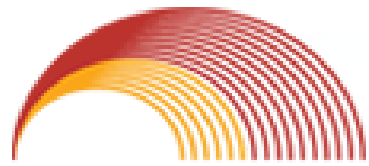


PUTTING CHINA-EUROPE ON RAIL

Contact Group FIATA/UIC on Rail Transport
2nd Meeting ● Shenzhen, PRC ● 12-13 May 2016



CAREC

CPMM

**Corridor Performance
Measurement and Monitoring**

Monitoring of CAREC corridors – lessons
for cross-border transport improvement

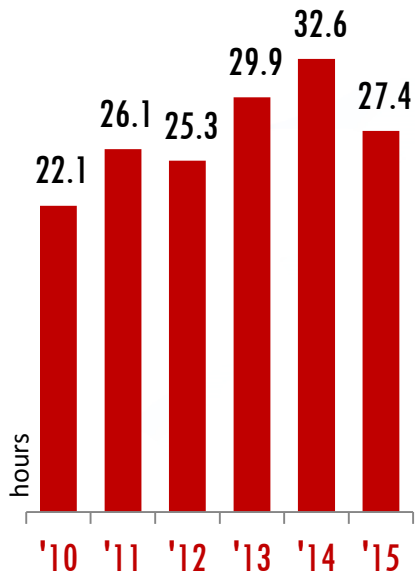
<http://carecprogram.org/>



