

Corridor Performance Measurement and Monitoring

OSCE-UNECE Inter-regional Workshop
On Developing Euro-Asian Transport Links
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Background

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

Findings

For road transport, travelling on Corridor 1 is fastest while travelling on Corridor 4 is the slowest.

Transport time on Corridors 2 and 4 are volatile, making it hard to predict actual time of arrival.

Border crossing activities tend to reduce speed by half in most corridors.

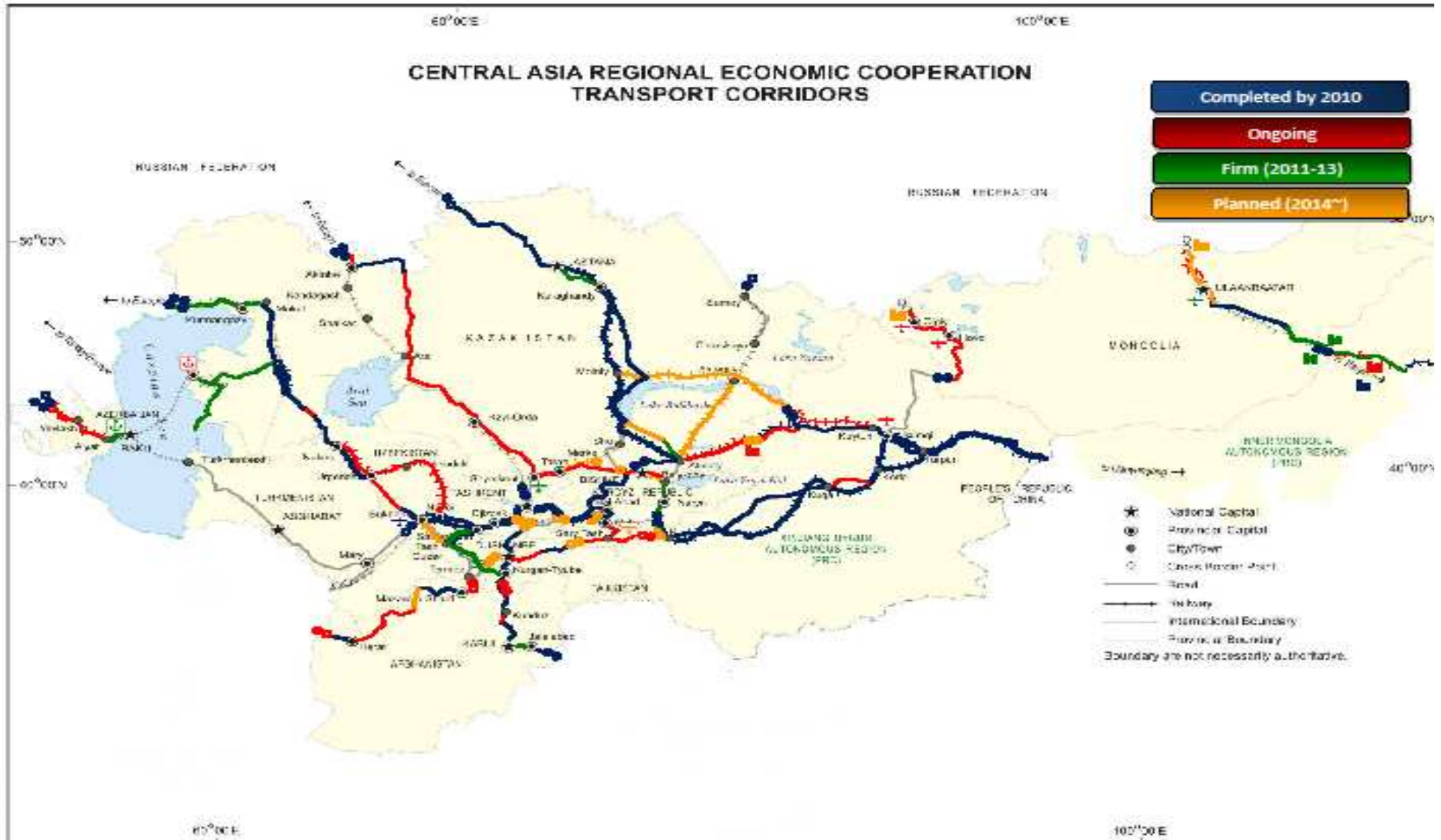
When transporting a 20-ton cargo over 500km, a significant part of transport cost is spent on border crossing activities.

