

# 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 Technical Assistance
  - Corridor Performance Measurement Monitoring (CPMM)
    - CAREC Results Framework
  - Border Crossing Point Improvement and Single Window Development (Regional Improvement in Border Services) Project
  - National and Regional Joint Transport and Trade Facilitation Committees

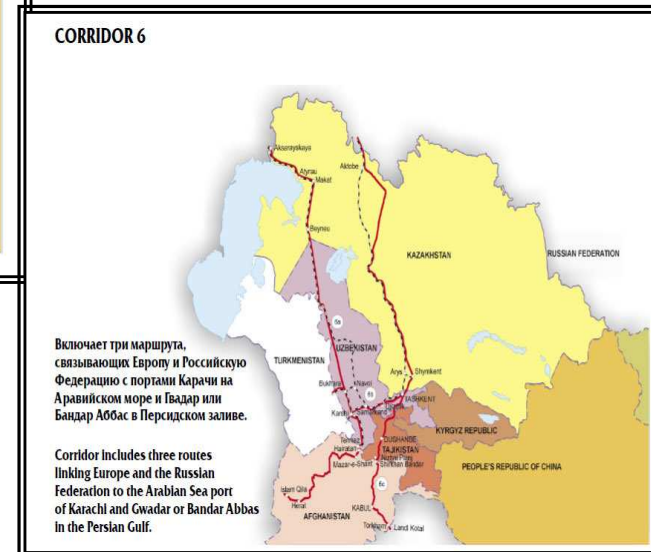
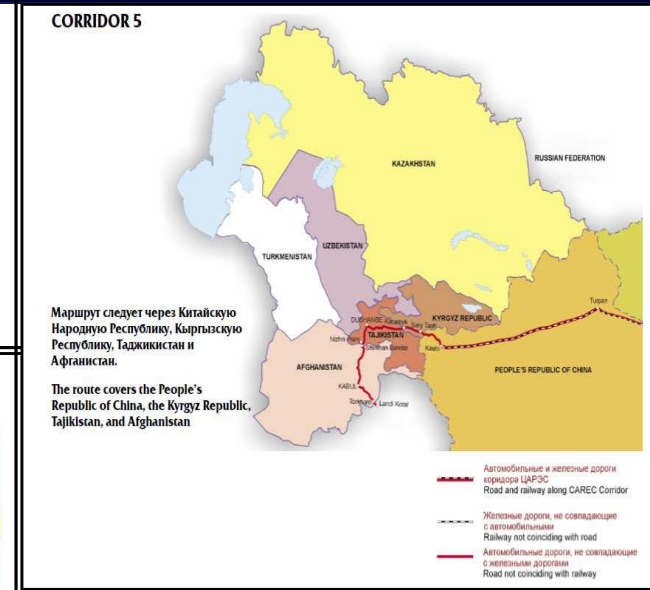
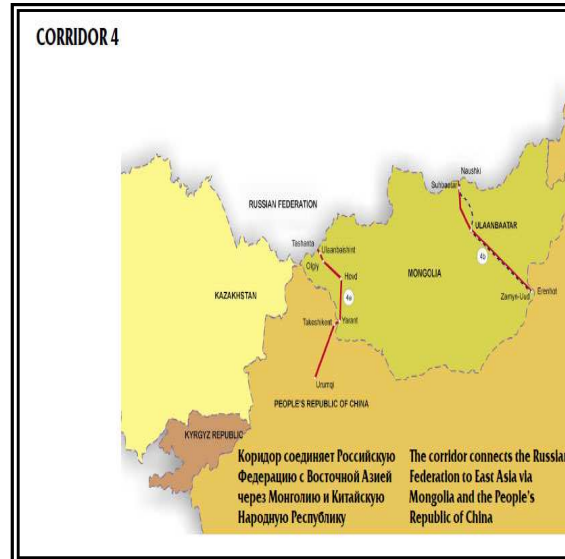
# Corridors



# Findings

## I. Corridor Performance

- ❑ For road transport, travelling on Corridor 5 is fastest while travelling on Corridor 4 is the slowest
- ❑ Transport time on Corridors 4 and 6 are volatile, making it hard to predict actual time of arrival.
- ❑ In terms of costs incurred in transit, corridor 5 is the least expensive while Corridor 6 is the most expensive.



