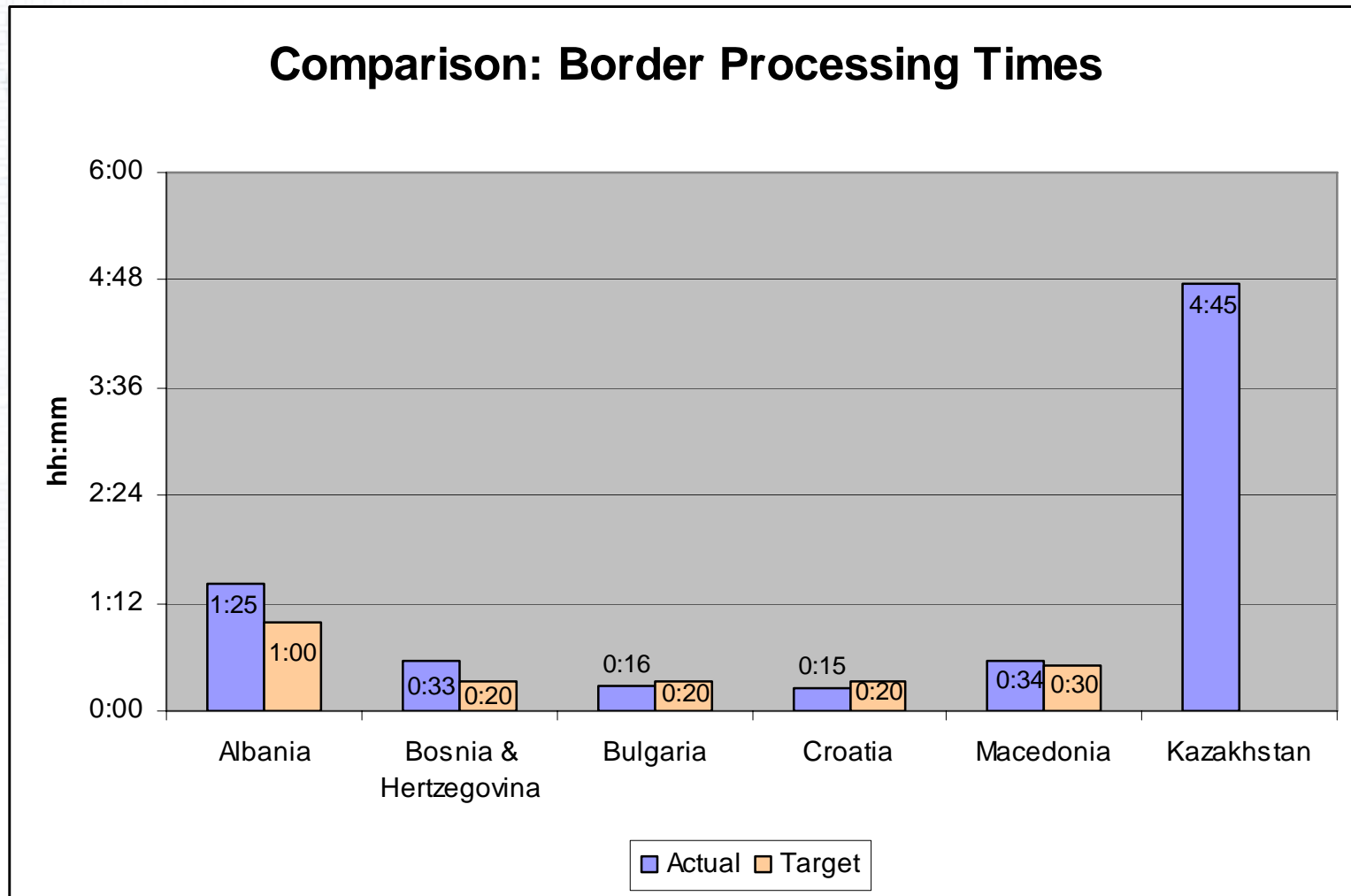
Kazakhstan Results: Consolidated data – trip diaries and interview of truck drivers

Information on CUSTOMS





Comparison with 2003 performance of SEE countries and 2006 pilot in Kazakhstan





Summary of Results

- On many border check posts, poor infrastructure account to slow border transit
- Delays by other border agencies can be significantly more than Customs
- TIR Carnet System does not simplify or harmonize the administrative formalities of international road transport.
- Harmonized participation of all Central Asian countries in performance measurements would show a clearer picture
- Further support from Governments, private operators and international organizations is needed



Next Steps

- Continue with Transport Corridor Performance Measurements and expand to cover more CAREC corridors
- Request the Government of Uzbekistan to join the Measurements
- Extend measurements to include more surveys of road users such as freight forwarders, transporters
- Update Trade and Transport Facilitation Audits for individual countries in Central Asia

Thank you !