For road transport, the three most time-consuming activities are waiting time in queue, loading/unloading, and customs clearance. The three most costly activities are customs clearance, loading/unloading and GAI.

For rail transport, the three most time-consuming activities are railways security, waiting time in queue, and change of railways gauge. The three most costly activities are change of railways gauge, railways security and loading/unloading.

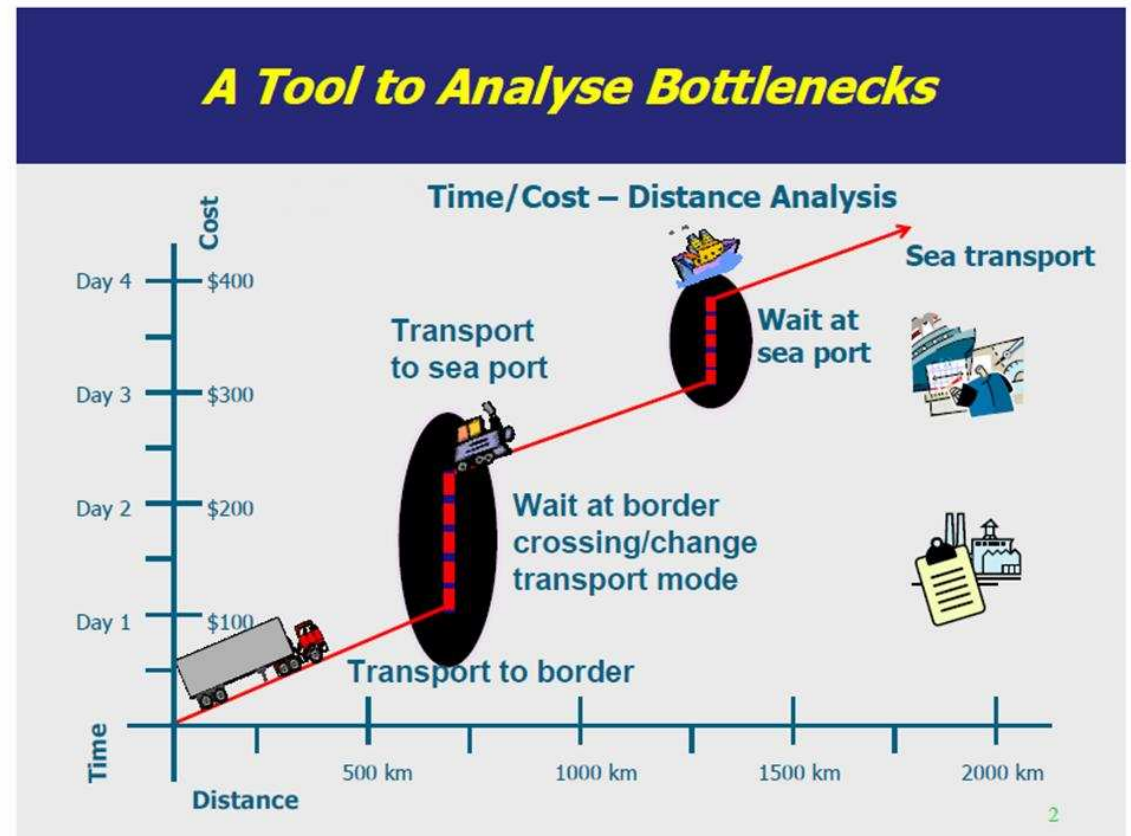
Unofficial payments are common. The top five activities involving unofficial payments are GAI, police checkpoints, border security control, customs clearance and phytosanitary inspections.

