

CPMM Briefing

Corridor Performance Measurement and Monitoring

22 February 2011

Chongqing, People Republic of China

Contents

- 1 Annual Results 2009 to 2010
- 2 CPMM 2011 (New Methodology)
- 3 Work Cycles
- 4 Questions and Answers

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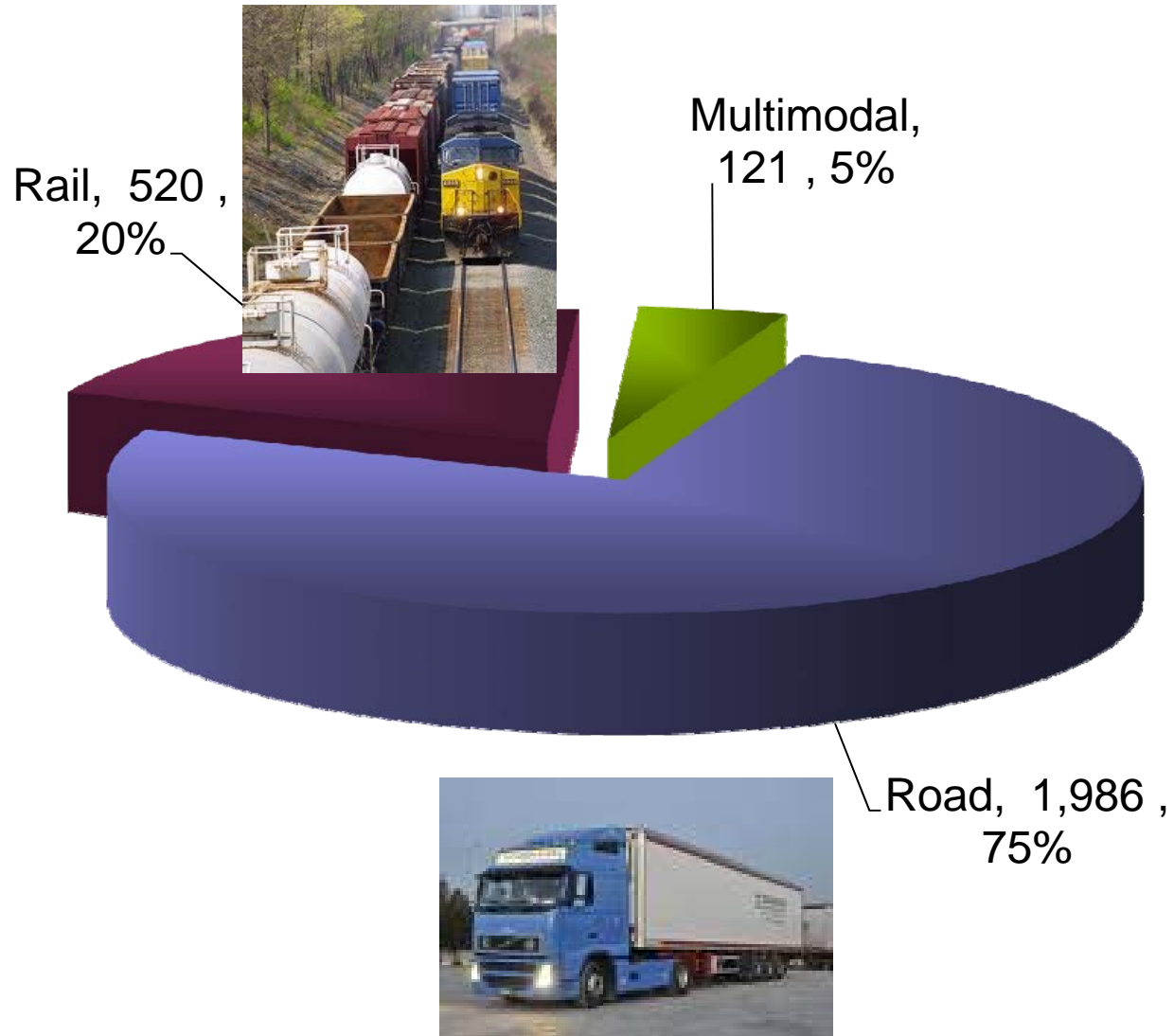
CPMM Partners

Country	Association(s)
Afghanistan	AAFFCO
Azerbaijan	ABADA
Kazakhstan	KFFA / KAZATO
Kyrgyz Republic	FOA, ASMAP, FFA
Mongolia	MNCCI / NTTFC
	NARTAM
PRC	CIFA
	IMLA
	XULA
Tajikistan	ABBAT
Uzbekistan	AIRCUZ, ABDL

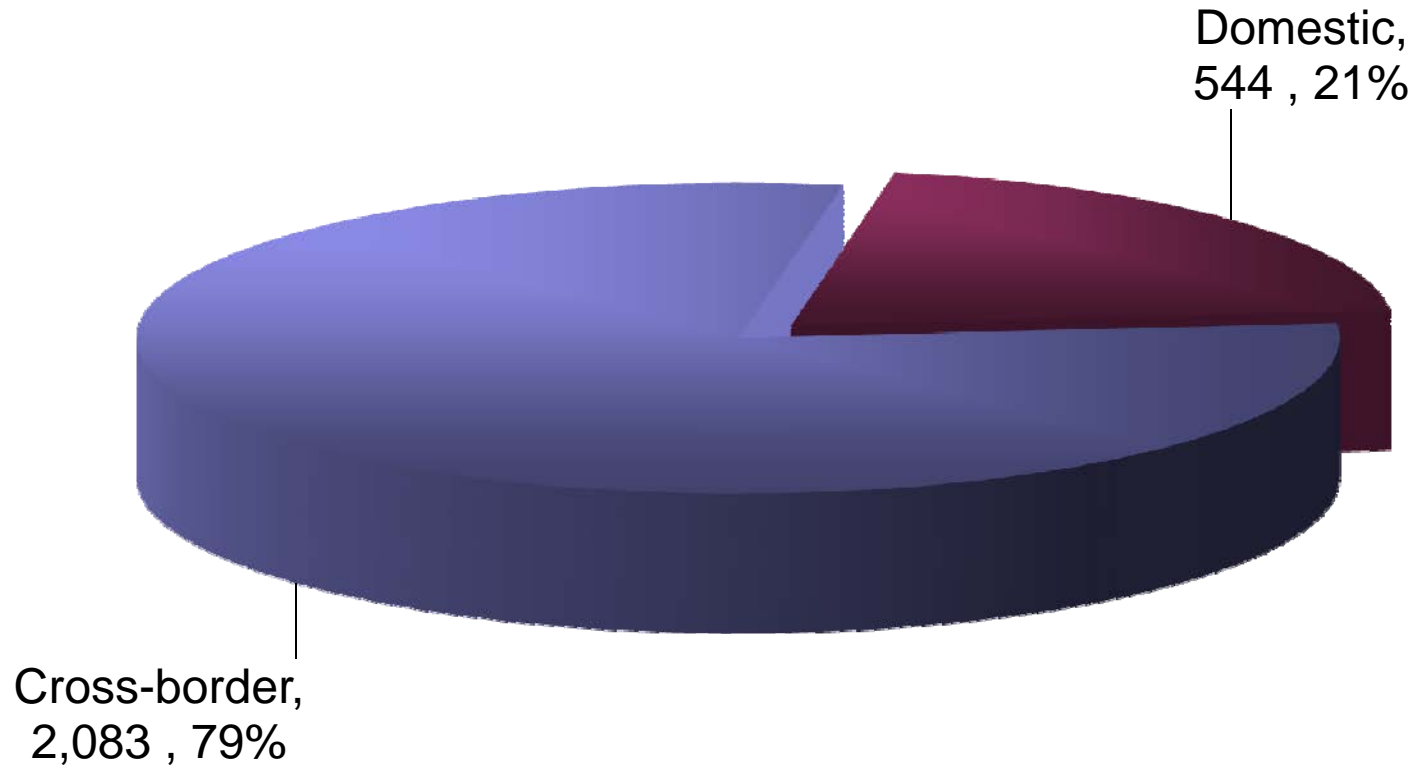
Submission of CPMM Data

COUNTRY	Name of Association	2009										2010			Total
		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
Afghanistan	AAFFCO		6	30	30	30	30	30	30	30	30	30	30	306	
Azerbaijan	ABADA		6		9			10			2	5	8	40	
Kazakhstan	KFFA	15	20	30	30	30	20	30	30	30	30	30	30	325	
Kyrgyz Republic	FOA	13			18	8	2	30				9	15	95	
	ASMAP												21	21	
Mongolia	MNCCI / NTTFC	30	33	30	30	30	30	30	30	30	30	30	30	363	
	NARTAM		10	10		15	15	22	27	30	20	20	30	199	
PRC	CIFA	3	3	27	30	30	30	10	30	30	10	30	30	263	
	IMAR	17			6	5	5				30	30	30	123	
	XUAR / XULA / CFXU	5		15									2	22	
Tajikistan	ABBAT		4	20	30	20	30	30	30	15	30	30	30	269	
Uzbekistan	AIRCUZ	30	30	30	30	30	30	30	30	30	30	30	30	360	
	ADBL			20	30	11		30	30	30	30	30	30	241	
TOTAL		113	112	212	243	209	192	252	237	225	242	274	316	2627	