ADB

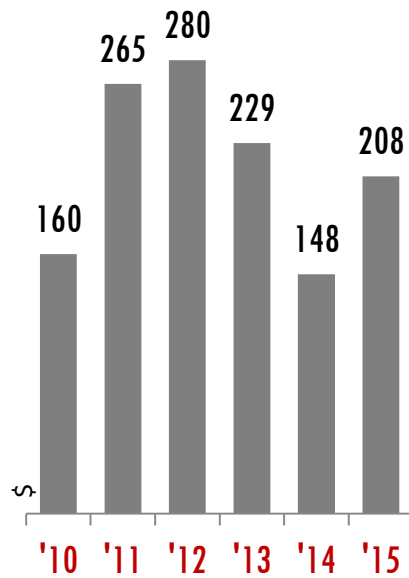
TFI Trends 2010-2015

Rail Transport



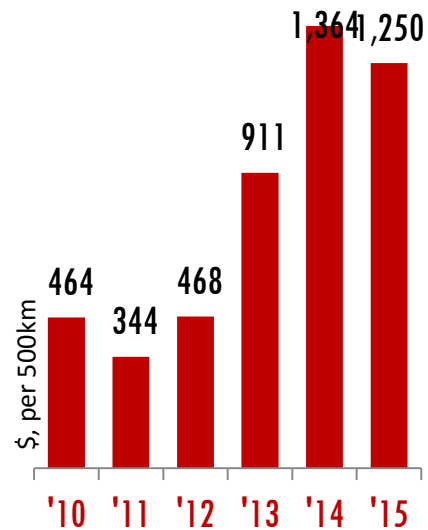
TFI1

Time to Clear a BCP



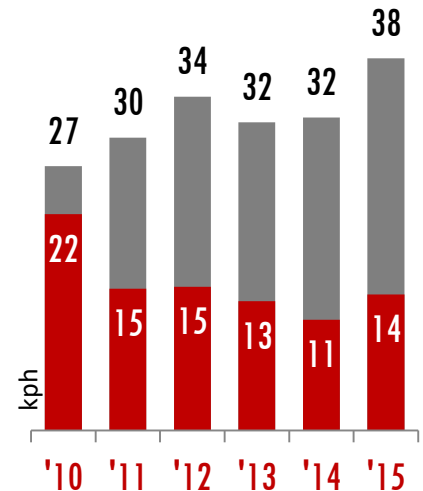
TFI2

Cost Incurred at BCP



TFI3

Cost Incurred to Travel a
Corridor Section

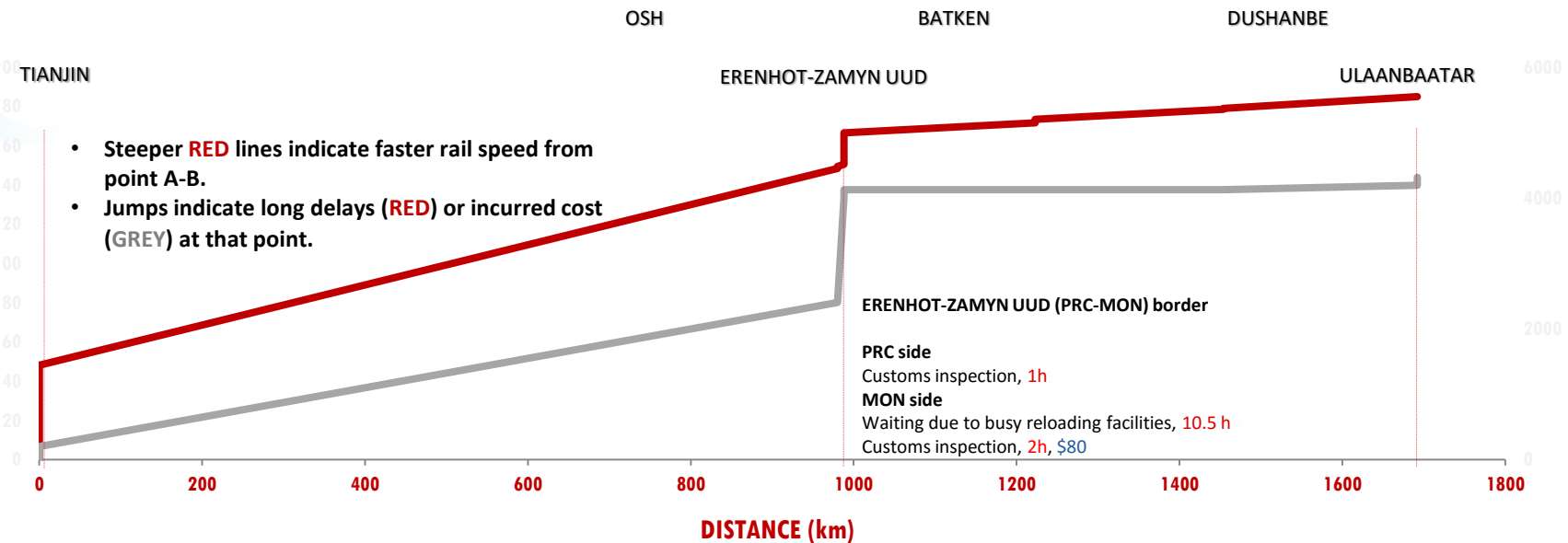
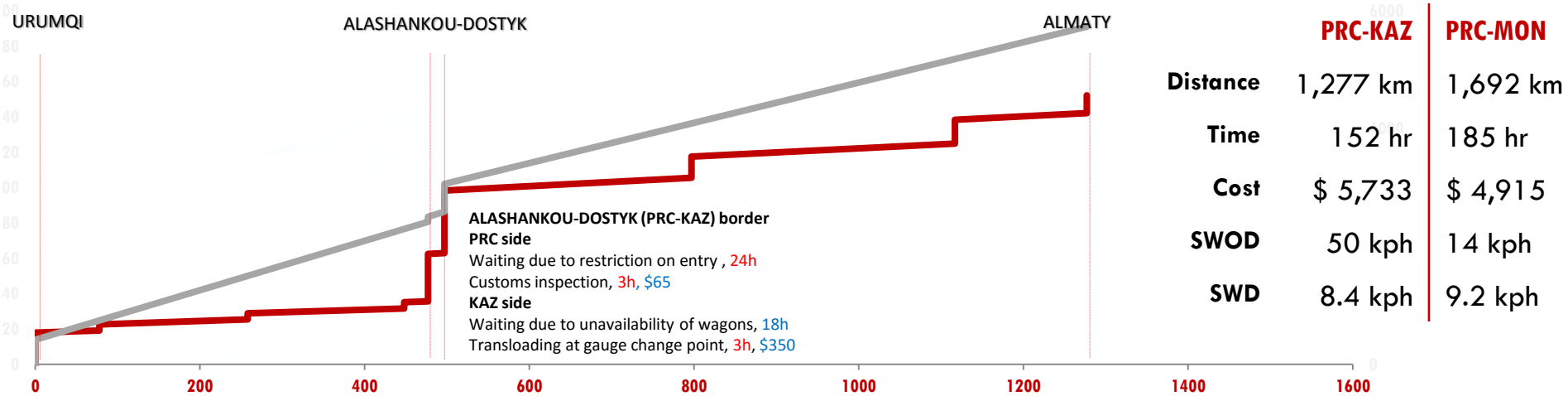