Corridors



CPMM Methods

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



Institutional Arrangement

- Memoranda of Understanding 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

- **16 Partner Associations**
 - Representing all of the initial 8 CAREC countries
 - Afghanistan (1)
 - Azerbaijan (1)
 - Kazakhstan (2)
 - Kyrgyz Republic (3)
 - Mongolia (2)
 - People's Republic of China (Xinjiang Uyghr and Inner Mongolia Autonomous Regions) (4)
 - Tajikistan (1)
 - Uzbekistan (2)
- Members of the CAREC Federation of Carrier and Forwarder Associations (CFCFA)
- Cooperation with International Road Union (IRU)

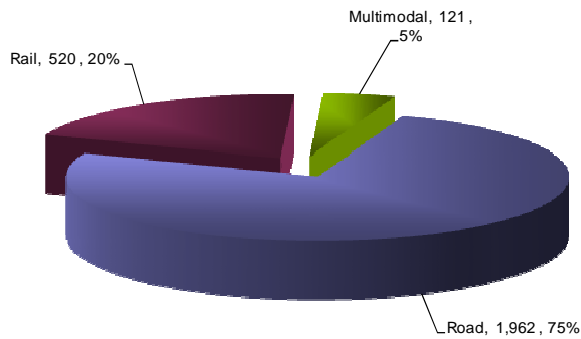


Analysis and Reporting

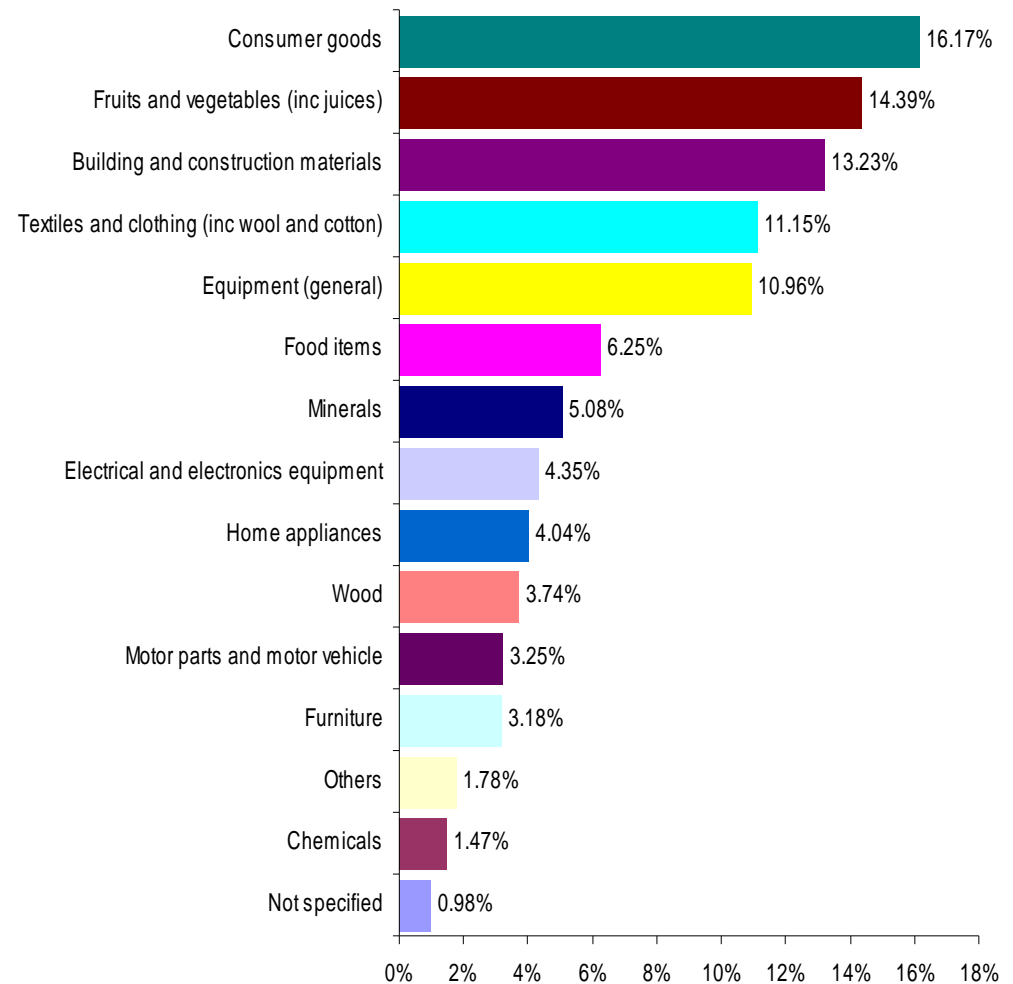
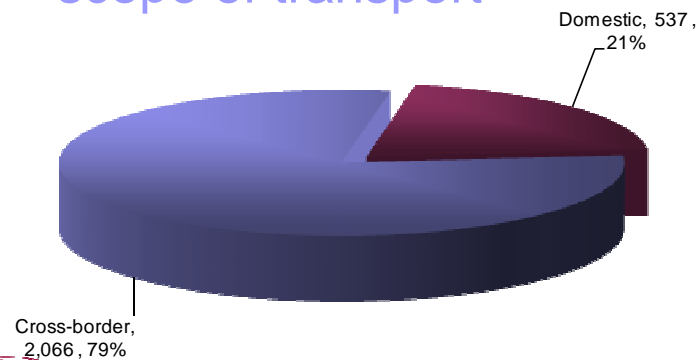
- Data and statistical analyses are performed in ADB
- Quarterly reports are posted on CAREC Institute website (<http://www.carecinstitute.org>) and annual report is presented at Ministerial Conference
- Partner associations will be trained to perform national level data analysis