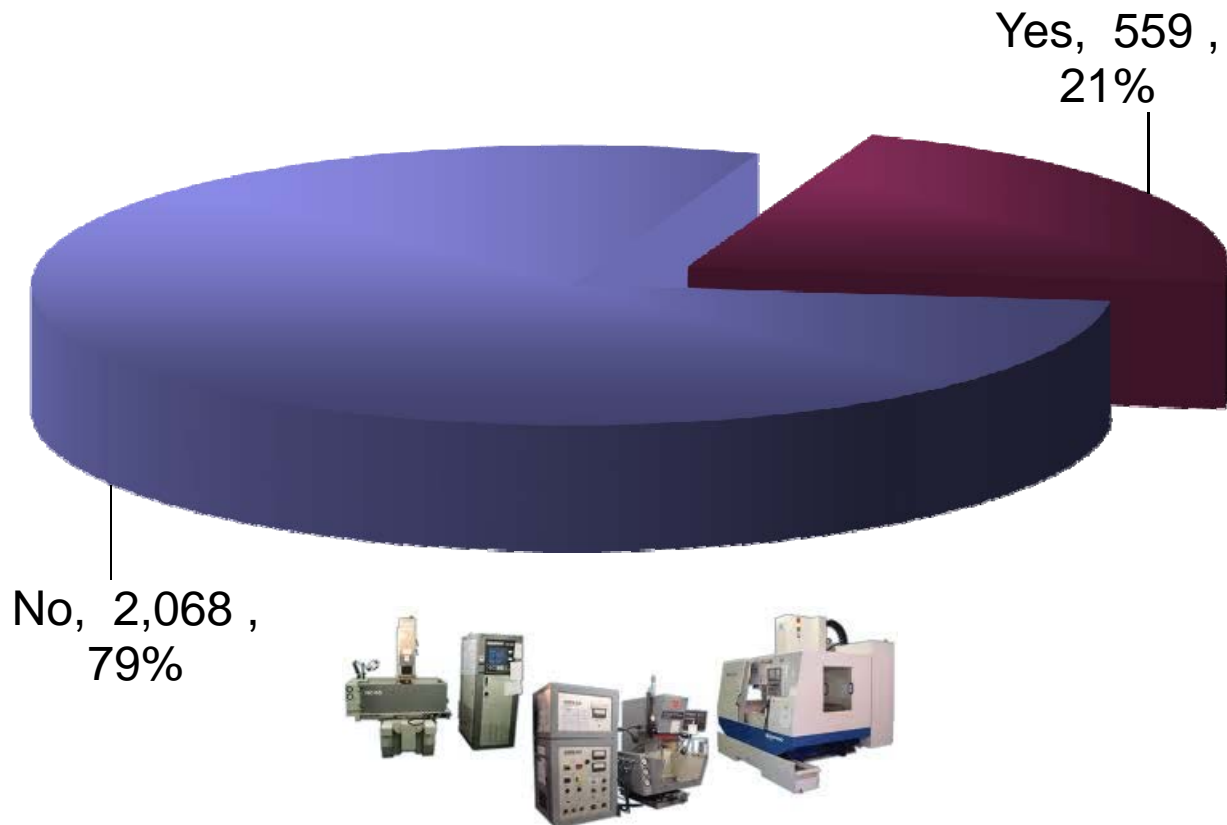
Modes of Transport



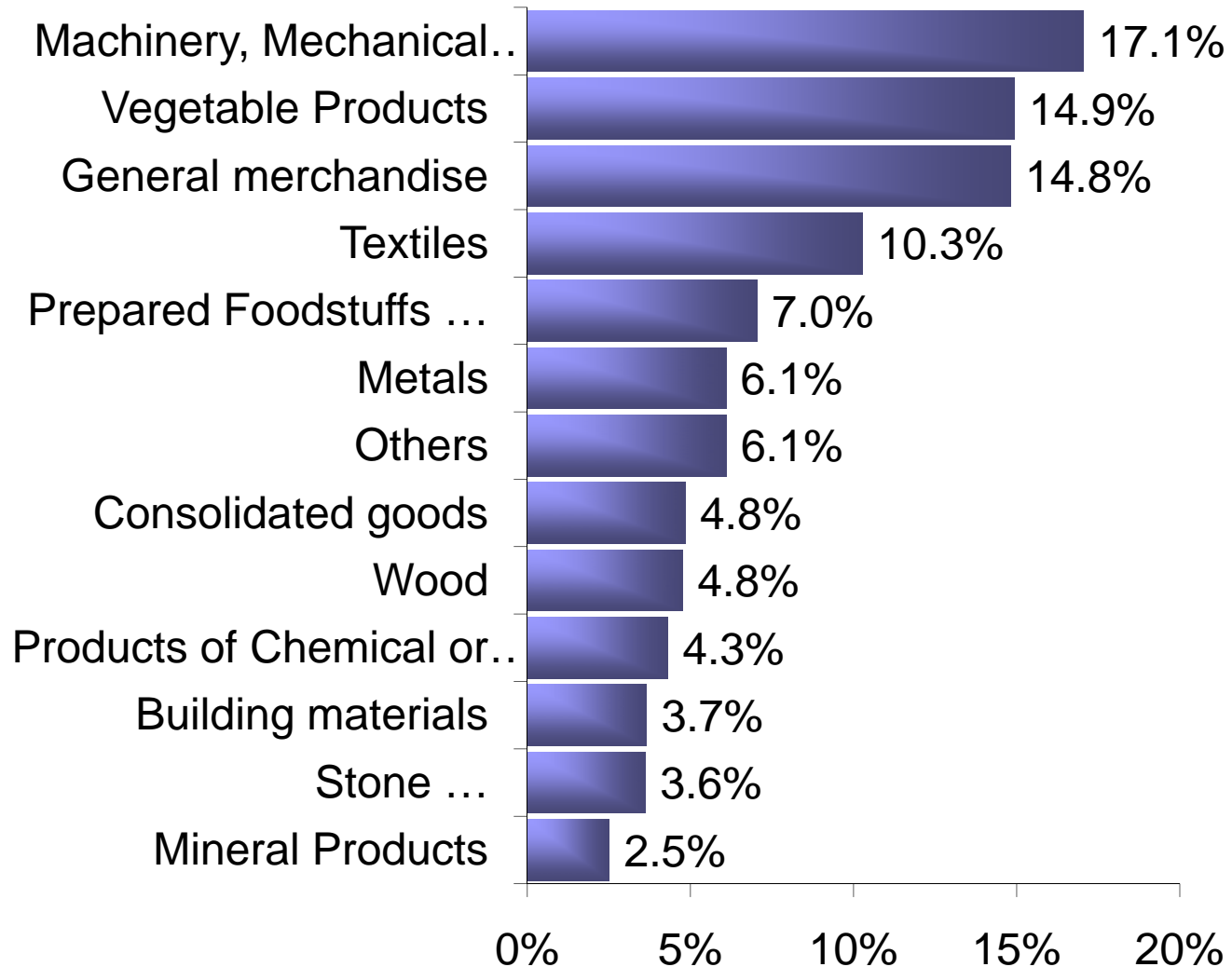
Cross-Border Movement



Perishables



Types of Goods Transported



Observation 1

Which mode of transport is more dominant?

Although 75% of our data belongs to road-only mode, this does not imply there are more road transport in Central Asia.

Presently, only 3 CPMM partners out of 14 are providing rail-only data. This is 21%.

The most common rail usage happens along Corridor 1 (average 2,133 km) and 4 (average 1,678 km).

The lack of multi-modal facilities, terminals and ISO containers are limiting factors to multi-modal transport.



Observation 2

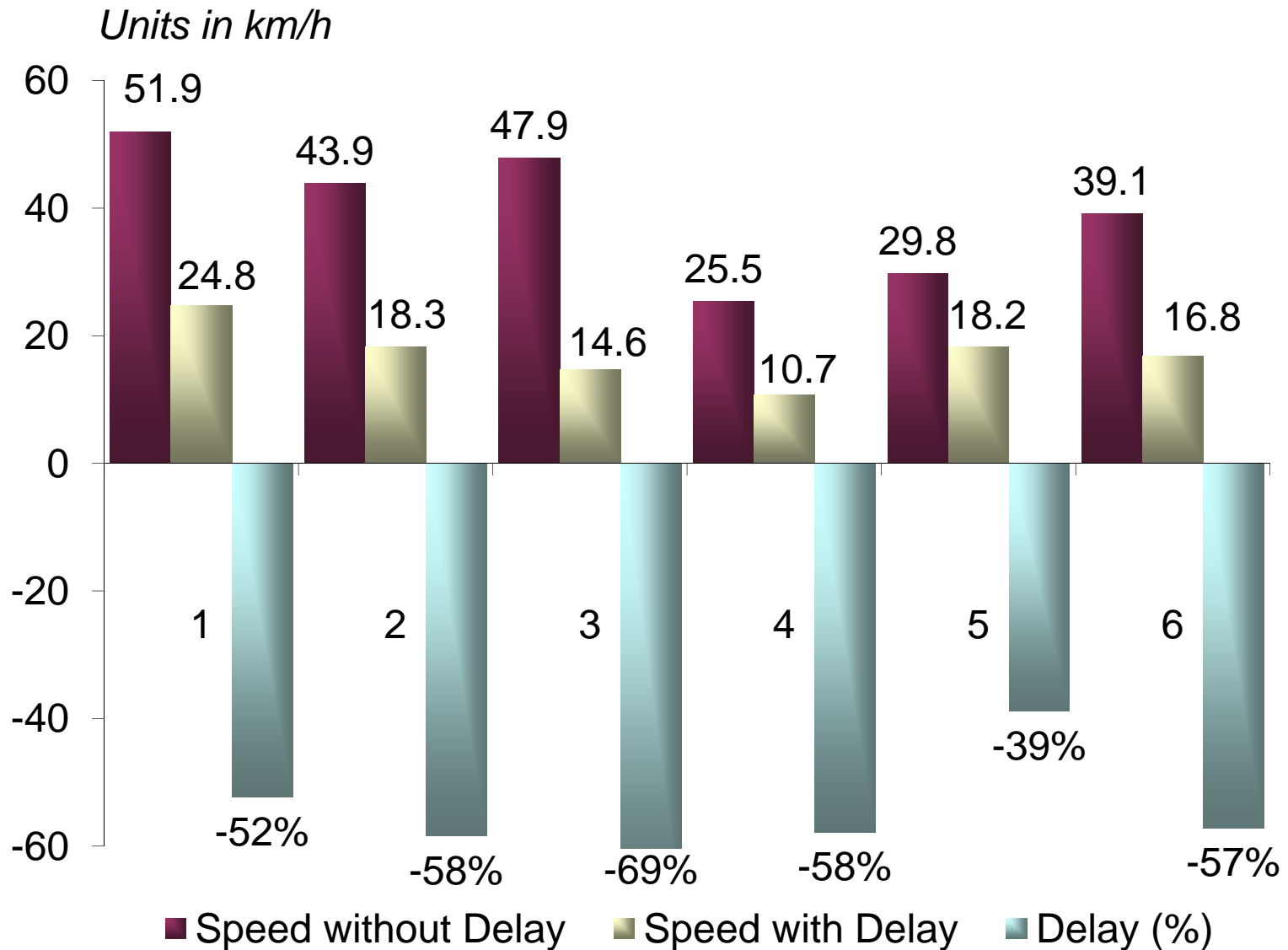
What is the difference between trucks carrying perishables and non-perishables?

Statistical test shows that **for road transport, trucks carrying perishables suffer less delays during transit and border crossing.** These delays refer to police checkpoints, customs clearance, quarantine and inspections at border points.