# Findings

## II. Border Crossing Activities



### TIME CONSUMING ACTIVITIES



ROAD TRANSPORT	RAIL TRANSPORT
1. Customs escort/convoy	1. Change of railways gauge
2. Waiting time in queue	2. Waiting time in queue
3. Loading/unloading	3. Railways security

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

# Findings



## III. Costs and Overheads

### **MOST COSTLY ACTIVITIES**

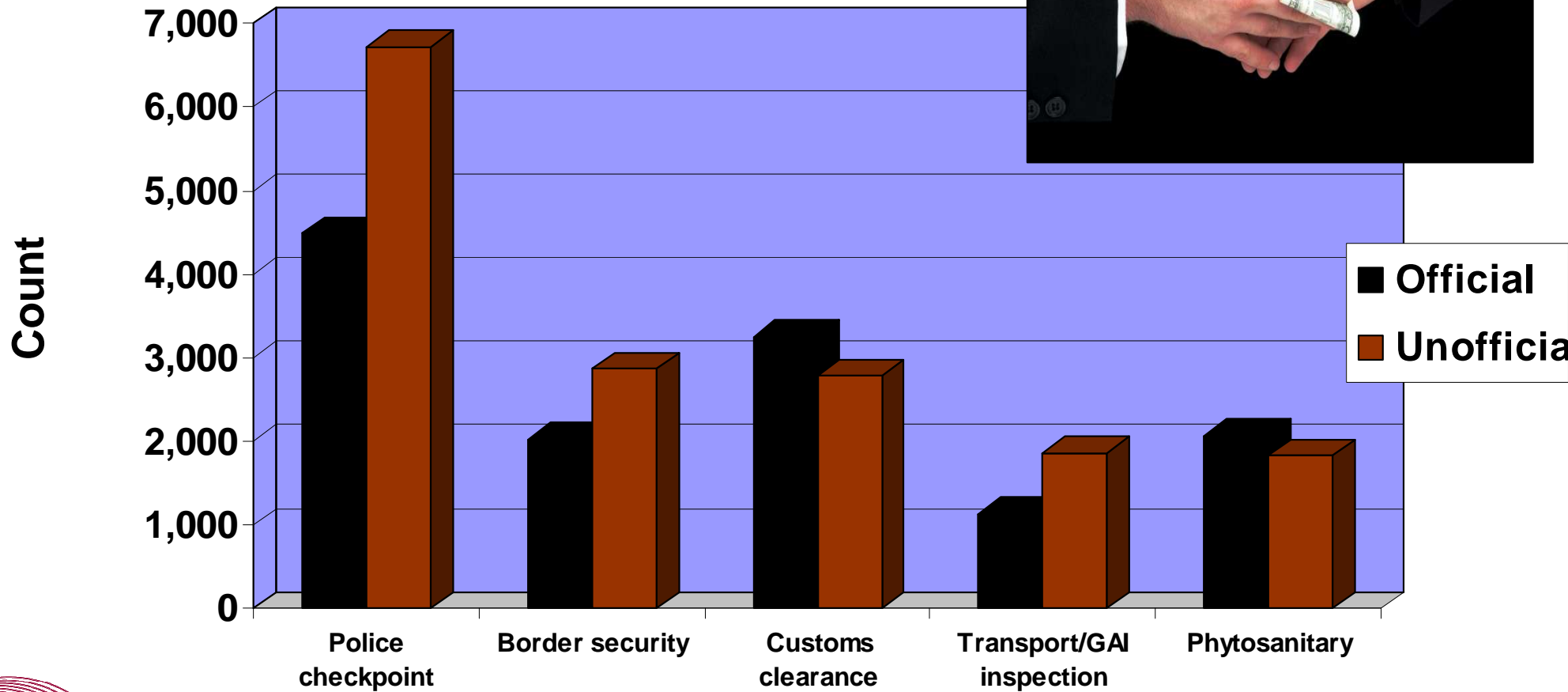
<b>ROAD TRANSPORT</b>	<b>RAIL TRANSPORT</b>
<b>1. Trans-shipment</b>	<b>1. Change of railways gauge</b>
<b>2. Loading and Unloading</b>	<b>2. Loading and Unloading</b>
<b>3. Customs Clearance</b>	<b>3. Trans-shipment</b>

