

Comparative Analysis of CAREC Corridors

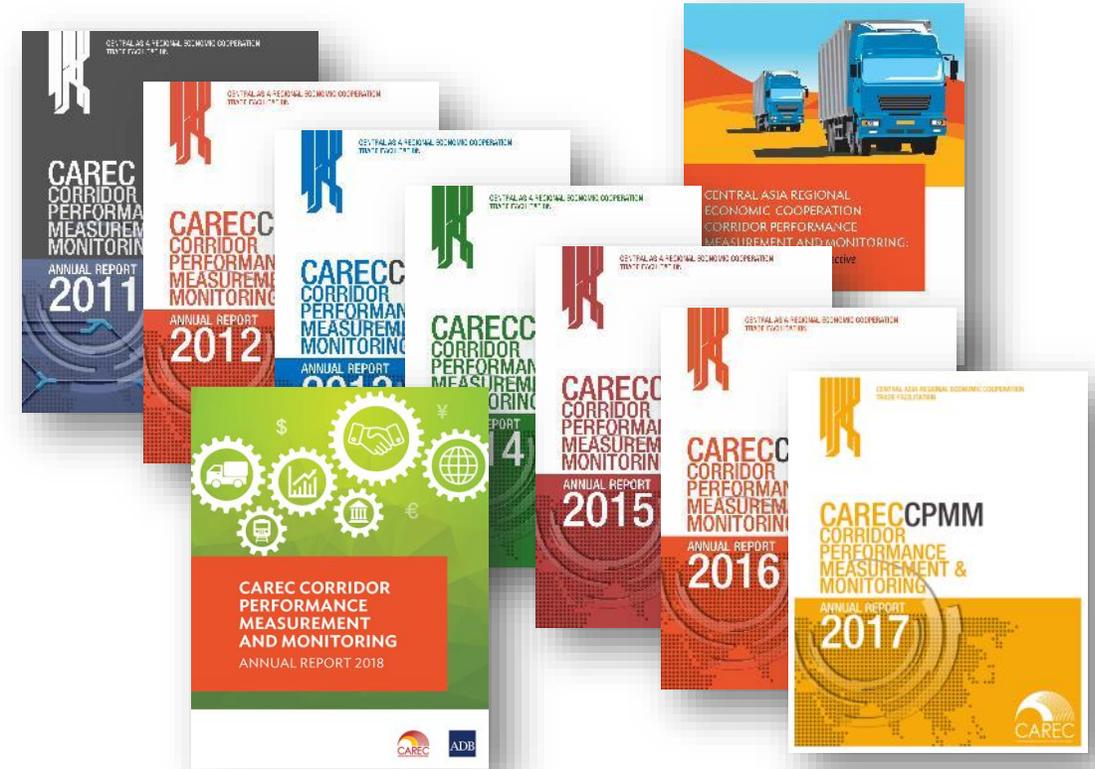
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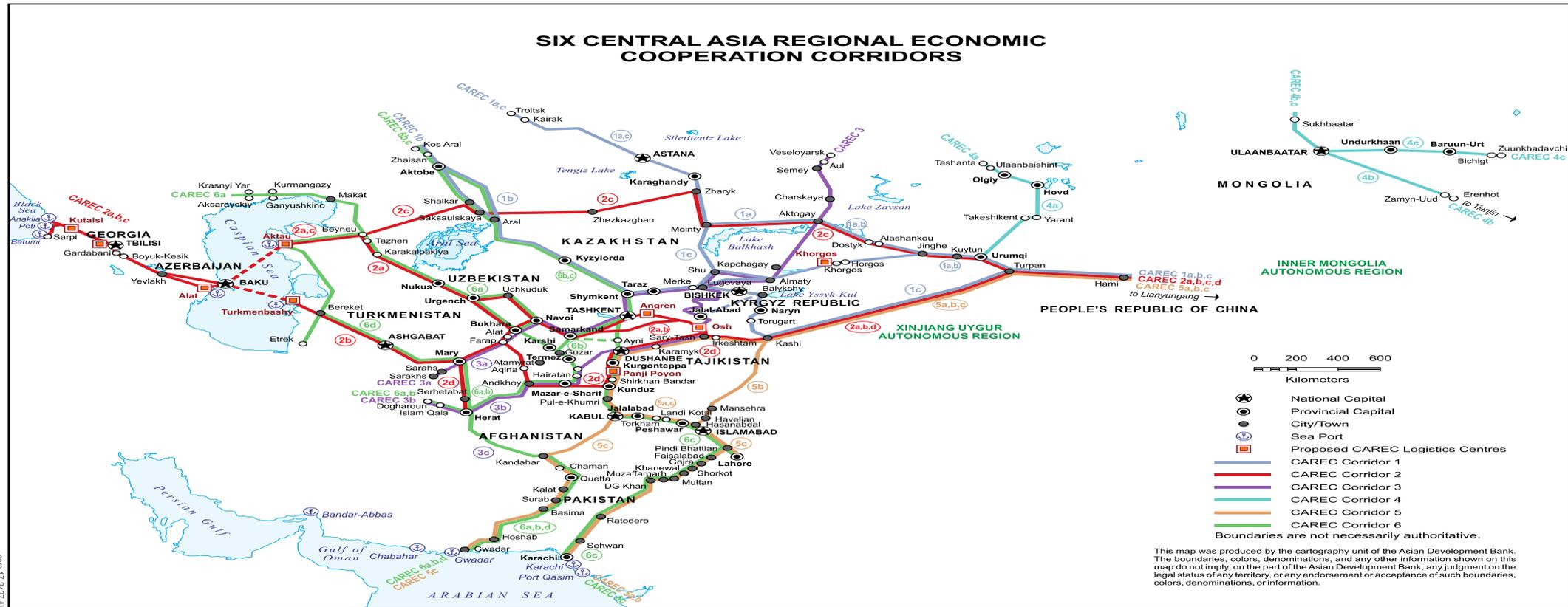
CAREC Corridors Performance Measurement and Monitoring (CPMM)