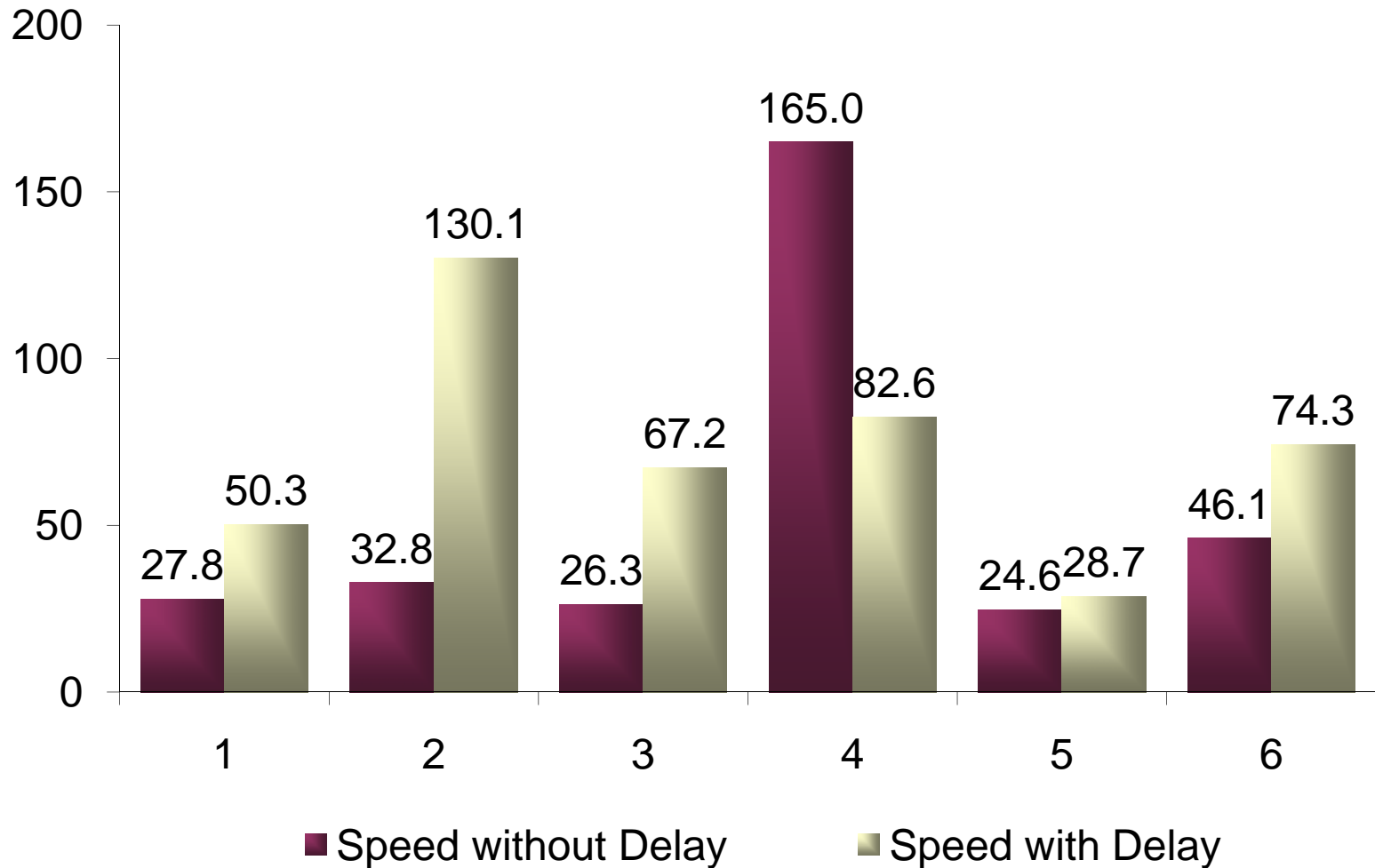


For every 500 kilometers of journey, trucks carrying perishables spend 28 hours on delay activities while trucks carrying non-perishables spend 77.5 hours.

Road Speeds By Corridors



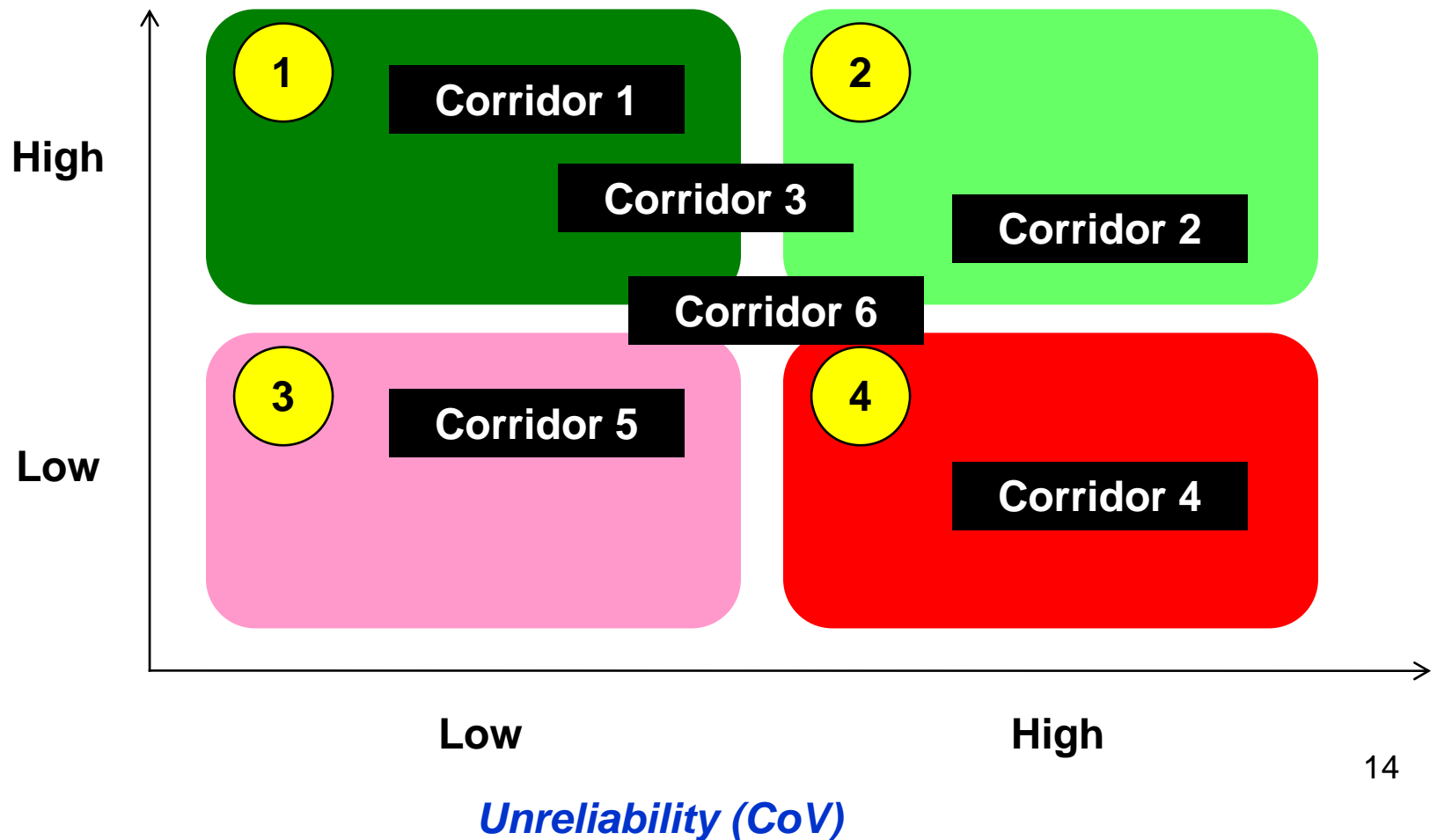
CoV (Road Speed) By Corridors



Observation 3

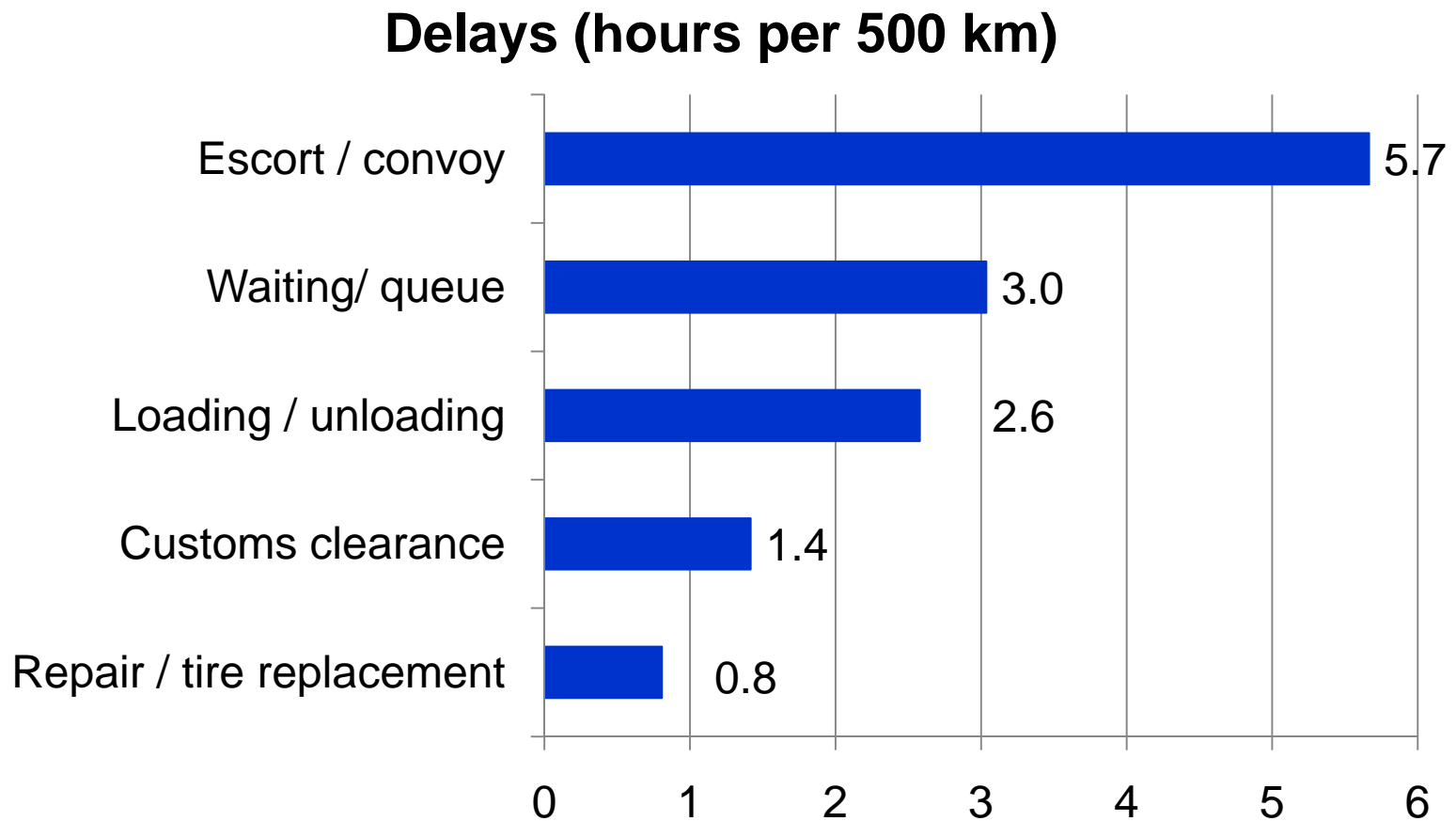
Which are the fast and reliable corridors?