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

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

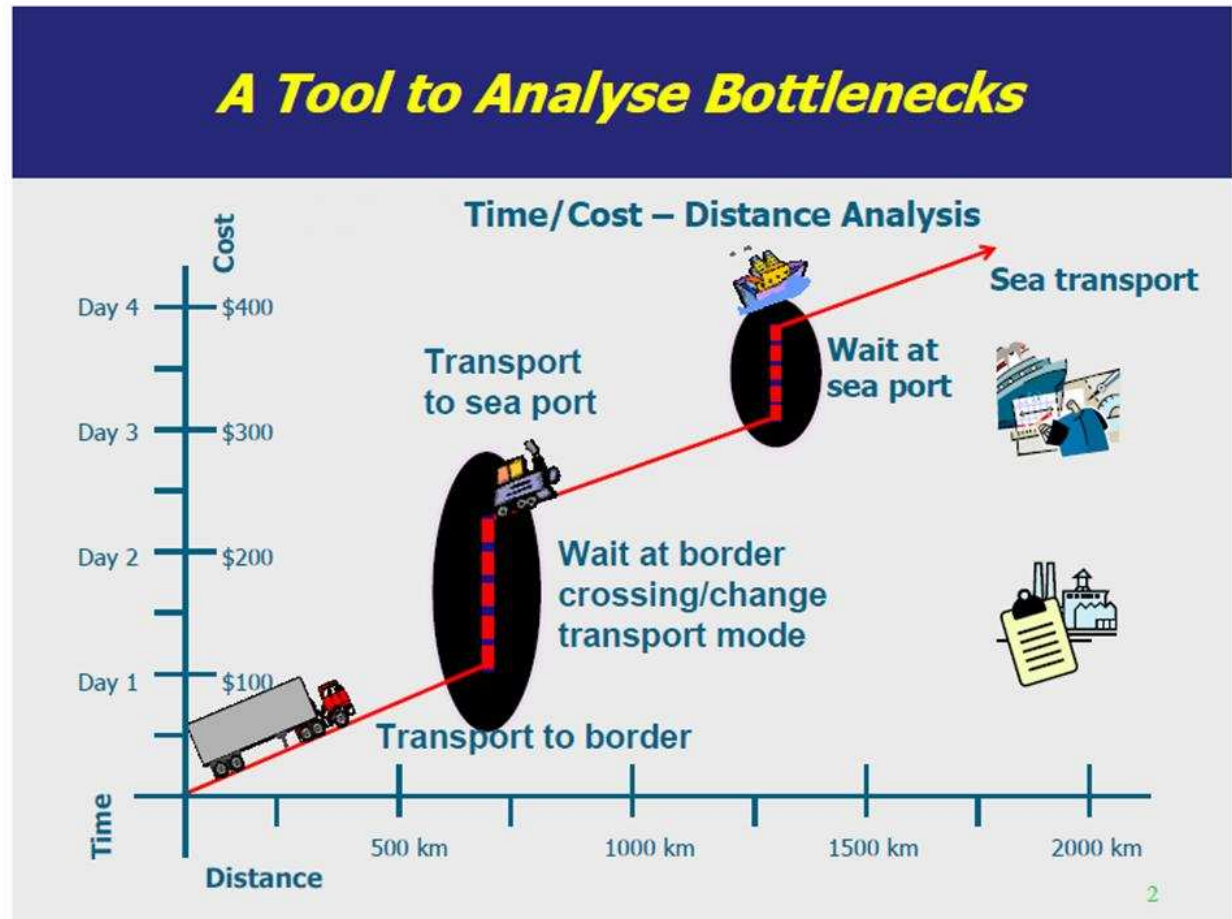
# Findings

## Top Five Activities Involving Unofficial Payments



# CPMM Methods

- UNESCAP Time Cost Distance (TCD) Method
  - Driver's Form
  - TCD Template
- Time Release Study (summer 2011)





# 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

## ■ 14 Partner Associations

– Representing 8 of 10 CAREC countries

– Afghanistan (1)

– Azerbaijan (1)

– Kazakhstan (2)

– Kyrgyz Republic (2)

– Mongolia (2)

– People's Republic of China (Xinjiang Uyghr and Inner Mongolia Autonomous Regions) (3)

– Tajikistan (1)

– Uzbekistan (2)

■ Members of the CAREC Federation of Carrier and Forwarder Associations (CFCFA)

■ Cooperation with International Road Union (IRU)