CPMM is a tool to assess the efficiency of CAREC transport corridors:

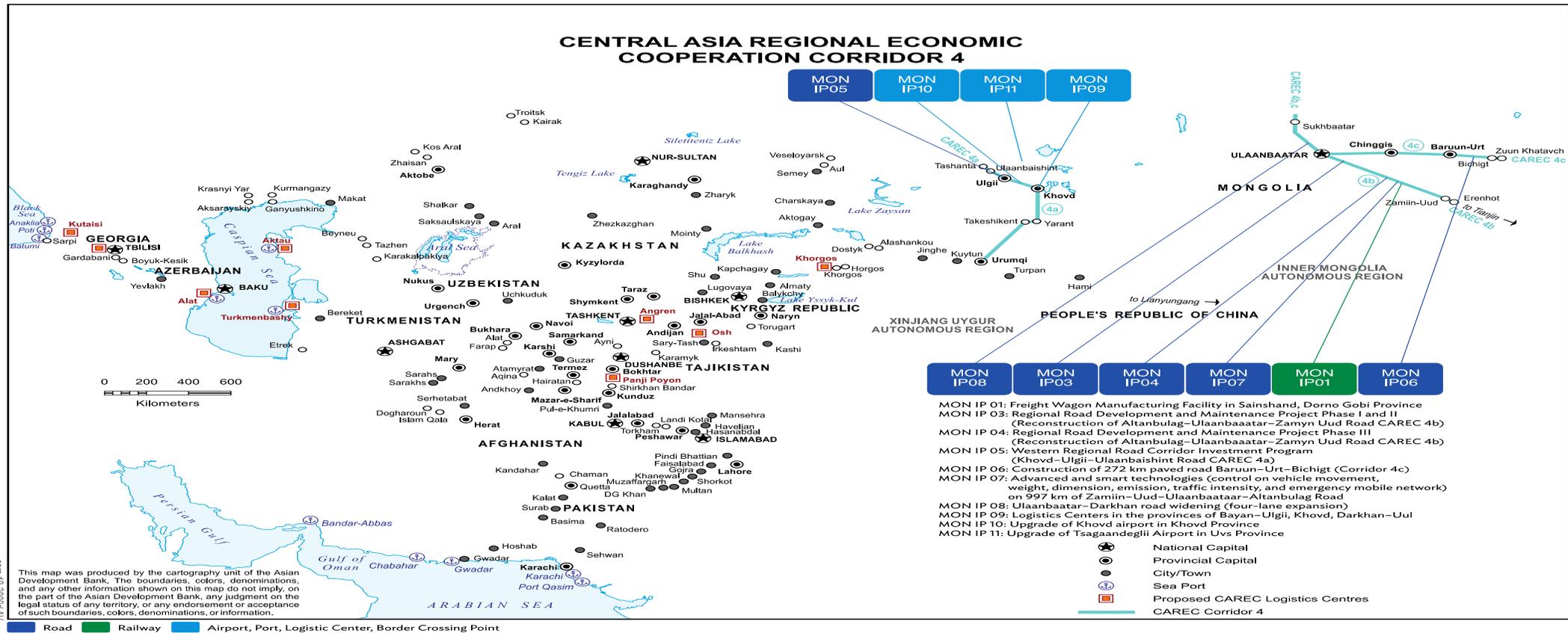
- i. identifies causes of delays and unnecessary costs along the CAREC corridor, including border-crossing points and intermediate stops.
- ii. helps authorities determine where and how to address identified bottlenecks.
- iii. assesses the impact of regional cooperation initiatives.