Effectiveness (Speed, km/h)

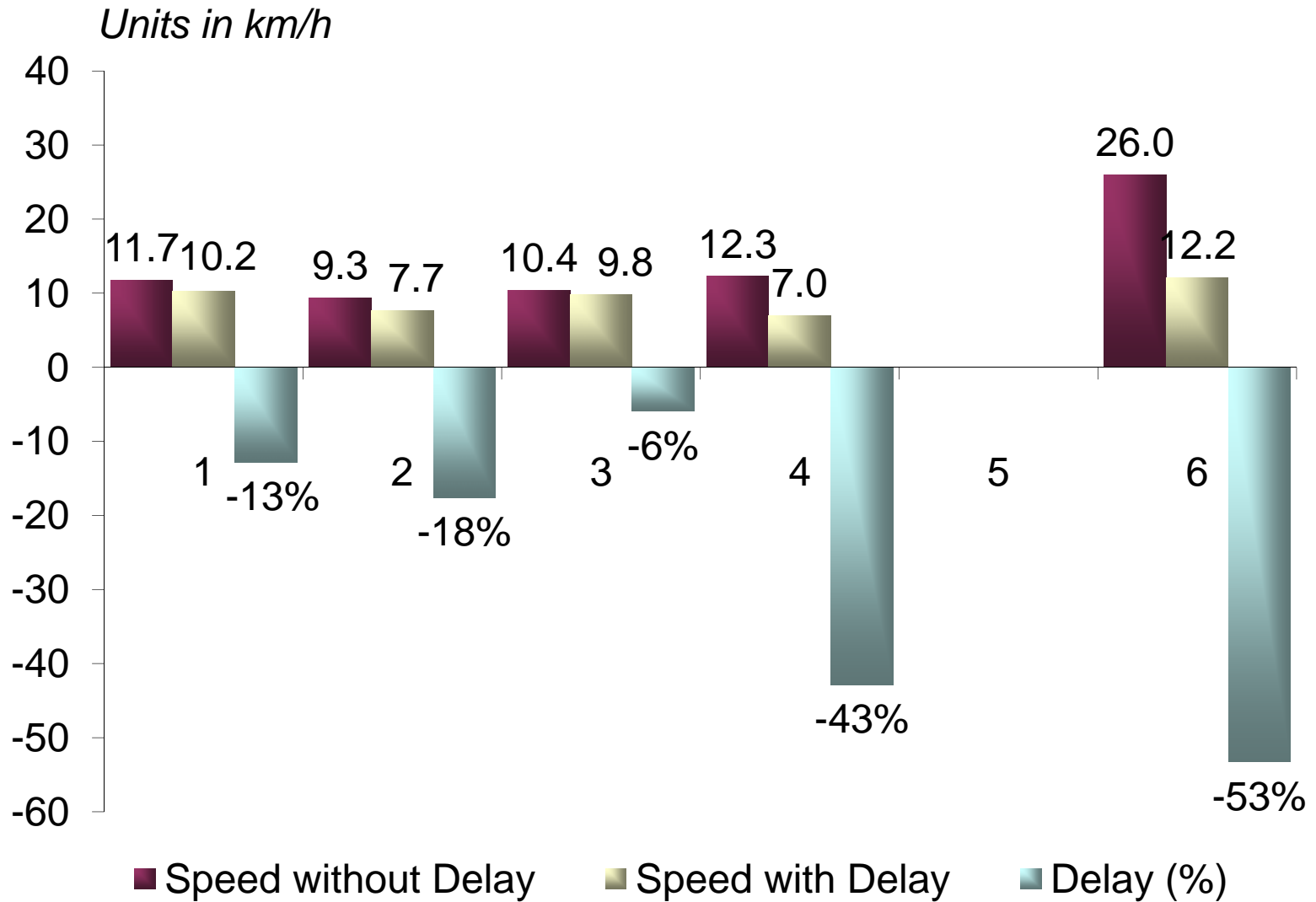


Observation 4

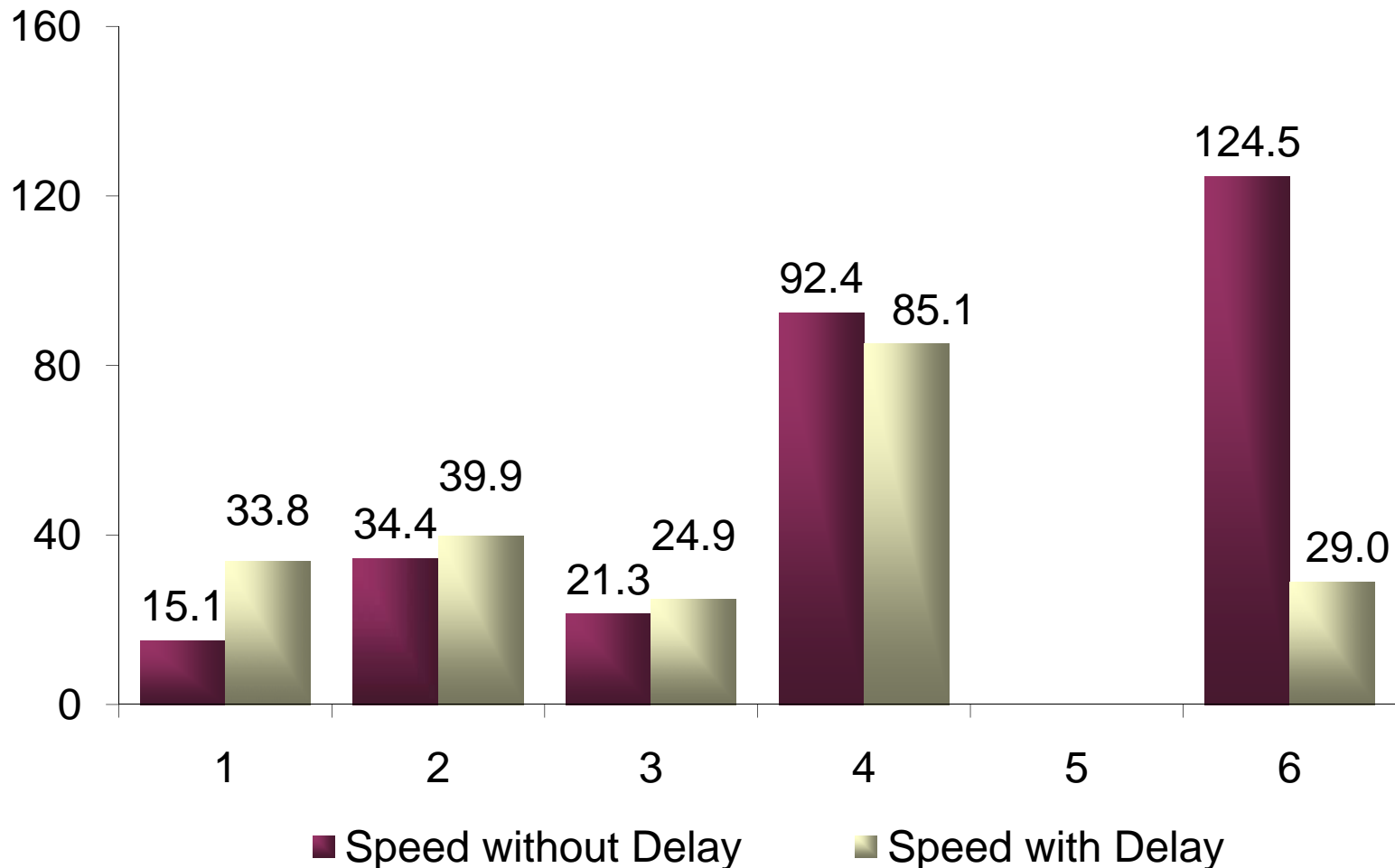
What are the key causes of road delays?