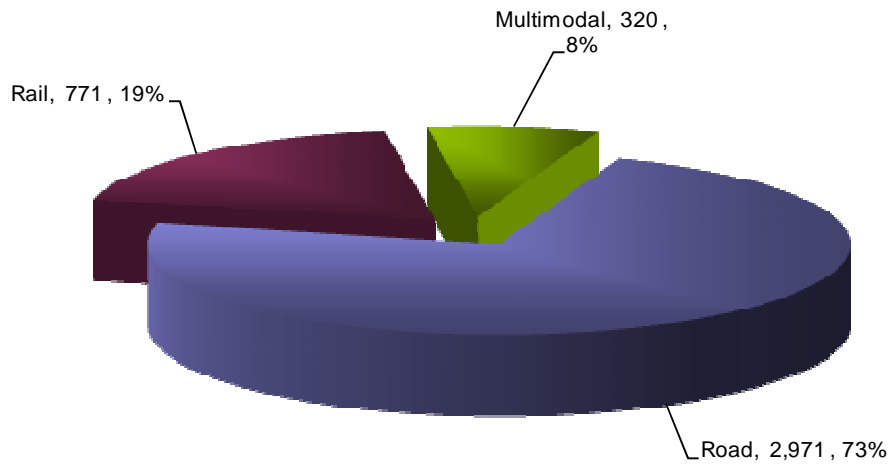


# Analysis and Reporting

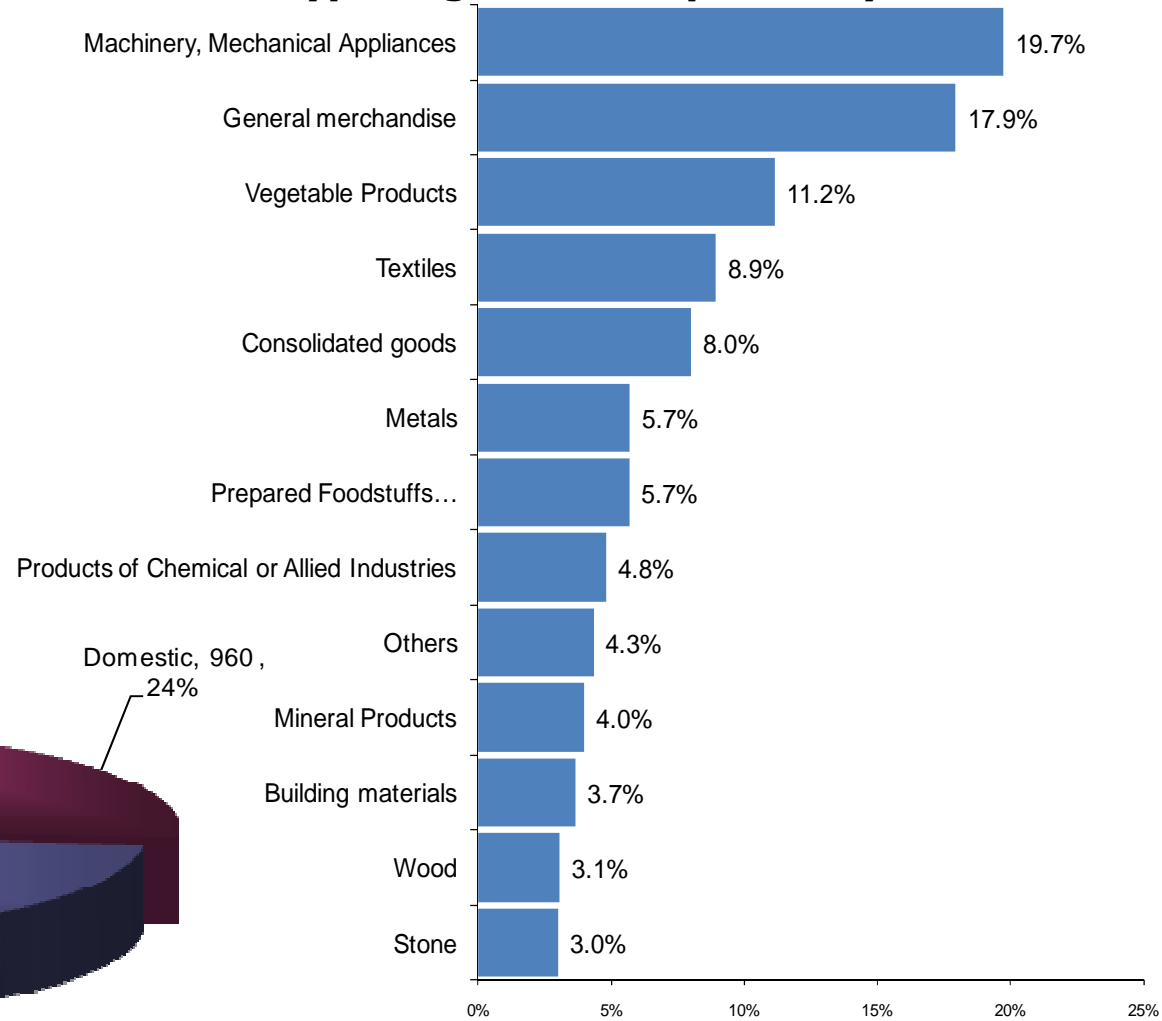
- Data and statistical analyses are performed by ADB
- Reports are posted on CAREC Institute and CFCFA websites (<http://www.carecinstitute.org> and <http://cfcfa.net>); the annual report is presented at the Ministerial Conference
- Partner associations will be trained to perform national level data analysis