Data: April 2009–March 2010

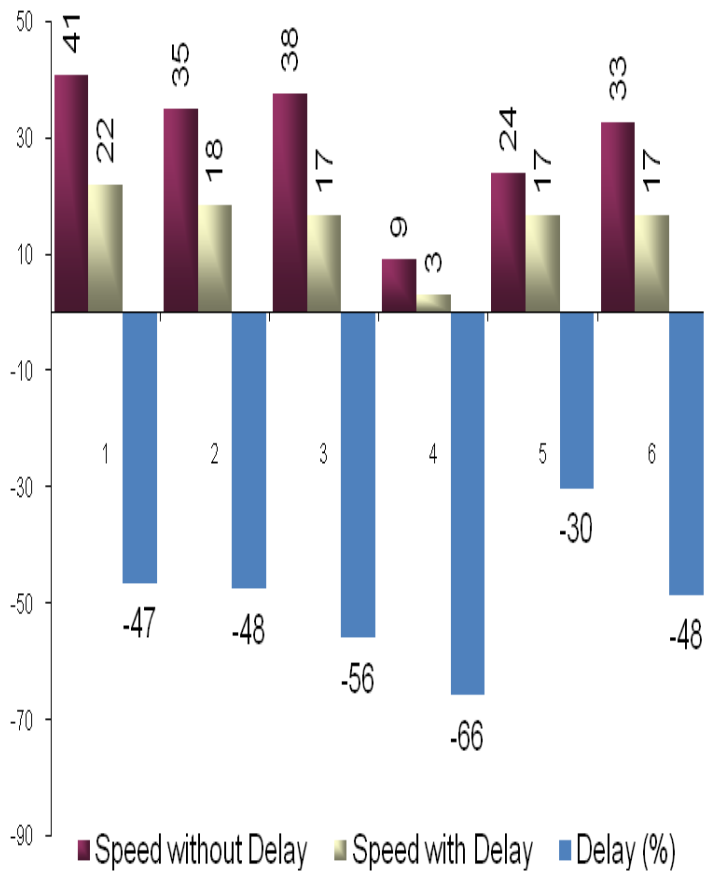
Number of observations by mode of transport