Rail Speed By Corridors

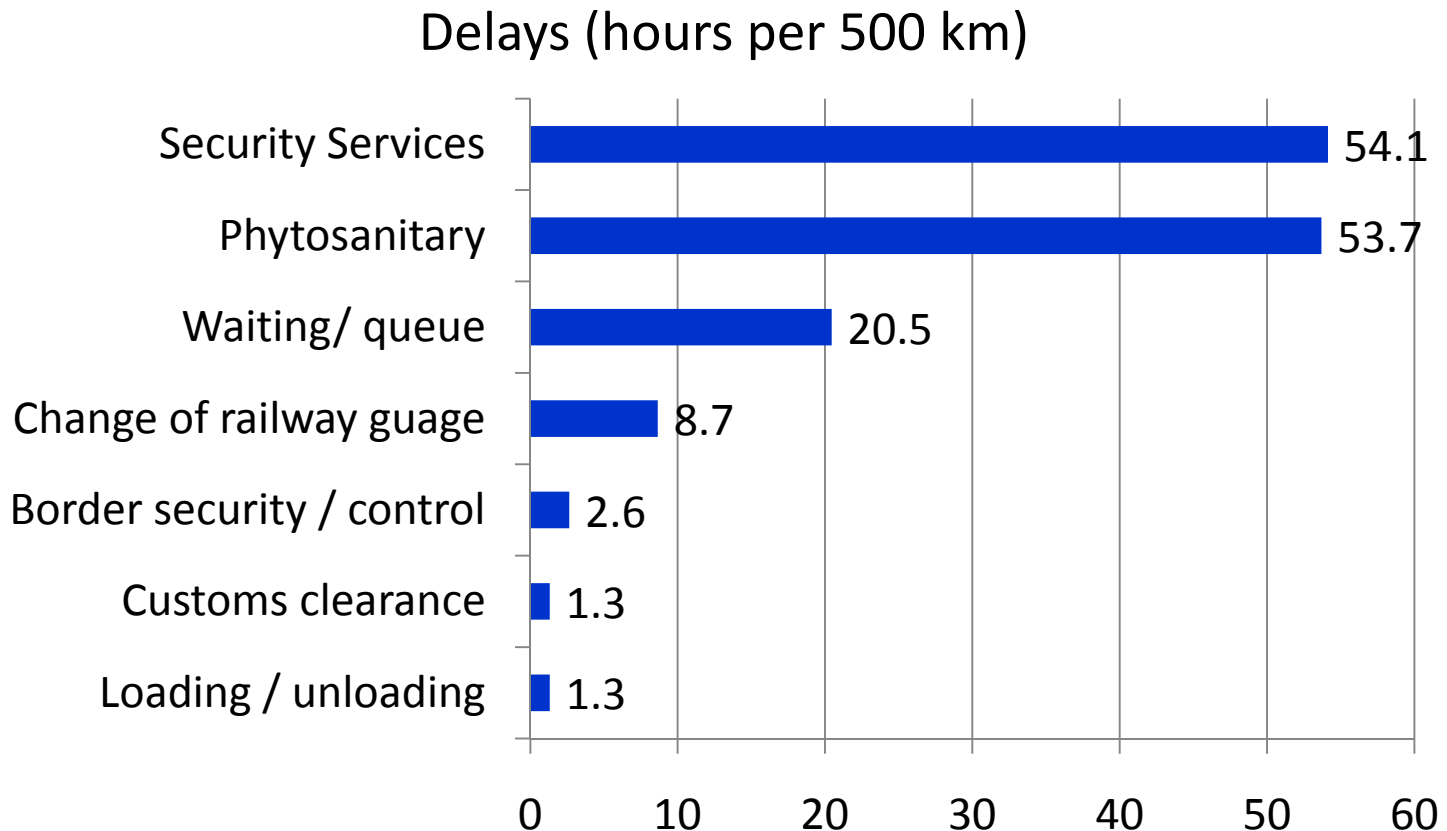


CoV (Rail Speed) By Corridors

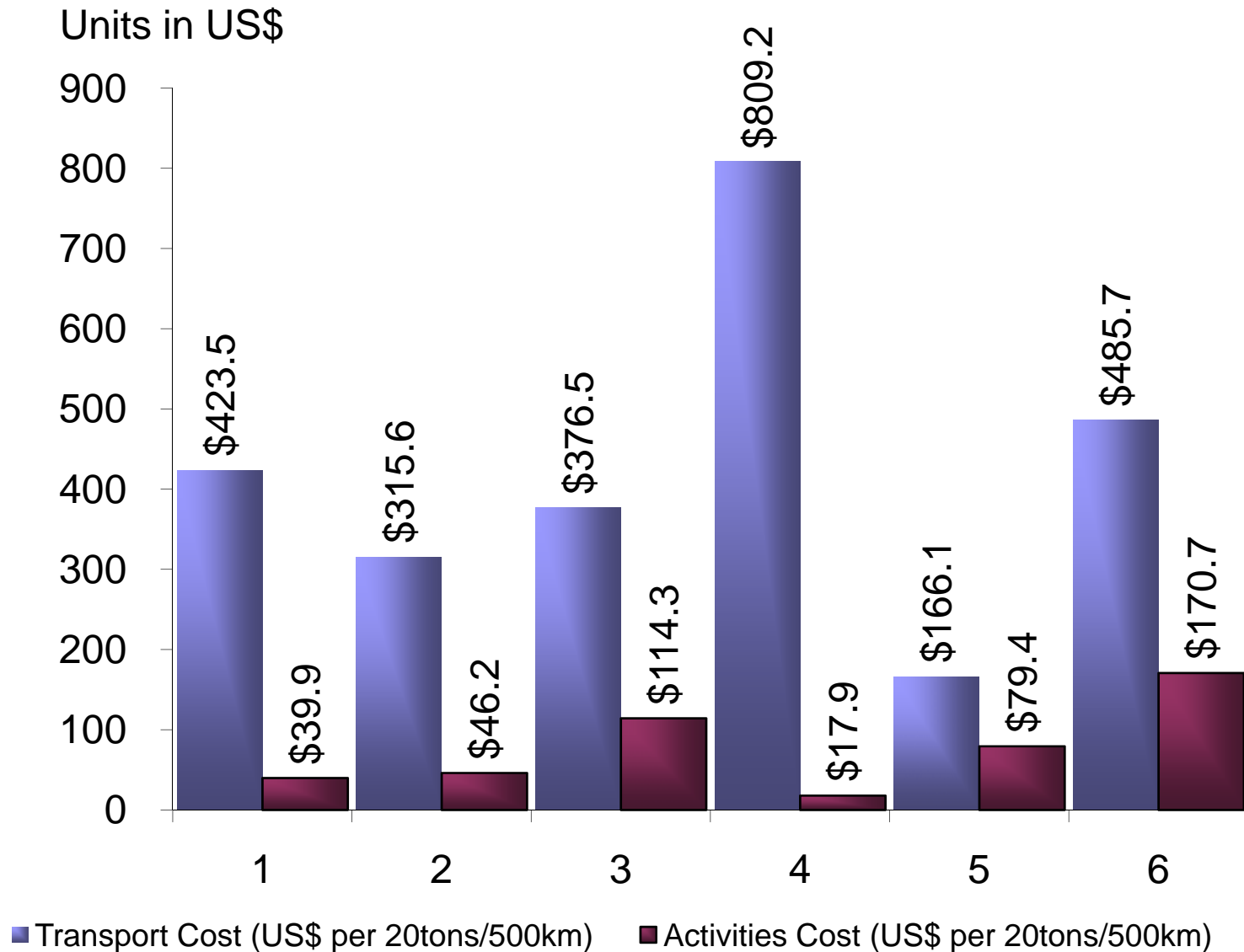


Observation 5

What are the key causes of railways delays?



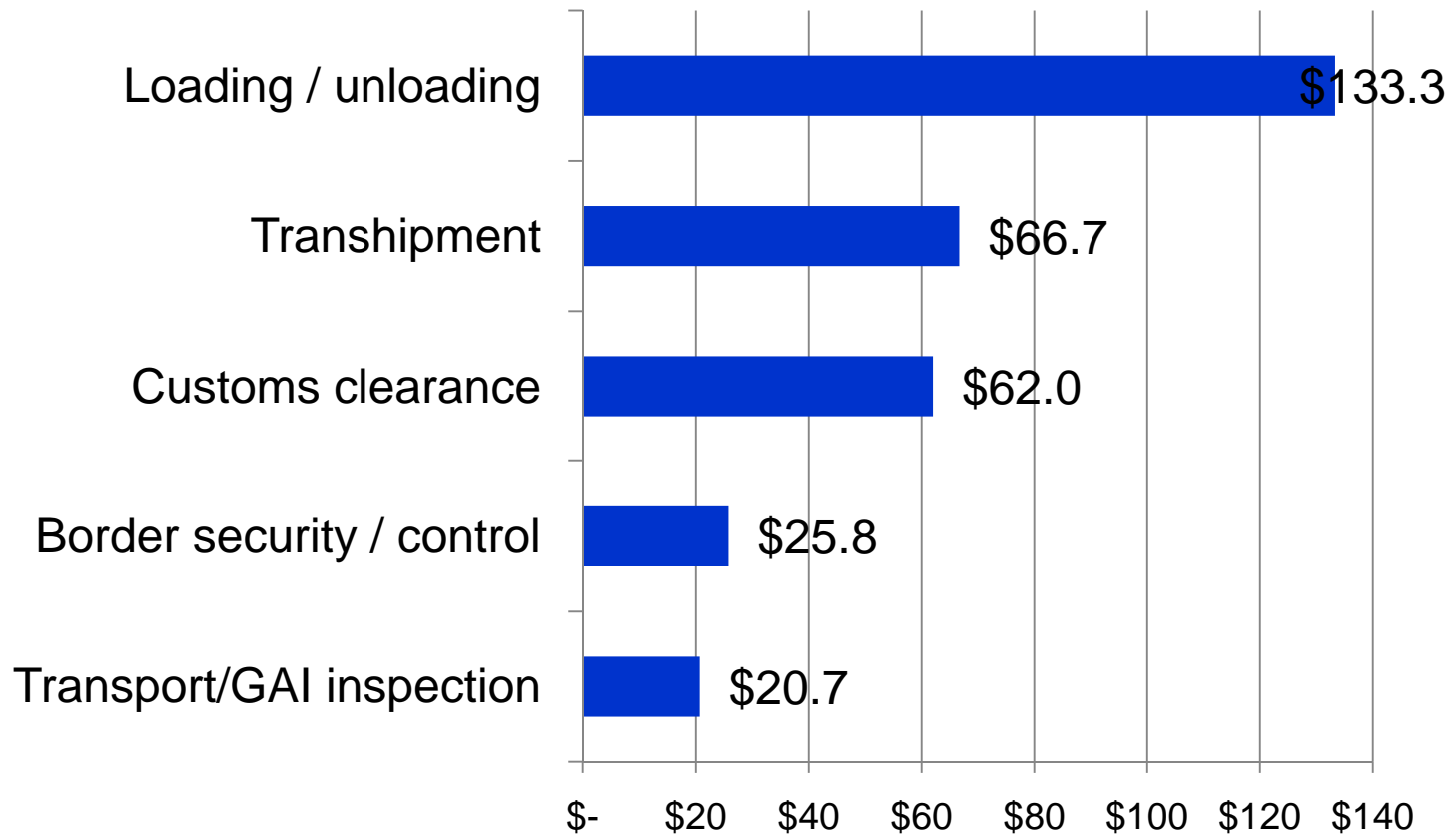
Costs By Corridors



Observation 6

What costs are paid due to road delays?