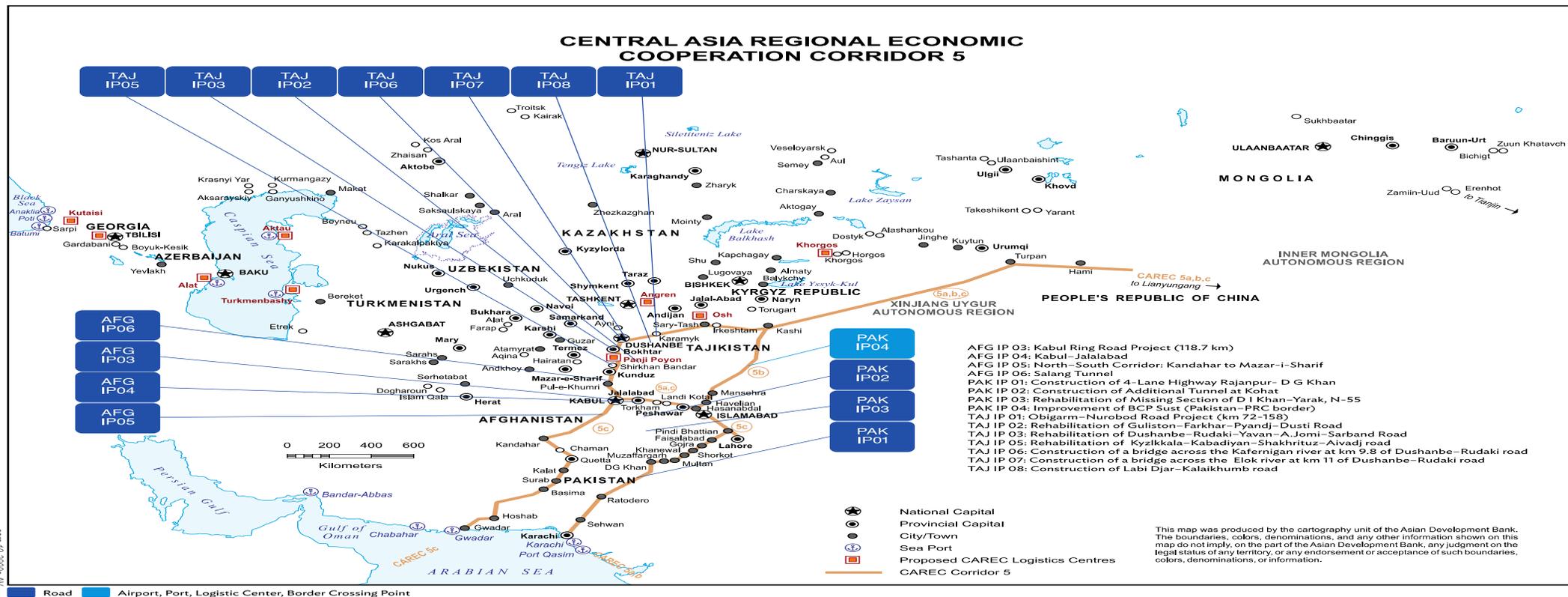
Designated Road Corridors



Corridor 4: Russian Federation-East Asia



Corridor 5: East Asia-Middle East and South Asia



Trade Facilitation Indicators (TFIs)

TFI1

Time taken to clear a BCP
in hours

TFI2

Costs incurred at a BCP
in \$

TF3

Costs incurred while traveling along a
corridor section, *in \$*

TFI4

Speed of travel along a corridor section
(Speed with delay), *in kp/h*

TF1 by Corridors

TFI1

Time taken to clear a border crossing point (hr)

| | Overall | | | | Road | | | | Rail | | | |
|------------|---------|------|-----|-------|-------|------|-----|-------|-------|------|------|-------|
| | Freq | Mean | Med | CV | Freq | Mean | Med | CV | Freq | Mean | Med | CV |
| TFI | 7,260 | 15.8 | 8.1 | 138.7 | 5,435 | 12.2 | 6.0 | 137.1 | 2,016 | 20.6 | 10.5 | 118.5 |