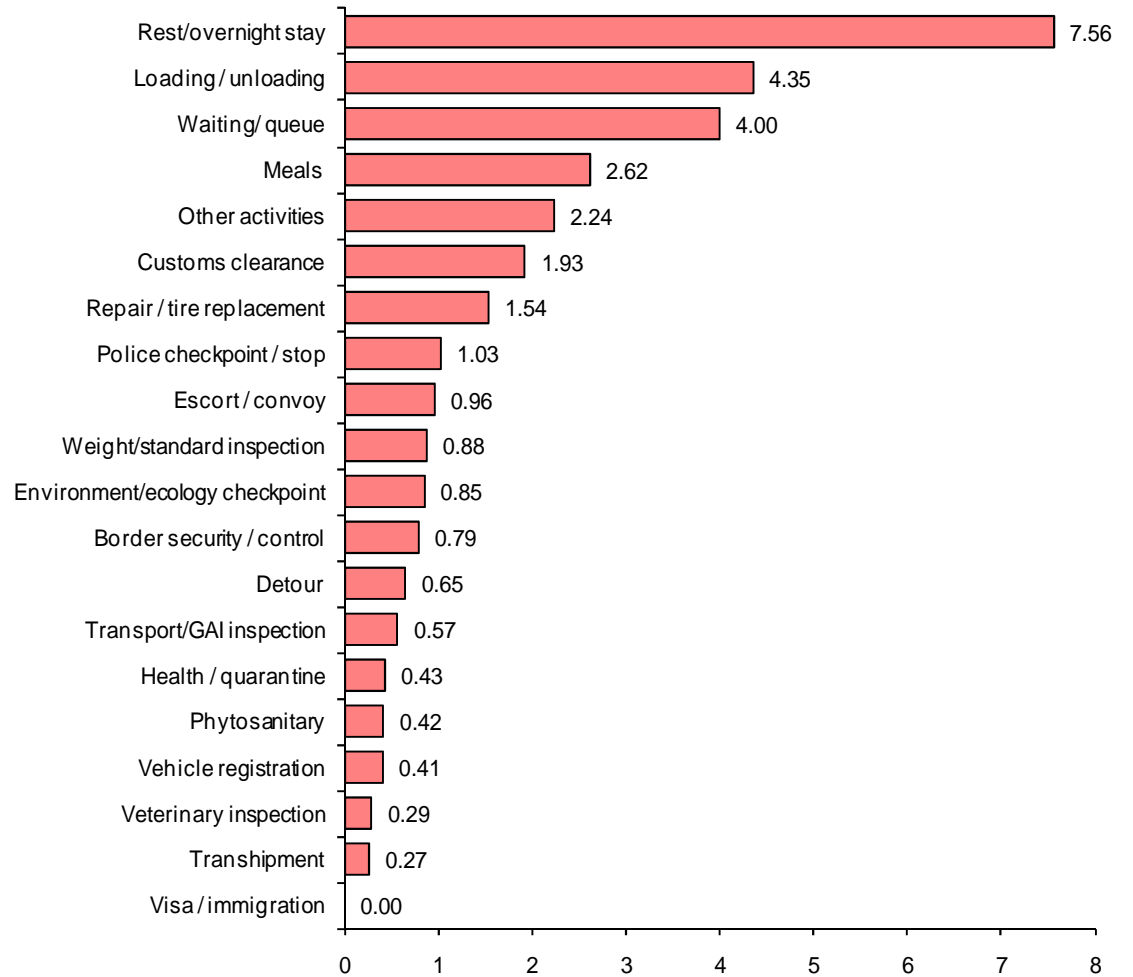
Number of observations by scope of transport