# 2010 Data

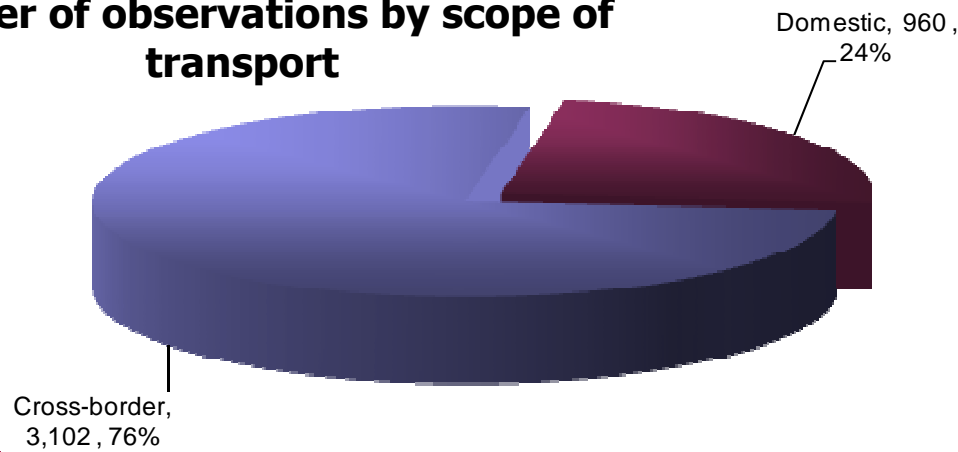
**Number of observations by mode of transport**