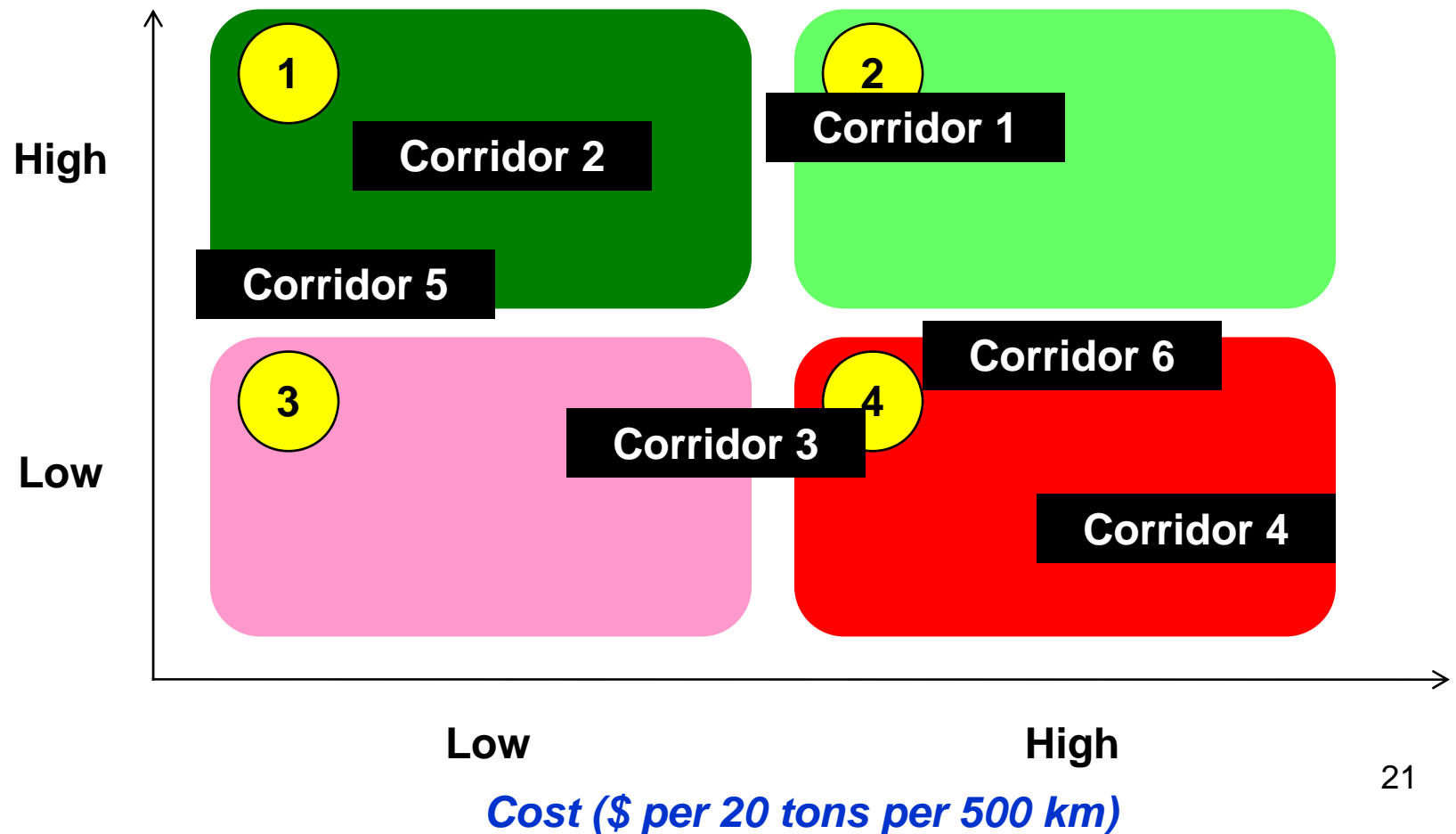
Costs of Delays (\$ per 500 km)



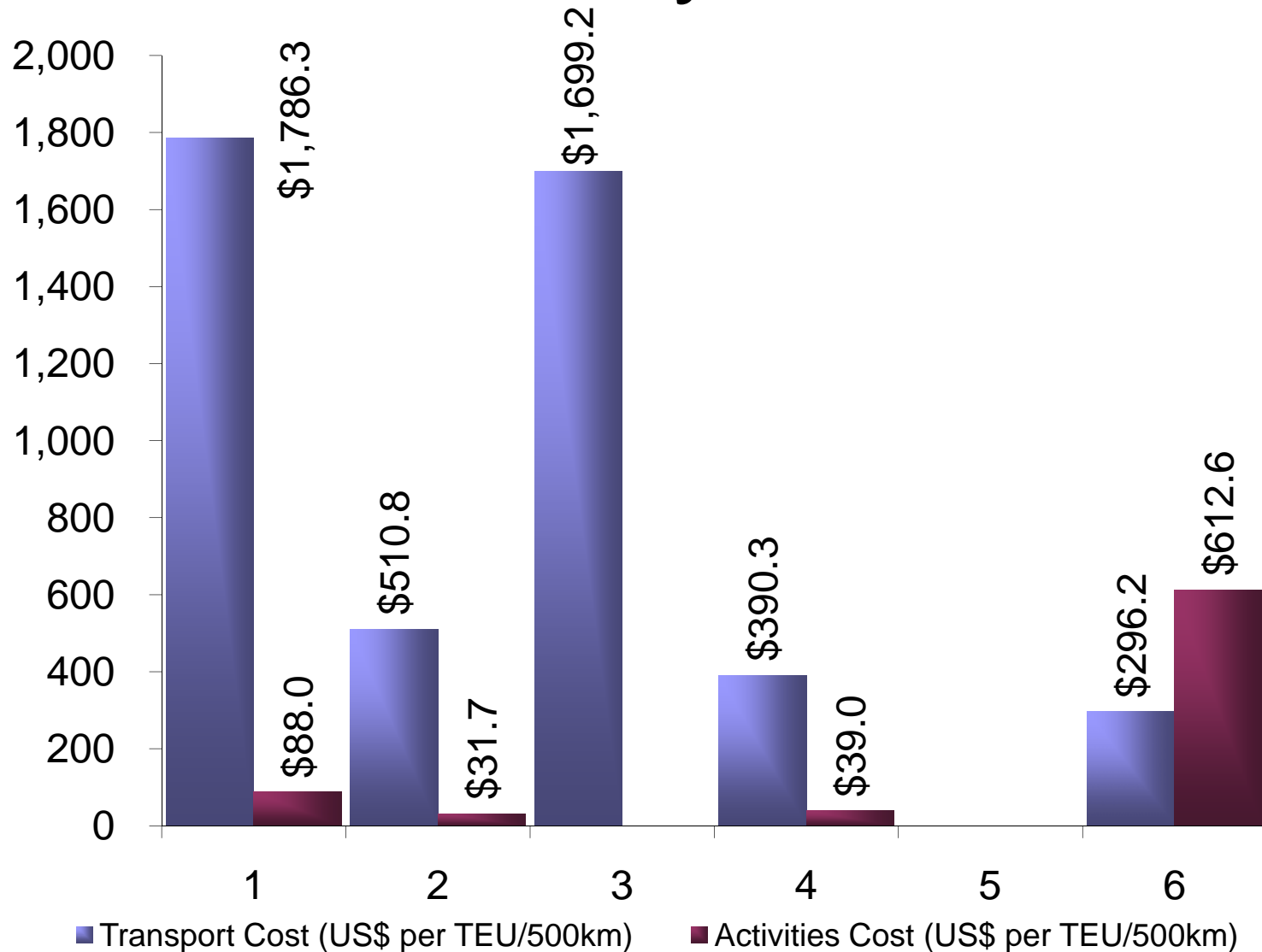
Observation 7

Which are the fast and cost-effective corridors?

Effectiveness (Speed, km/h)