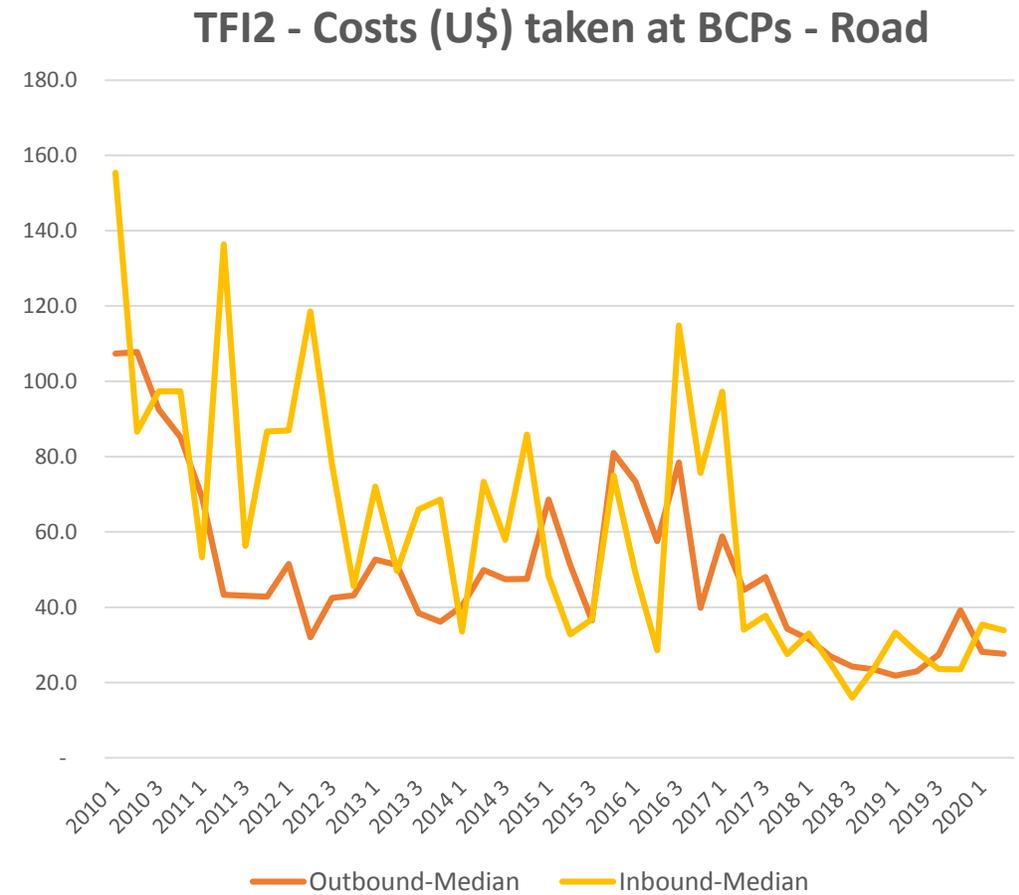
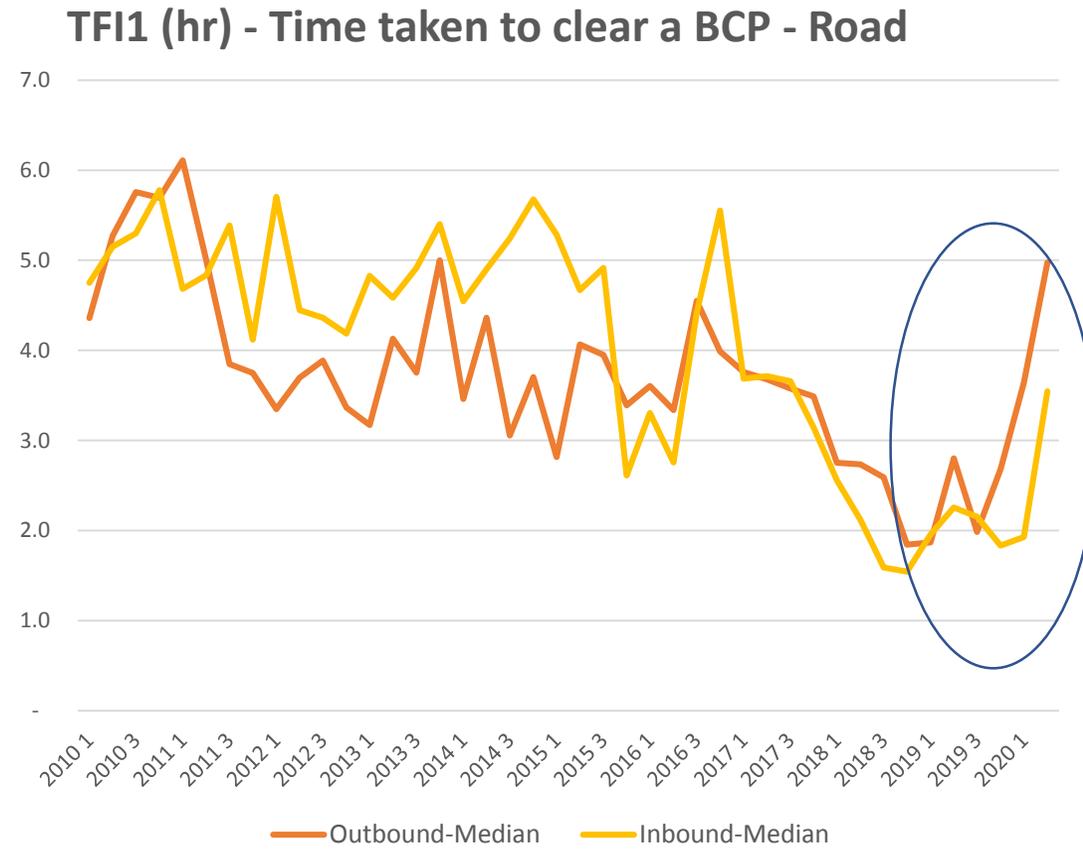
Corridors

| | | | | | | | | | | | | |
|----------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|
| 1 | 1,499 | 22.5 | 15.0 | 117.6 | 371 | 6.9 | 2.3 | 244.0 | 1,128 | 27.6 | 20.0 | 97.8 |
| 2 | 719 | 15.0 | 8.3 | 217.6 | 716 | 7.6 | 7.3 | 128.7 | 1 | 12.0 | 12.0 | |
| 3 | 587 | 4.6 | 2.7 | 92.0 | 486 | 5.2 | 3.4 | 84.1 | 101 | 1.7 | 1.3 | 77.6 |
| 4 | 1,740 | 8.2 | 3.3 | 174.6 | 1,267 | 3.9 | 2.5 | 162.7 | 582 | 15.7 | 10.0 | 122.2 |
| 5 | 1,032 | 28.0 | 24.0 | 76.8 | 1,032 | 28.0 | 24.0 | 76.8 | | | | |
| 6 | 1,683 | 14.6 | 9.8 | 111.8 | 1,563 | 14.0 | 9.6 | 115.4 | 204 | 4.6 | 3.9 | 40.7 |