**Type of goods transported by road**

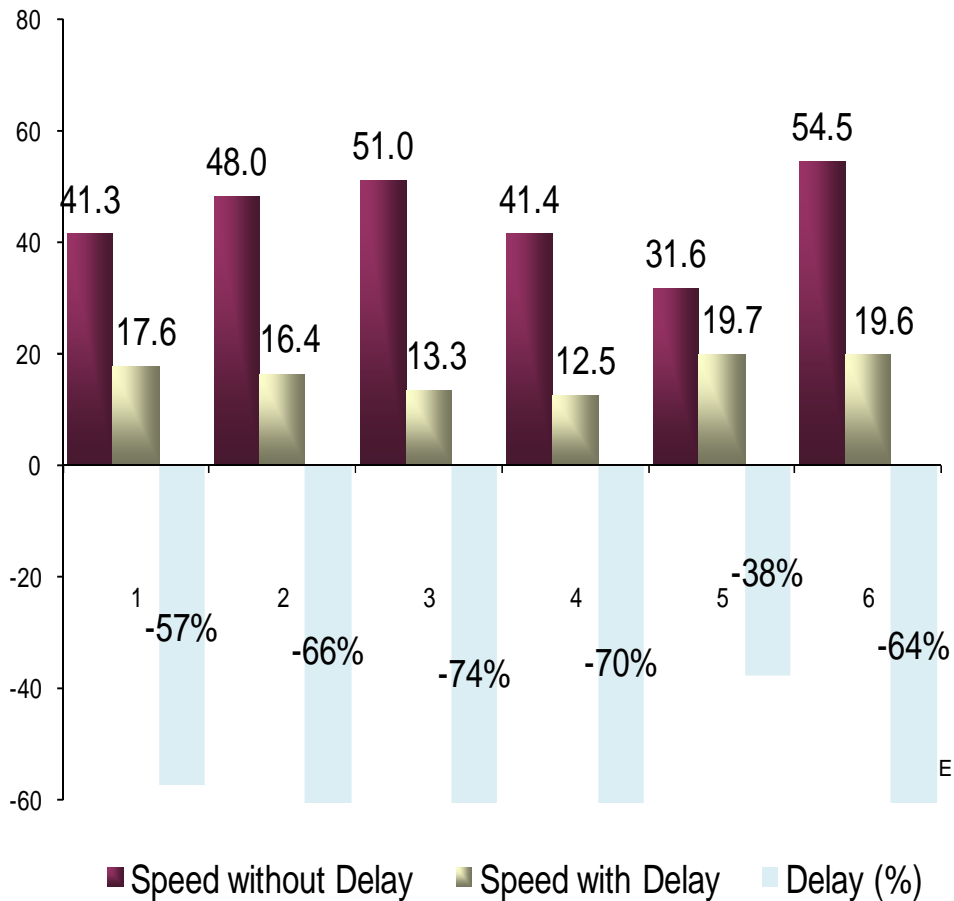


**Number of observations by scope of transport**

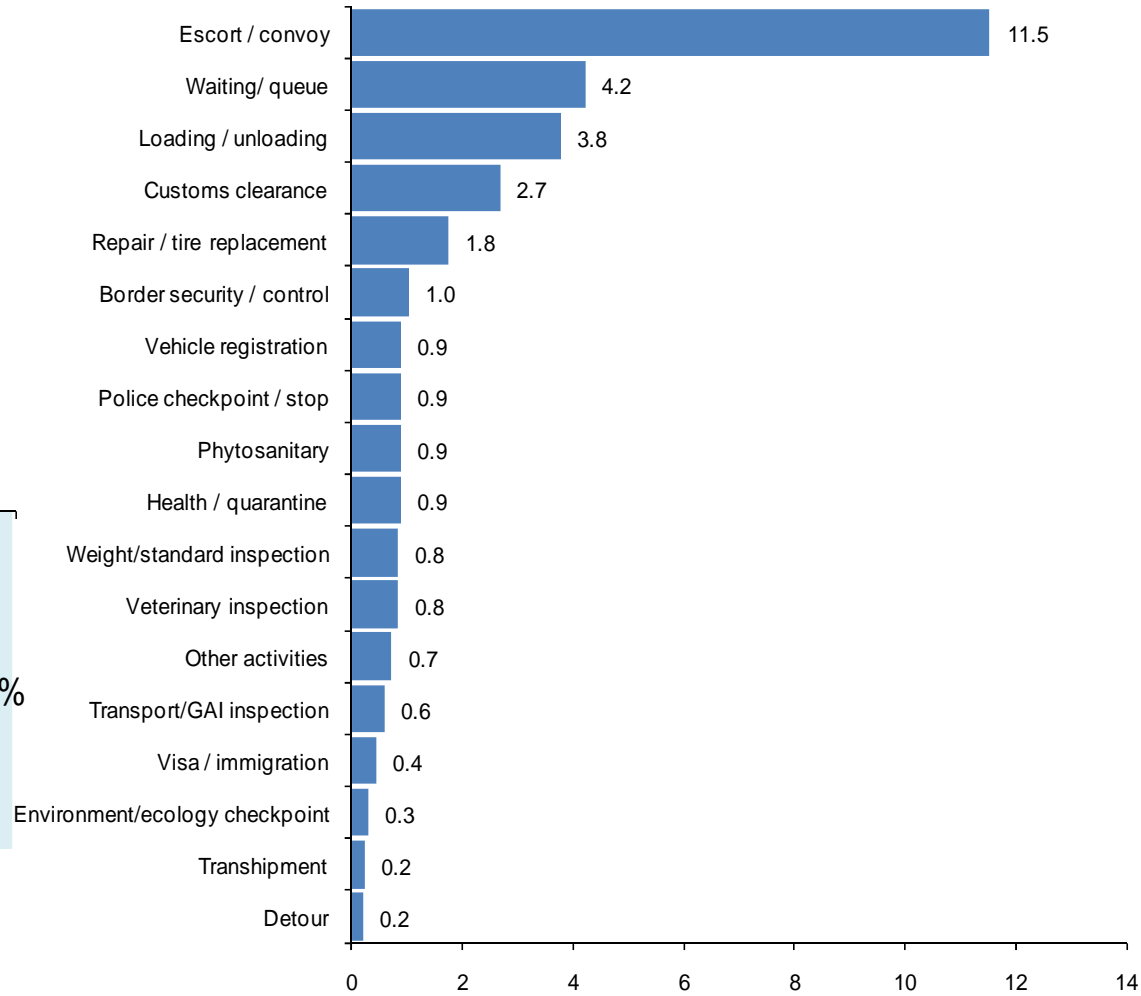