TFI4

Speed to Travel on CAREC
Corridors (SWD)

Time/Cost-Distance (TCD) Methodology

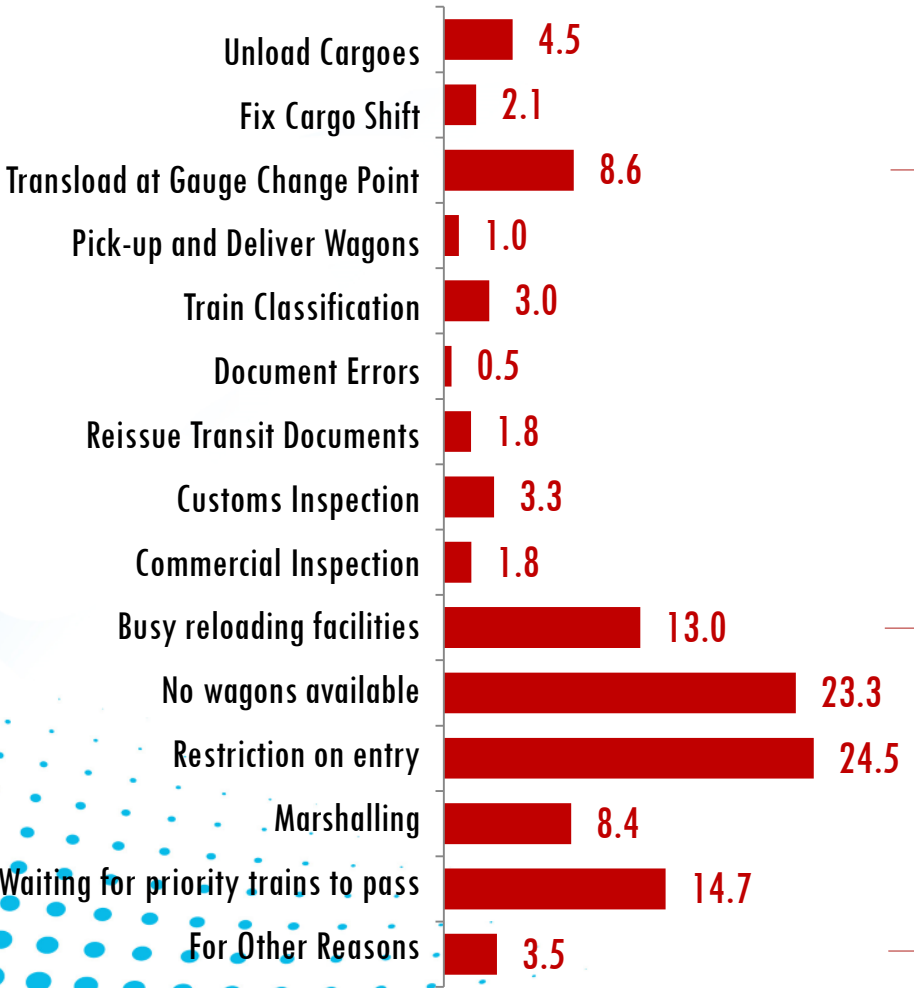
Sample TCD: Urumqi (PRC)-Almaty (KAZ) (above), Tianjin (PRC)-Ulaanbaatar (MON) (below)



Delays at the border, rail

Average duration of delays at BCPs

2015, rail transport, in hours



Aside from waiting in queue, delays due to **transloading at the break in gauge** are commonly encountered at BCPs during inbound border crossing.