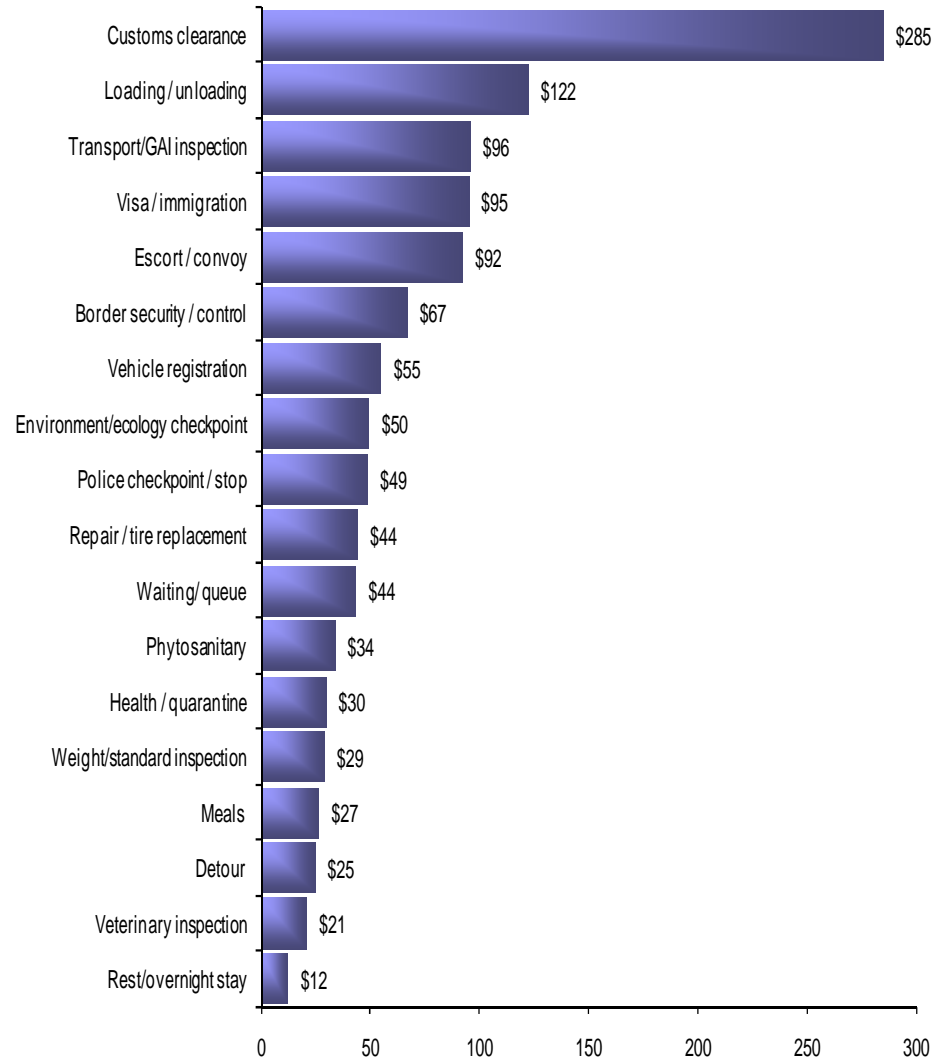
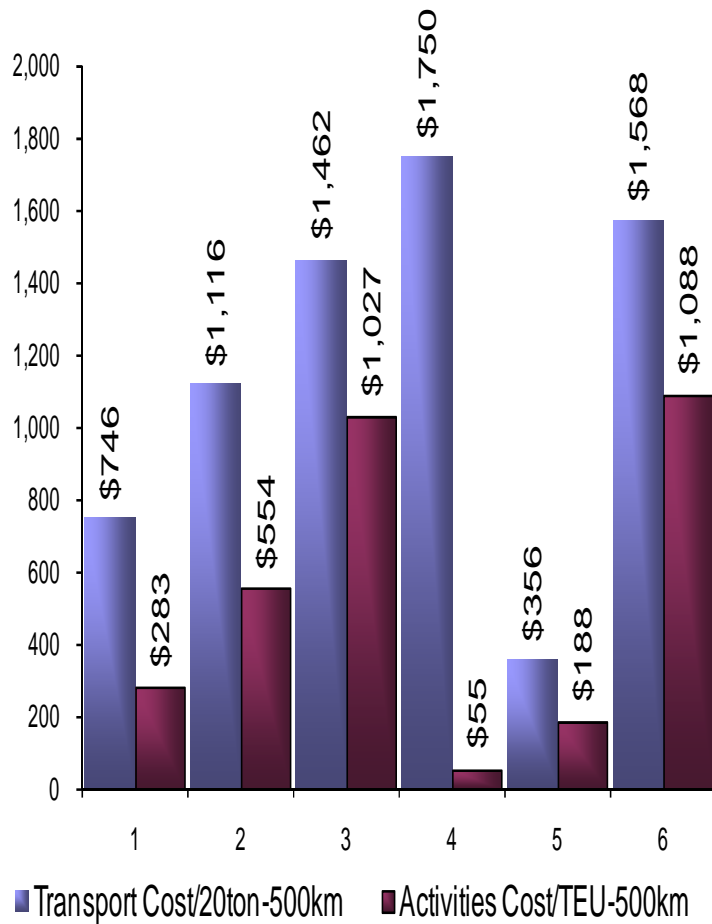
Time/Speed