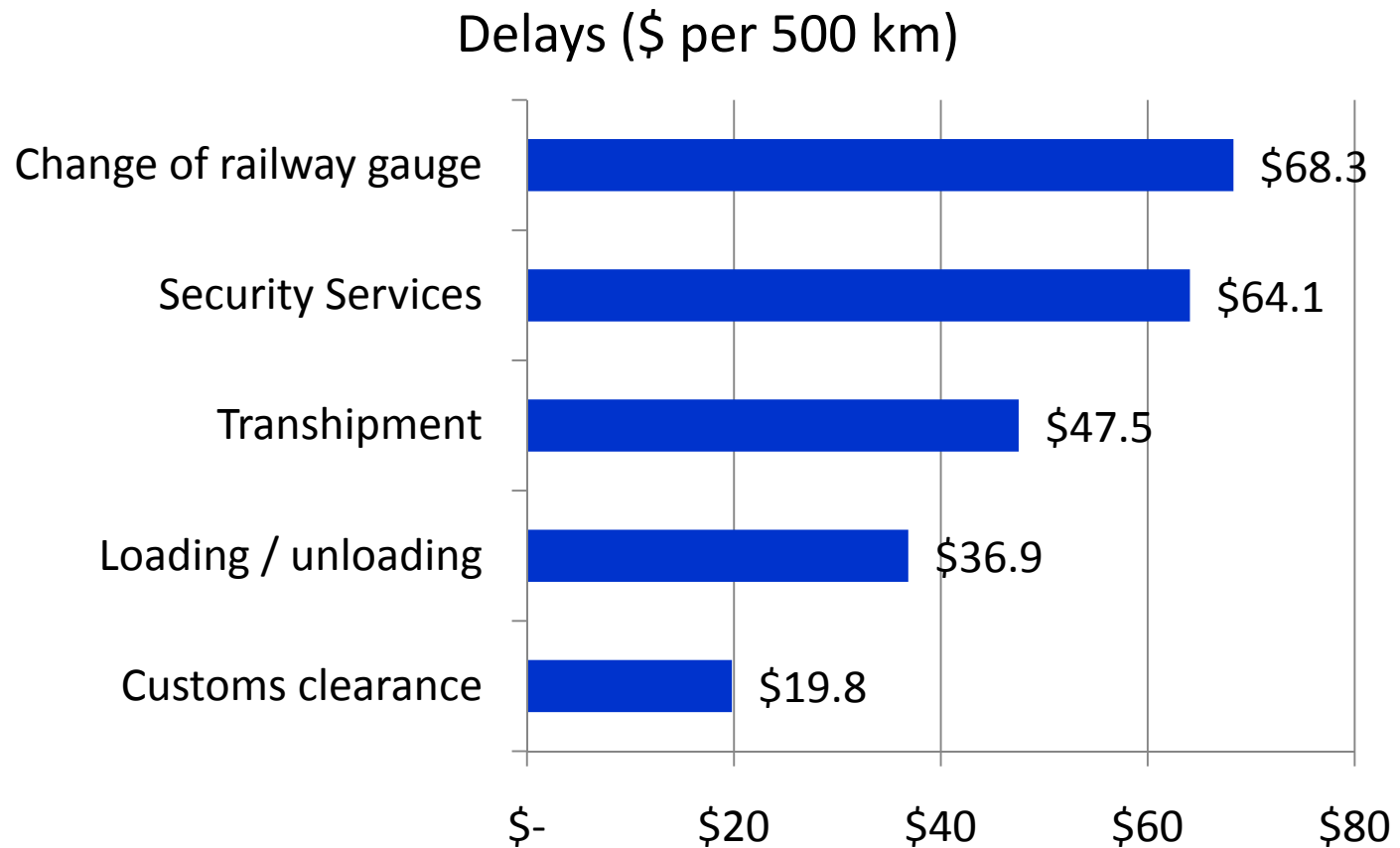


Rail Cost by Corridor



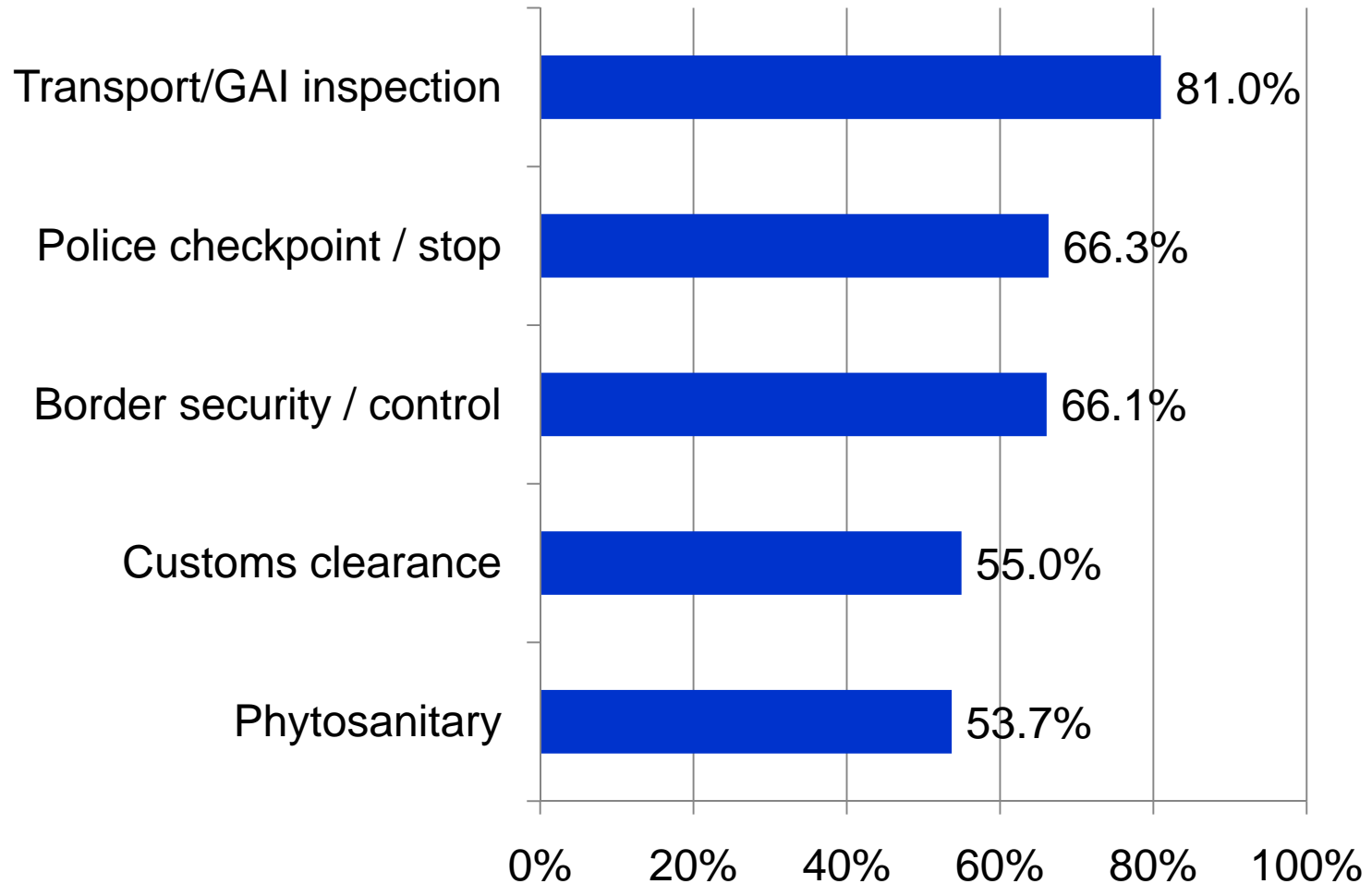
Observation 8

What costs are paid due to railways delays?



Unofficial Payments (%)

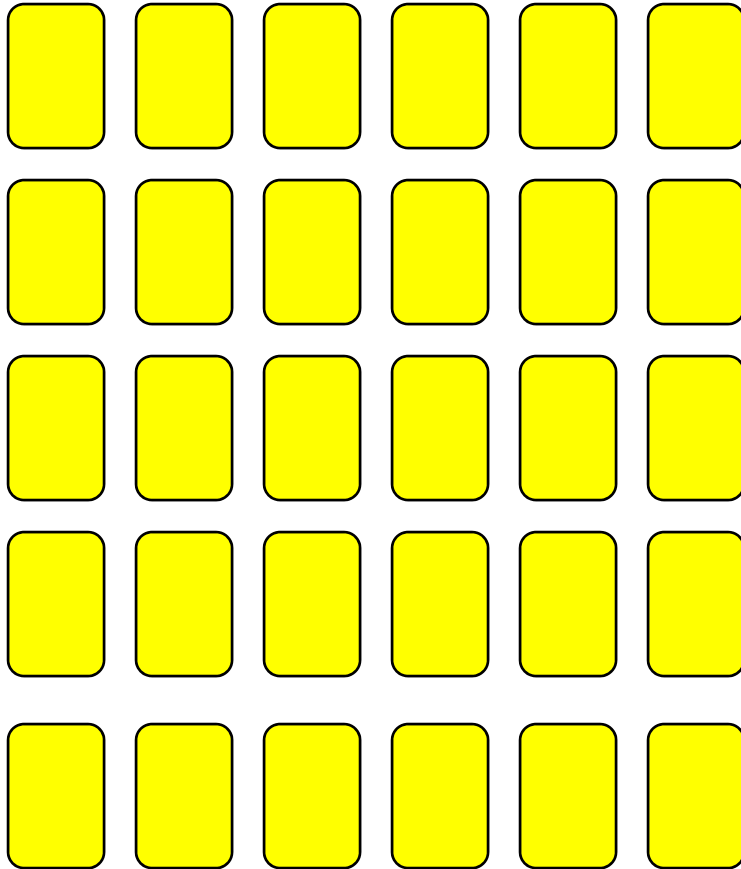
Probability of Unofficial Payments



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Previous Template

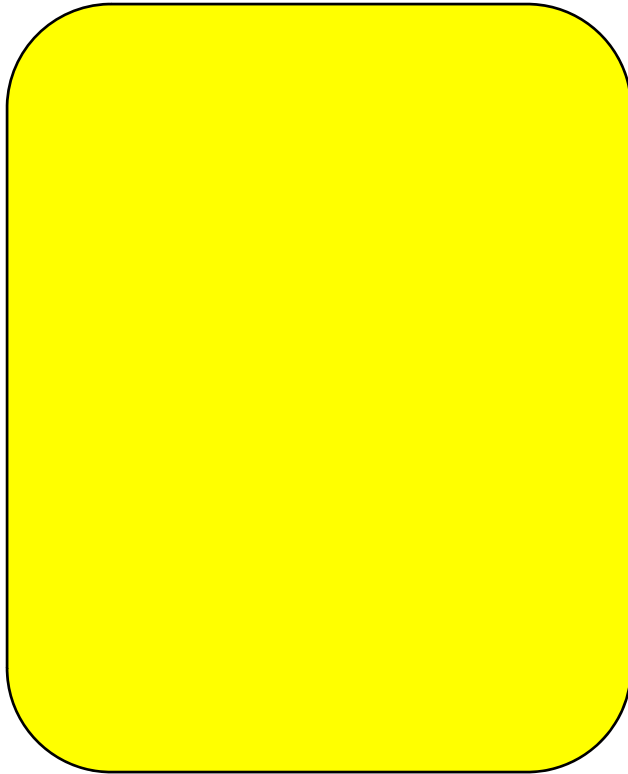


Needs to use 30
different files

Difficult to
aggregate data at
local level

File size is huge

New Template 2011

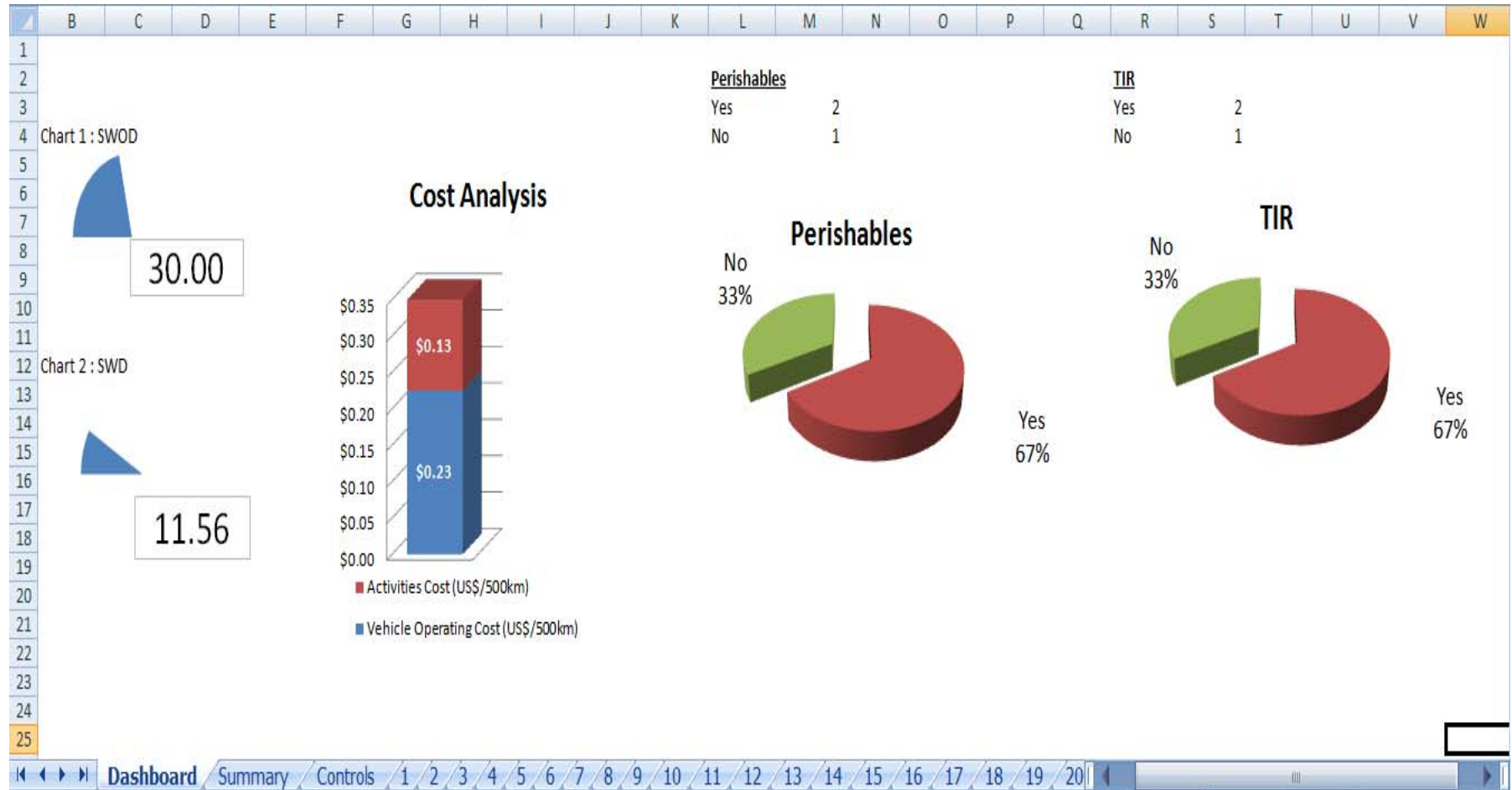


1 file with 30
different worksheets

Displays
aggregated results

File size is small

The Dashboard



The Summary Sheet

	A	B	C	D	E	F	G	H	I	J
1	FILE ID	1	2	3	4	5	6	7	8	9
2	Route									
3	Commodity									
4	Commodity Classification									
5	Perishable									
6	Cargo Weight (tons)									
7	Container?									
8	TIR?									
9	Date of questionnaire completion									
10										
11	Distance (km)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12										
13	Transit Time (hrs)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	Activities Time (hrs)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	Total Time (hrs)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16										
17	Vehicle Operating Cost (US\$)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
18	Activities Cost (US\$)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
19	Total Trip Cost (US\$)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
20										
21	SWOD (km/h)									
22	SWD (km/h)									
23										
24	Vehicle Operating Cost (US\$/500km)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Summary Sheet – Part A