# Time/Speed

Road Speed in kph, delay in %

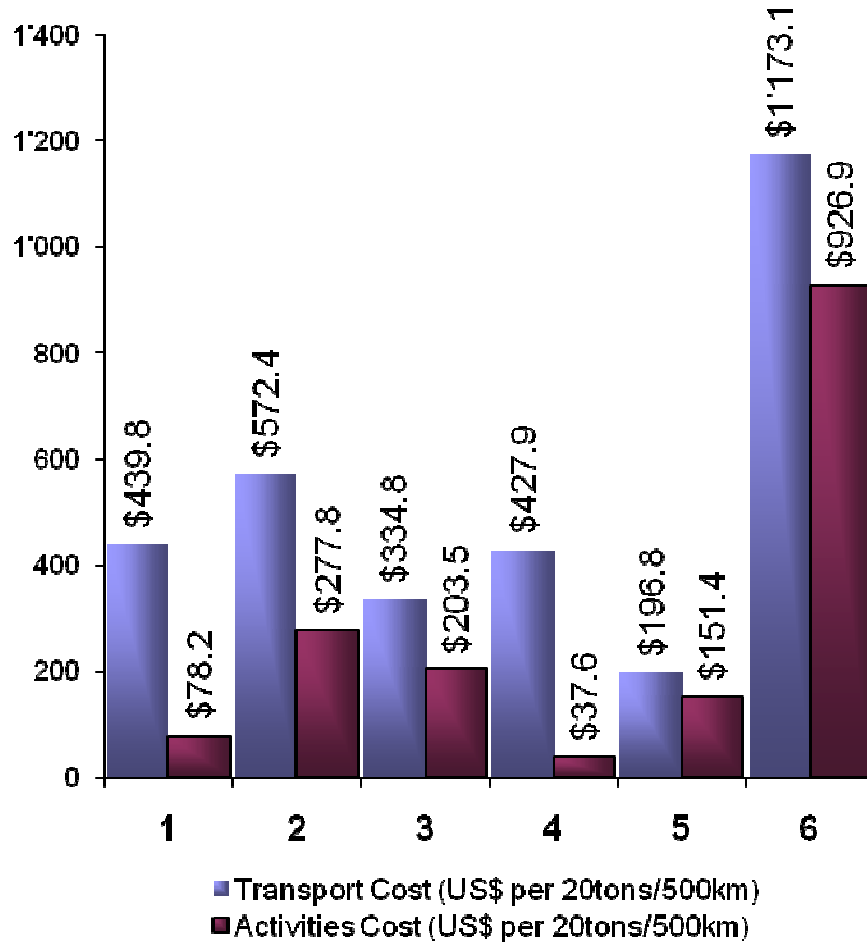


Average duration of road activities (hours per 500 km)