Speed in kph, delay in %



Road Transport Costs



Unofficial Payments

Activity	Official		Unofficial	
	Count	Percent	Count	Percent
Police checkpoint / stop	2,710	33.94%	5,275	66.06%
Customs clearance	1,910	44.10%	2,421	55.90%
Border security / control	1,120	32.95%	2,279	67.05%
Transport/GAI inspection	301	19.67%	1,229	80.33%
Phytosanitary	983	45.30%	1,187	54.70%
Health / quarantine	1,154	55.94%	909	44.06%
Weight/standard inspection	1,041	58.19%	748	41.81%
Vehicle registration	771	53.80%	662	46.20%
Environment/ecology checkpoint	459	46.50%	528	53.50%
Other activities	1,232	75.26%	405	24.74%
Veterinary inspection	660	64.14%	369	35.86%
Meals	7,733	97.25%	219	2.75%
Loading / unloading	1,751	93.94%	113	6.06%
Transshipment	55	53.40%	48	46.60%
Repair / tire replacement	490	93.69%	33	6.31%
Waiting/ queue	2,178	99.05%	21	0.95%
Rest/overnight stay	2,084	99.05%	20	0.95%
Visa / immigration	269	94.72%	15	5.28%
Escort / convoy	305	95.61%	14	4.39%
Detour	47	94.00%	3	6.00%
All	13,029	61.57%	8,132	38.43%

Border Crossing Points

- BCPs are major bottlenecks
- Border Crossing Point and Single Window Development
- A regional loan is being formulated to improve border crossing points and help facilitate regional connectivity of single windows

Concluding Remarks

- Trade facilitation initiatives such as BCP infrastructure improvement, Customs Modernization, single window schemes will significantly reduce delay and cost along corridors
 - Singapore reduced turn around time from 3 -4 days to 15 minutes; from 24 forms to 1 form once they introduced automated system
 - Average processing time at AZE BCPs were reduced from 4 days to 3 hours; forms from 40 pages to 2 pages after they adopted the single window
- Rich data from CPMM allows CAREC to conduct detailed analysis
- Detailed analytical reports are available in the CPMM quarterly reports

Recommendations

- Improve infrastructure and rolling stock/vehicles
- Improve operations at Border Crossing Points by minimizing or eliminating regulatory barriers and burdensome procedures
- Take measures to make more predictable freight arrival times

Thank you / Спасибо



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