TF1 – Yearly Trends

| | | Annual | | | | | | | | | |
|-------------|--|--------|-------|-------|-------|-------|-------|-------|------|-------|------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Road | | | | | | | | | | | |
| TFI1 | Time taken to clear a border crossing point (hr) | 6.3 | 6.2 | 8.8 | 5.6 | 9.9 | 9.3 | 11.3 | 16.9 | 12.0 | 12.2 |
| TFI2 | Cost incurred at border crossing clearance (US\$) | 192 | 150 | 145 | 236 | 177 | 149 | 160 | 159 | 155 | 162 |
| TFI3 | Cost incurred to travel a corridor section (per 500km, per 20-ton cargo) | 758 | 1,093 | 1,068 | 1,596 | 1,359 | 1,341 | 1,174 | 947 | 953 | 901 |
| TFI4 | Speed to travel on CAREC Corridors (kph) | 24.4 | 24.2 | 25.9 | 22.3 | 22.9 | 23.2 | 22.3 | 22.2 | 23.4 | 22.6 |
| SWOD | Speed without delay | 41.0 | 43.0 | 39.4 | 37.8 | 42.0 | 40.2 | 41.7 | 45.0 | 46.3 | 43.6 |
| TF3b | Transit Cost (per 500km, per 20-ton cargo) | 650 | 907 | 874 | 1,369 | 1,129 | 1,119 | 884 | 678 | 810 | 840 |
| Rail | | | | | | | | | | | |
| TFI1 | Time taken to clear a border crossing point (hr) | 22.1 | 26.1 | 25.3 | 29.9 | 32.6 | 27.4 | 25.9 | 26.2 | 23.2 | 20.6 |
| TFI2 | Cost incurred at border crossing clearance (US\$) | 160 | 265 | 280 | 229 | 148 | 208 | 215 | 202 | 196 | 198 |
| TFI3 | Cost incurred to travel a corridor section (per 500km, per 20-ton cargo) | 464 | 344 | 468 | 911 | 1,364 | 1,250 | 966 | 976 | 970 | 820 |
| TFI4 | Speed to travel on CAREC Corridors (kph) | 22.3 | 14.6 | 14.8 | 13.3 | 11.4 | 14.0 | 14.3 | 14.8 | 15.9 | 19.0 |
| SWOD | Speed without delay | 27.2 | 30.1 | 34.4 | 31.7 | 32.2 | 38.3 | 38.6 | 37.6 | 35.4 | 45.0 |
| TF3b | Transit Cost (per 500km, per 20-ton cargo) | 441 | 309 | 419 | 809 | 1,136 | 1,050 | 798 | 849 | 1,010 | 832 |

The time and costs taken at borders of CAREC countries have declined over time



Unofficial Payments

Unofficial Payments (All stops: BCPs and nBCPs)

| Road | Count | | | | | | | Size (Average), in US\$ | | | | | | |
|--------------------------------|---------|-----------|-----|-----|---|-----|-----|-------------------------|-----------|----|---|-----|-----|----|
| | Overall | Corridors | | | | | | Overall | Corridors | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | | 1 | 2 | 3 | 4 | 5 | 6 |
| i Border Security / Control | 163 | - | 163 | - | - | - | - | 4 | - | 4 | - | - | - | - |
| ii Customs Controls | 1,135 | 2 | 39 | - | 1 | 934 | 159 | 92 | 2 | 54 | - | 1 | 105 | 29 |
| iii Commercial Inspection | 8 | - | - | - | - | 8 | - | 18 | - | - | - | - | 18 | - |
| iv Health / Quarantine | 345 | 1 | 51 | 79 | - | - | 214 | 4 | 8 | 3 | 4 | - | - | 4 |
| v Phytosanitary | 347 | 1 | 49 | 79 | - | - | 218 | 5 | 6 | 3 | 7 | - | - | 5 |
| vi Veterinary Inspection | 29 | - | 5 | 24 | - | - | - | 2 | - | 3 | 2 | - | - | - |
| vii Visa / Immigration | 149 | - | 86 | 63 | - | - | - | 3 | - | 4 | 2 | - | - | - |
| viii Transit Conformity | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| ix GAI/Traffic Inspection | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| x Police Checkpoint / Stop | 2 | - | 2 | - | - | - | - | 2 | - | 2 | - | - | - | - |
| xi Transport Inspection | 466 | 1 | 170 | 77 | - | - | 218 | 5 | 6 | 4 | 6 | - | - | 6 |
| xii Weight/Standard Inspection | 495 | 1 | 193 | 76 | - | - | 225 | 5 | 10 | 4 | 5 | - | - | 6 |
| xiii Vehicle Registration | 486 | 1 | 174 | 100 | - | - | 211 | 4 | 3 | 4 | 4 | - | - | 5 |
| xiv Emergency Repair | 10 | - | 9 | - | - | 1 | - | 4 | - | 3 | - | - | 10 | - |
| xv Escort / Convoy | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| xvi Loading / Unloading | 4 | 1 | - | - | 1 | - | 2 | 10 | 20 | - | - | 0 | - | 9 |
| xvii Road / Bridge Toll | 172 | - | 171 | - | 1 | - | - | 5 | - | 3 | - | 400 | - | - |
| xviii Waiting/ Queue | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Country Specific TFIs