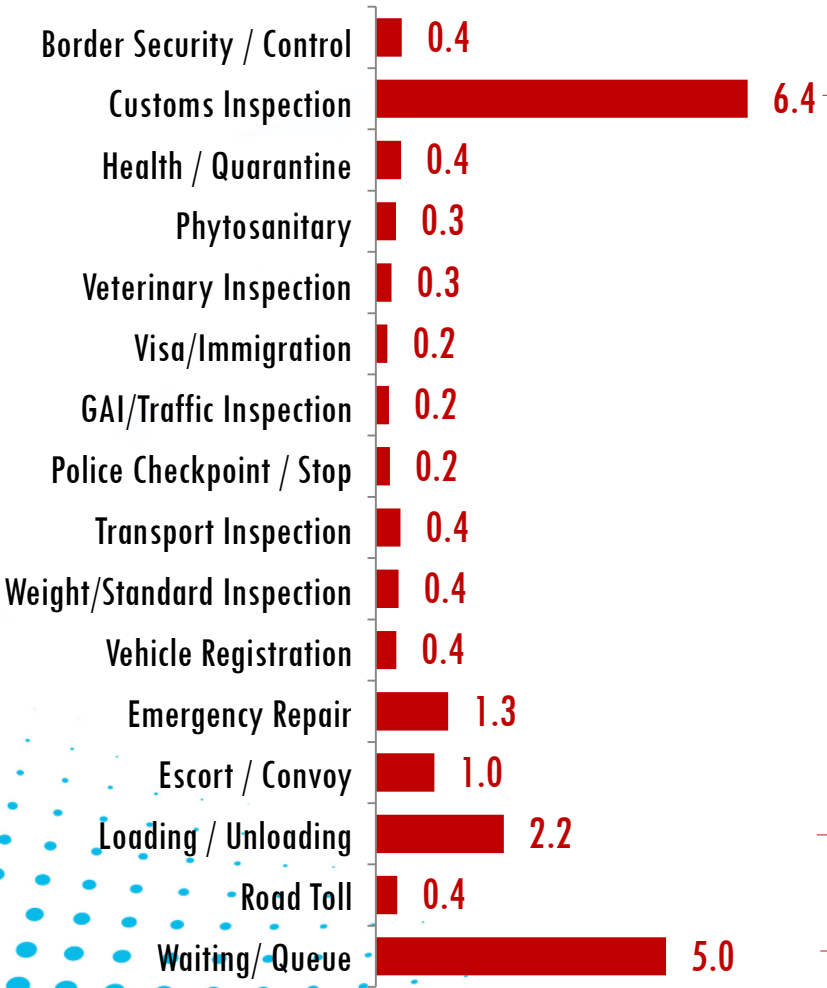
- Erenhot (PRC), 33.6 hrs
- Dostyk (KAZ), 4.8 hrs
- Zamyn-Uud (MON), 1.3 hrs

Waiting in queue for rail transport is divided into several categories. In 2015, trains are delayed due to restriction on entry (24.5 hours) and unavailability of wagons (23.3 hours).

Delays at the border, automotive

Average duration of delays at BCPs

2015, Road transport, in hours



Among activities with high duration, **customs inspection** stands out. In 2015, the average delay for customs inspection rose to 6.4 due to lengthy procedures at PAK-AFG BCPs for northbound shipments.

Waiting in queues and loading/unloading are very time-consuming, and are frequently experienced during shipments, specifically in these BCPs, when entering neighboring countries

- Peshawar (PAK), 12 hrs
- Chaman (PAK), 12 hrs
- Irkeshtan (PRC), 14 hrs

East-West Traffic (originating in PRC)

Rail

| | | Alataw Shankou | | Dostyk | | Total | |
|--|------|----------------|--------|---------|------|-------|------|
| | | Time* | Cost** | Time | Cost | Time | Cost |
| Containerized, 40 ft., Express | 2015 | n.a | n.a | 46.0 | 293 | 46.0 | 293 |
| | 2014 | n.a | n.a | 44.3 | 122 | 44.3 | 122 |
| Containerized, 40 ft., conventional | | 33.6 | 113 | 45.4 | 404 | 79.0 | 517 |
| | | 42.0 | 138 | 60.4 | 232 | 102.4 | 370 |
| Bulk chemicals | | 64.3 | 199 | 83.8 | 359 | 148.1 | 558 |
| | | 94.0 | 246 | 102.0 | 215 | 196 | 461 |
| Industrial materials | | 30.0 | 84 | 41.0 | 395 | 71.0 | 479 |
| | | 45.8 | 149 | 67.0 | 246 | 112.8 | 395 |
| | | Korgas | | Khorgos | | Total | |
| Road | 2015 | 10.6 | 633 | 5.8 | 332 | 16.4 | 965 |
| | 2014 | 19.3 | 644 | 6.8 | 308 | 26.1 | 952 |

* Average time, in hours, all activities, ** Average cost, in USD equivalent, all activities

Looking Ahead

Fine-tuning CPMM

- Expanding coverage of railway movements
- Examining how best to measure and monitor performance of trade logistics services
- Encouraging broader, more intensive use of CPMM data

Reducing Delays at BCPs

Improving Corridor Accessibility

<http://cfcfa.net/cpmm/annual-and-quarterly-reports-cpmm>