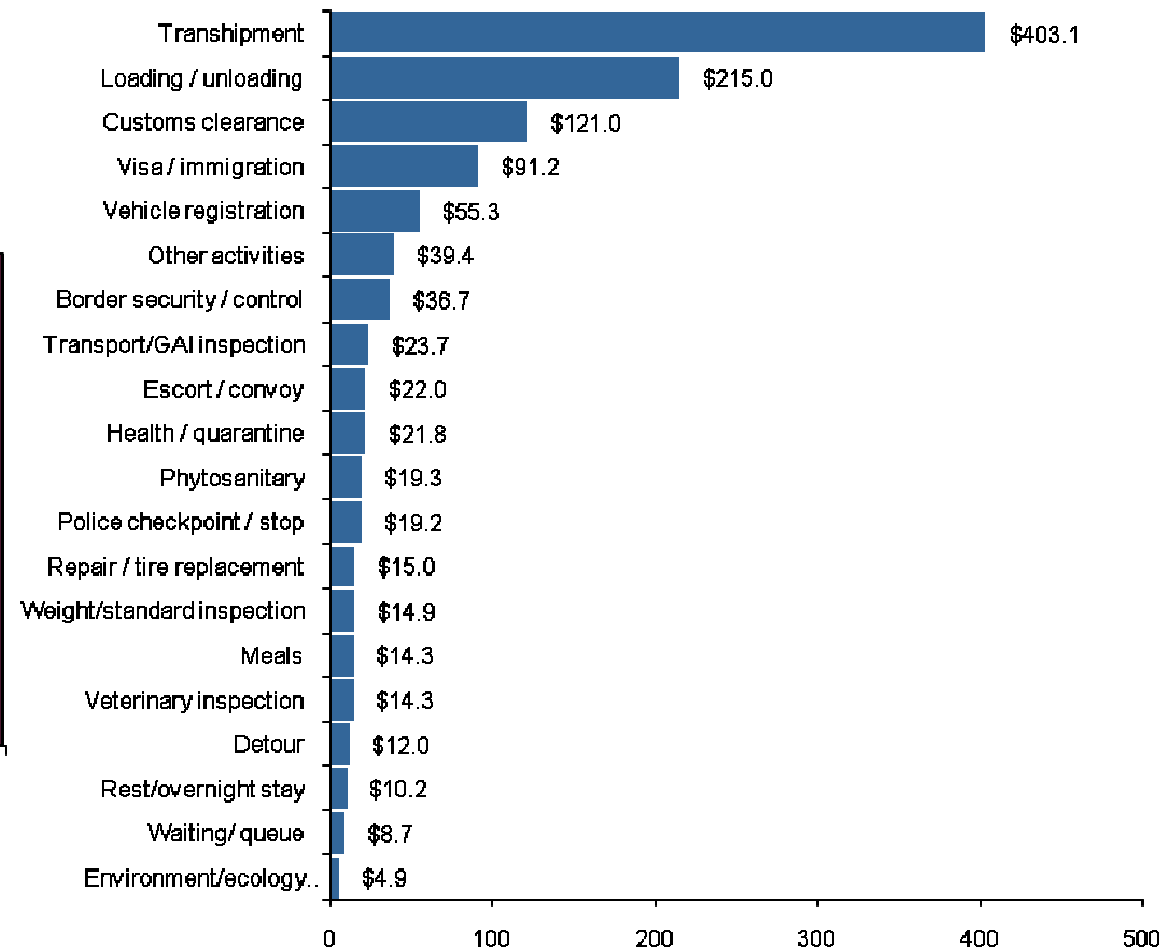


# Road Transport Costs

Cost of cargo transported by road  
(US\$ per 20tons/500km)



Cost of road activities  
(US\$ per 500 km)



# Unofficial Payments

## Unofficial Payments in Road Transport

Activity	Official			Unofficial	
	Stops	Count	Percent	Count	Percent*
Environment/ecology checkpoint	295	94	31.9%	201	68.1%
Transport/GAI inspection	2,998	1,134	37.8%	1,864	62.2%
Police checkpoint / stop	11,202	4,483	40.0%	6,719	60.0%
Border security / control	4,899	2,031	41.5%	2,868	58.5%
Weight/standard inspection	2,343	990	42.3%	1,353	57.7%
Phyto-sanitary	3,900	2,073	53.2%	1,827	46.8%
Customs clearance	6,034	3,250	53.9%	2,784	46.1%
Health / quarantine	3,311	1,853	56.0%	1,458	44.0%
Vehicle registration	2,250	1,318	58.6%	932	41.4%
Veterinary inspection	2,468	1,468	59.5%	1,000	40.5%
Visa / immigration	765	570	74.5%	195	25.5%
Repair / tire replacement	344	279	81.1%	65	18.9%
Escort / convoy	51	45	88.2%	6	11.8%
Loading / unloading	3,716	3,435	92.4%	281	7.6%
Detour	67	65	97.0%	2	3.0%
Waiting/ queue	4,415	4,386	99.3%	29	0.7%
Trans-shipment	56	56	100.0%	0	0.0%

# Border Crossing Points

- BCPs are major bottlenecks
- Border Crossing Point and Single Window Development (Regional Improvement in Border Services – RIBS – Project)
- 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 facilities can reduce delay and cost significantly 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 their single window
- Rich data from CPMM allows CAREC to conduct detailed analysis

# Recommendations

- Improve **INFRASTRUCTURE** and rolling stock/vehicles
- Improve **OPERATIONS** at Border Crossing Points by minimizing or eliminating regulatory barriers and burdensome procedures
- Use **TECHNOLOGY** to make more predictable freight arrival times

# Thank you / Спасибо



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