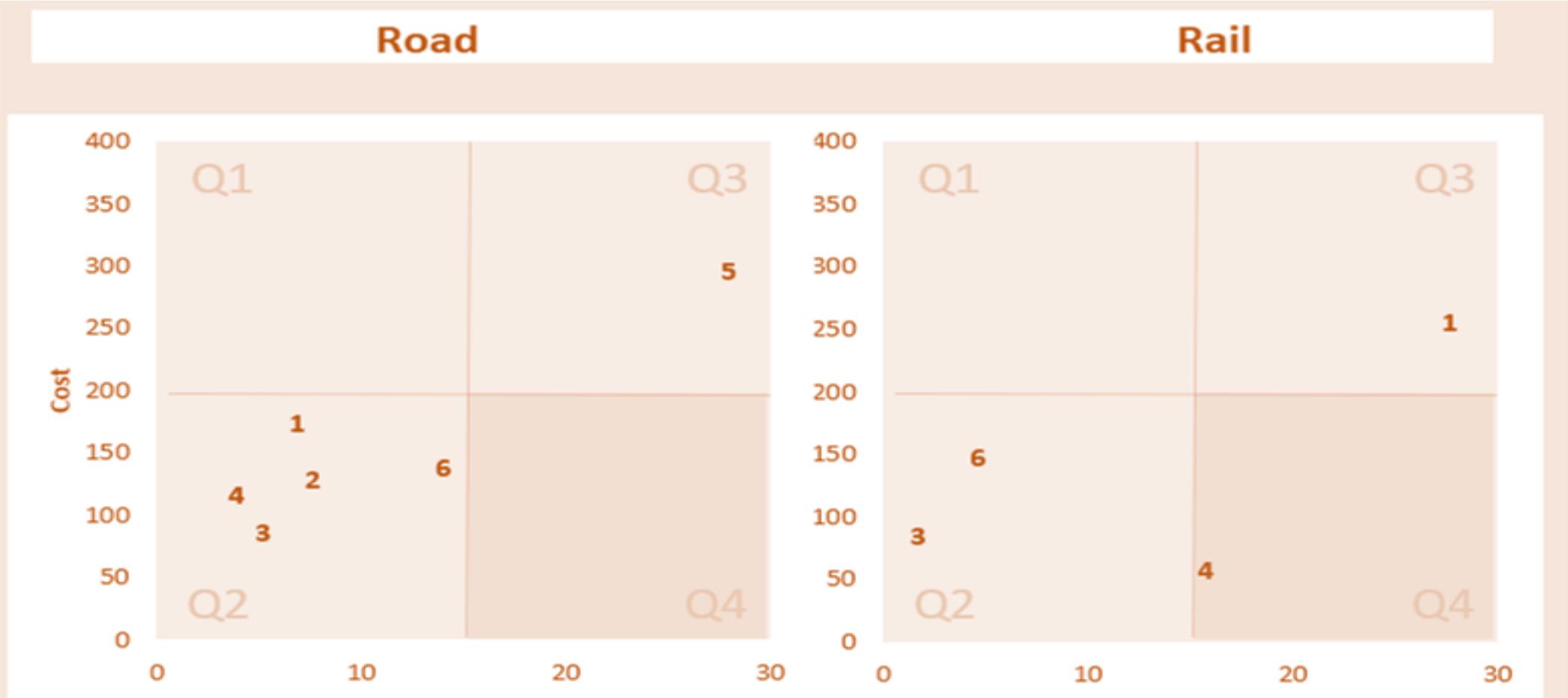
QUICK CHARTS

Choose a country:

Uzbekistan

| Country | UZB | Annual Indicators | | | | | | | | | | Threshold (%) | |
|-----------------------|--|-------------------|------|------|------|------|------|------|------|------|------|---------------|---|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | YoY change | |
| Road Transport | | | | | | | | | | | | | |
| TFI1 | Time taken to clear a border-crossing point (hour) | 6.4 | 6.9 | 11.0 | 7.2 | 5.9 | 5.9 | 5.9 | 5.8 | 8.5 | 7.8 | (8.6) | ● |
| | <i>Outbound</i> | 6.8 | 6.7 | 12.3 | 8.2 | 6.0 | 5.9 | 5.9 | 5.6 | 8.5 | 7.8 | | |
| | <i>Inbound</i> | 5.6 | 7.3 | 9.4 | 5.6 | 5.7 | 5.8 | 6.0 | 6.1 | 8.5 | 7.7 | | |
| TFI2 | Cost incurred at border-crossing clearance (\$) | 151 | 160 | 243 | 51 | 78 | 89 | 99 | 88 | 73 | 87 | 20.1 | ● |
| | <i>Outbound</i> | 101 | 121 | 132 | 38 | 74 | 81 | 91 | 80 | 66 | 92 | | |
| | <i>Inbound</i> | 182 | 196 | 342 | 56 | 81 | 96 | 108 | 96 | 80 | 83 | | |
| TFI3 | Cost incurred to travel a corridor section (\$, per 500km, per 20-ton cargo) | 337 | 424 | 468 | 447 | 508 | 445 | 426 | 423 | 477 | 600 | 26 | ● |
| TFI4 | Speed to travel on CAREC Corridors (kmph) | 28.5 | 27.6 | 28.8 | 28.5 | 29.4 | 29.4 | 28.5 | 28.0 | 28.5 | 28.6 | 0.1 | ● |
| SWOD | Speed without Delay (kmph) | 46.8 | 46.2 | 39.5 | 50.4 | 50.6 | 49.3 | 47.6 | 46.8 | 50.8 | 49.6 | (2.3) | ● |

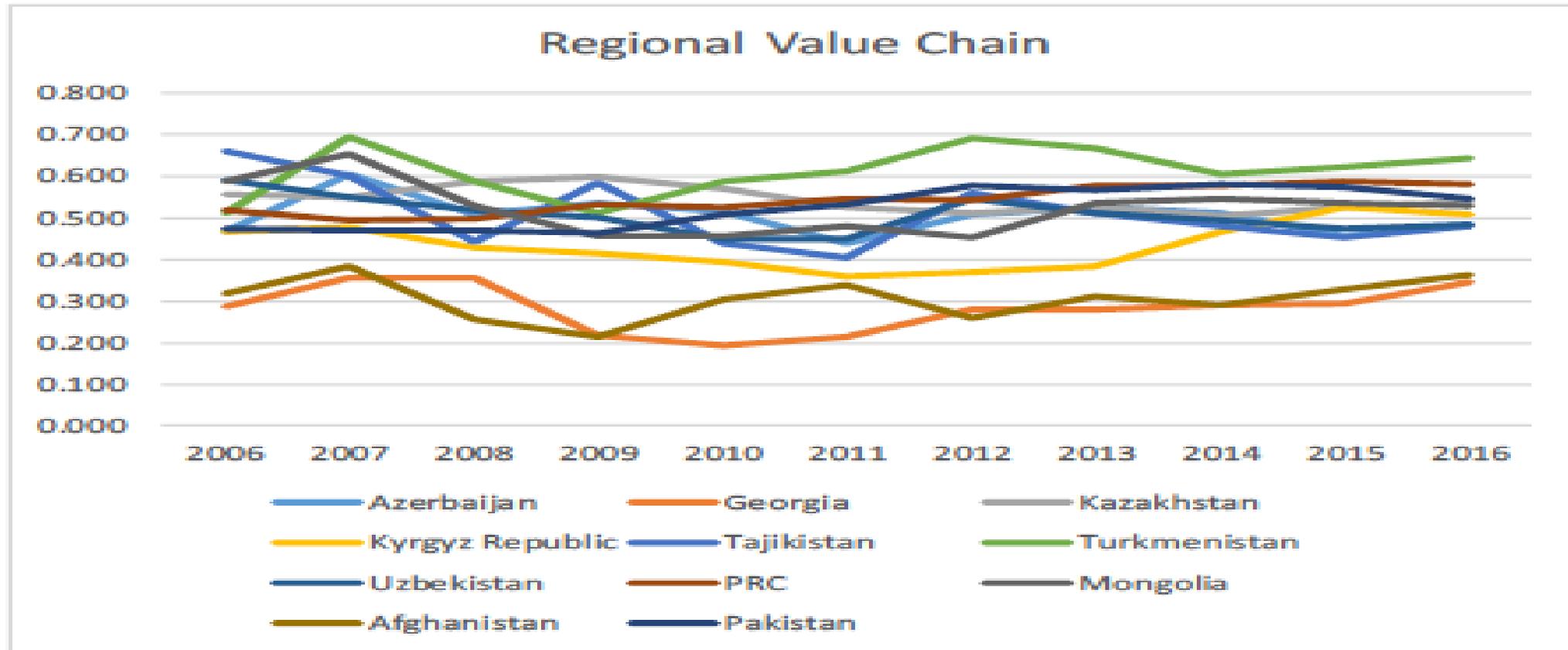
Time and Cost Comparisons



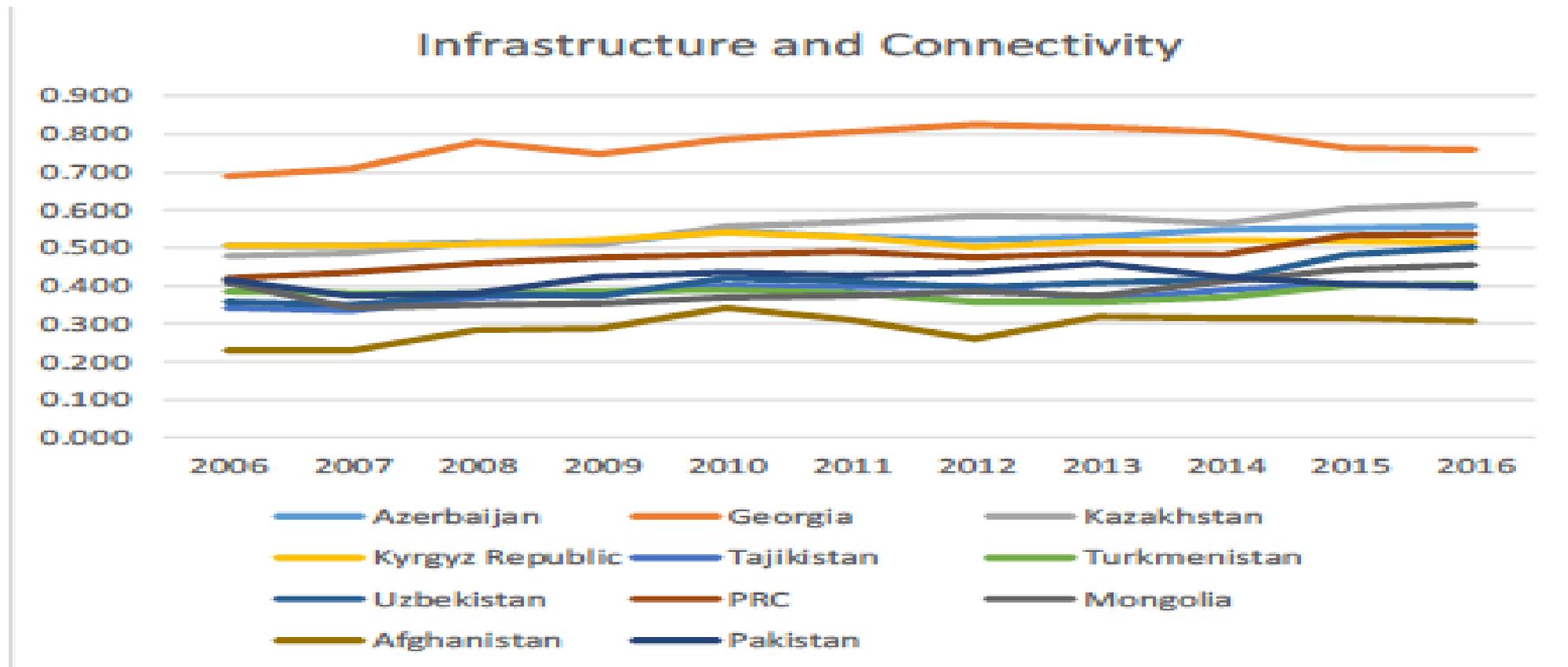
CAREC Regional Integration Index

- Asia Pacific Regional Integration Index (APRII, Huh and Park 2017)
- CRII, Six indicator and 26 sub-dimensions
 - Trade and investment
 - Money and finance
 - **Regional value chains**
 - **Infrastructure and connectivity**
 - Free movement of people, and
 - Institutional and social integration

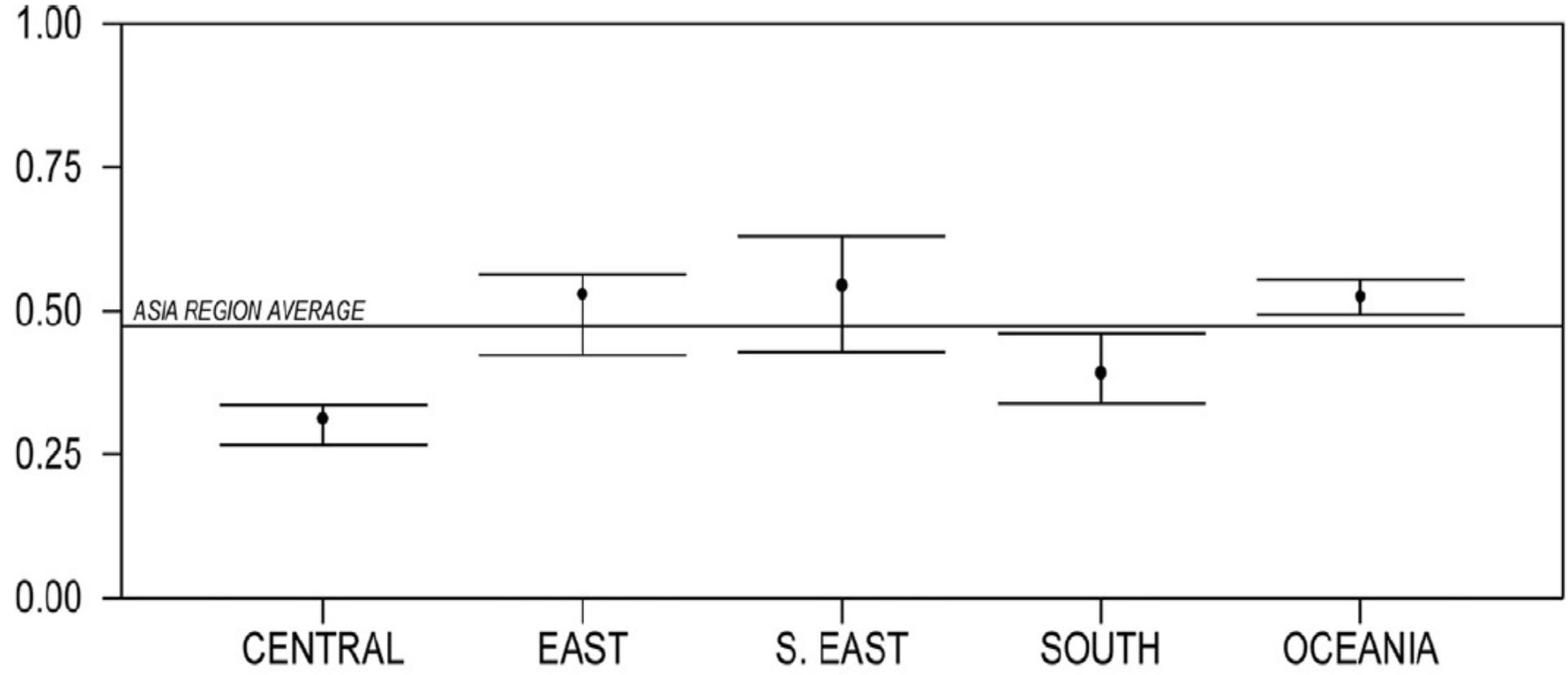
Country Performances on CRII Dimensions-III



Country Performances on CRII Dimensions-IV



ARCI values for selected subregions in Asia



Conclusion

- CAREC's integration score comparison with the rest of the world is not telling. Role of CAREC's network is important to see CAREC's integration with rest of the regional and global value chains.
- Well coordinated logistics platforms for regional and global value chains.
- Faster and efficient multimodal transport facilities at different nodes.
- Reducing border time and cost.

Thanks. Looking forward to having any questions