	A
1	FILE ID
2	Route
3	Commodity
4	Commodity Classification
5	Perishable
6	Cargo Weight (tons)
7	Container?
8	TIR?
9	Date of questionnaire completion

NEW!

Commodity Classification

CC1 Animals
CC2 Vegetables
CC3 Animal Fats
CC4 Beverages
CC5 Minerals
CC6 Chemicals
CC7 Plastics
CC8 Hides and Skins
CC9 Wood
CC10 Pulp and Paper

CC11 Textiles
CC12 Shoes
CC13 Industrial Materials
CC14 Precious Stones
CC15 Base Metals
CC16 Machineries
CC17 Vehicles
CC18 Instruments
CC19 Arms
CC20 Manufactured Items
CC21 Antiques

The Individual Data Sheet

Microsoft Excel interface showing the 'Individual Data Sheet' template. The ribbon includes Home, Insert, Page Layout, Formulas, Data, Review, and View. The active sheet is 'B2'.

Name of city: [Text Box]

STOP		ORIGIN/ STOP 1					STOP 2							
Place of stop	Name of city:													
	Name of country:													
	CAPEC Corridor													
	Mode of transport													
Distance from previous stop (km)		0												
Duration of travel (hrs)		0												
Vehicle Operating Cost		\$0.00		Currency	US\$ Rate	1.00	\$0.00		Currency	US\$ Rate	1.00	\$0.00		
Fuel Cost		\$0.00		Currency	US\$ Rate	1.00	\$0.00		Currency	US\$ Rate	1.00	\$0.00		
Driver's Wage		\$0.00		Currency	US\$ Rate	1.00	\$0.00		Currency	US\$ Rate	1.00	\$0.00		
Depreciation Cost of Truck/Trailer		\$0.00		Currency	US\$ Rate	1.00	\$0.00		Currency	US\$ Rate	1.00	\$0.00		
Repair and Maintenance Cost		\$0.00		Currency	US\$ Rate	1.00	\$0.00		Currency	US\$ Rate	1.00	\$0.00		
Insurance		\$0.00		Currency	US\$ Rate	1.00	\$0.00		Currency	US\$ Rate	1.00	\$0.00		
BCP?														
Reason for stop		Place of Departure												
Activities	Duration	Official Cost	Currency	Total Cost	Currency	US\$ Rate	Duration	Official Cost	Currency	Total Cost	Currency	US\$ Rate	Duration	Official Cost
Road/Rail														
Border security / control	hrs mins					1.00	hrs mins					1.00	hrs mins	
Health / quarantine	hrs mins					1.00	hrs mins					1.00	hrs mins	
Phytosanitary	hrs mins					1.00	hrs mins					1.00	hrs mins	
Veterinary inspection	hrs mins					1.00	hrs mins					1.00	hrs mins	
Emergency repair	hrs mins					1.00	hrs mins					1.00	hrs mins	
Road Toll	hrs mins					1.00	hrs mins					1.00	hrs mins	
Vehicle registration	hrs mins					1.00	hrs mins					1.00	hrs mins	

Navigation: Dashboard | Summary | Controls | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20

Auto-Currency Conversion

[illegible]

<u>Currency</u>	<u>Full name</u>
AFA	Aghanistan Afghani
CNY	Chinese Renminbi
KGS	Kyrgyzstan Sum
KZT	Kazakhstan Tenge
MAT	Azerbaijan Manat
MGT	Mongolia Tugrids
PKR	Pakistan Rupee
TKS	Tajikistan Soumoni
TMT	Turkmenistan Manat
USD	US Dollar
UZS	Uzbekistan Som

The dropdown menu offers all the possible currencies commonly used in Central Asia

Definitions of Speeds

Speed Without Delays
(SWOD)



Speed With Delays
(SWD)



Speed Without Delay (SWOD)

$$\text{SWOD (km/h)} = \frac{\text{Total Distance (km)}}{\text{Duration of Travel (hours)}}$$

Measures the speed of vehicle in movement.
Does **not** consider the time when the vehicle is stationary.

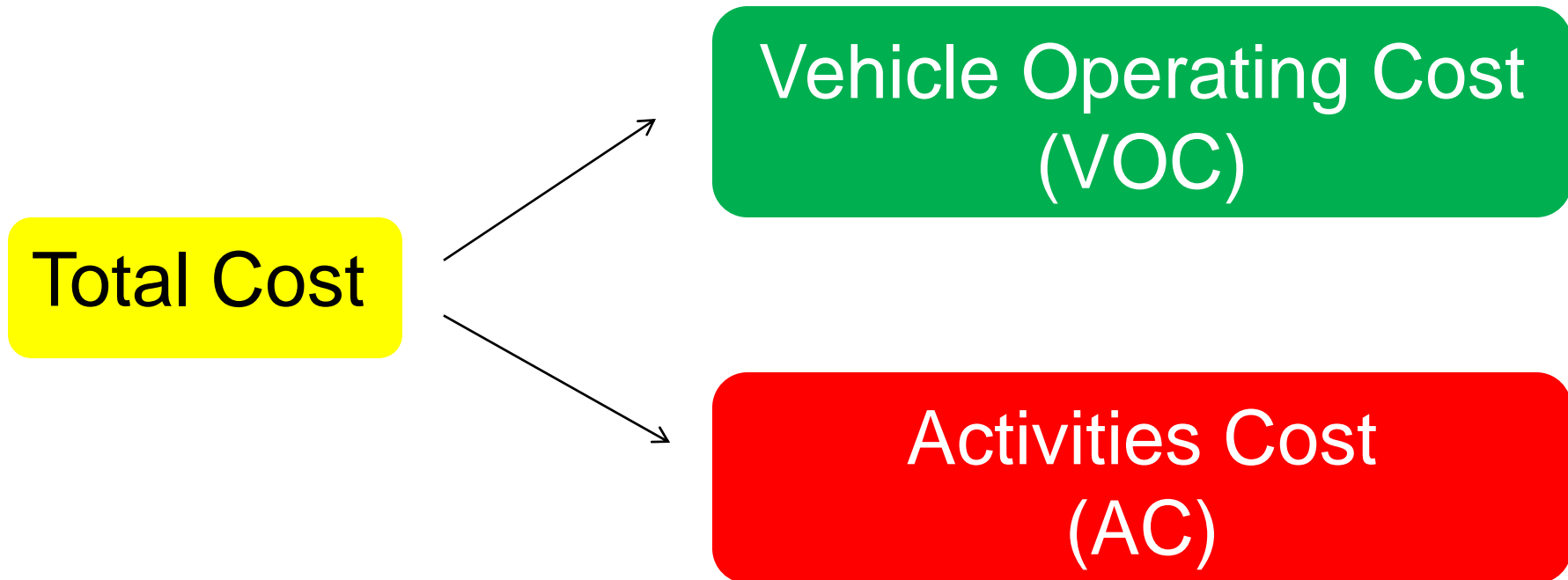
Speed With Delay (SWD)

$$\text{SWD (km/h)} = \frac{\text{Total Distance (km)}}{\text{Total Time (hours)}}$$

Total Time = Duration of Travel + Activities Time

Measures the overall speed of the vehicle in transit, crossing border and stopped along the journey.

Costs



All currencies are expressed in U.S. Dollars (USD) in the final report.

Vehicle Operating Cost (VOC)



Driver's Wages

Fuel Cost

Insurance

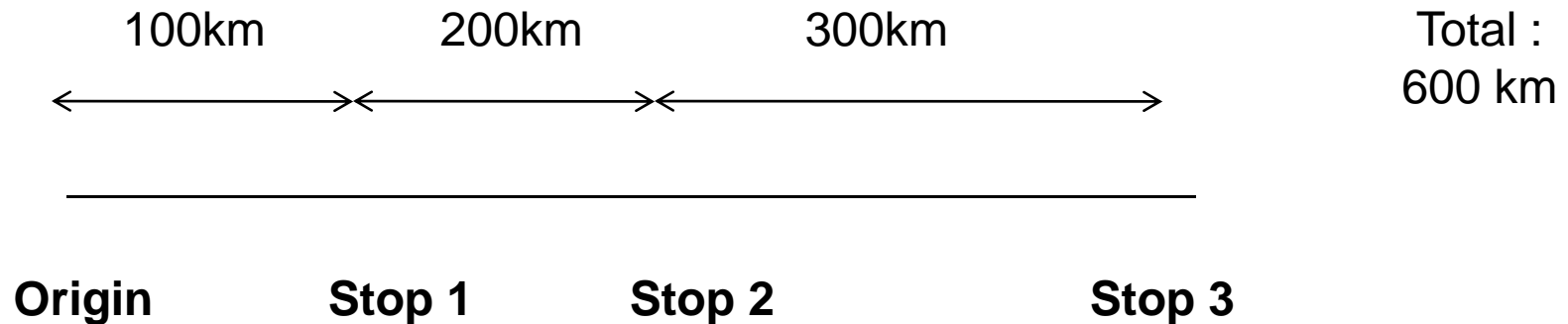
Depreciation

None-
Emergency
Repair/Mainten
ance

The VOC is decomposed into different legs.
Find out the VOC from previous stop to current stop.

Vehicle Operating Cost (VOC)

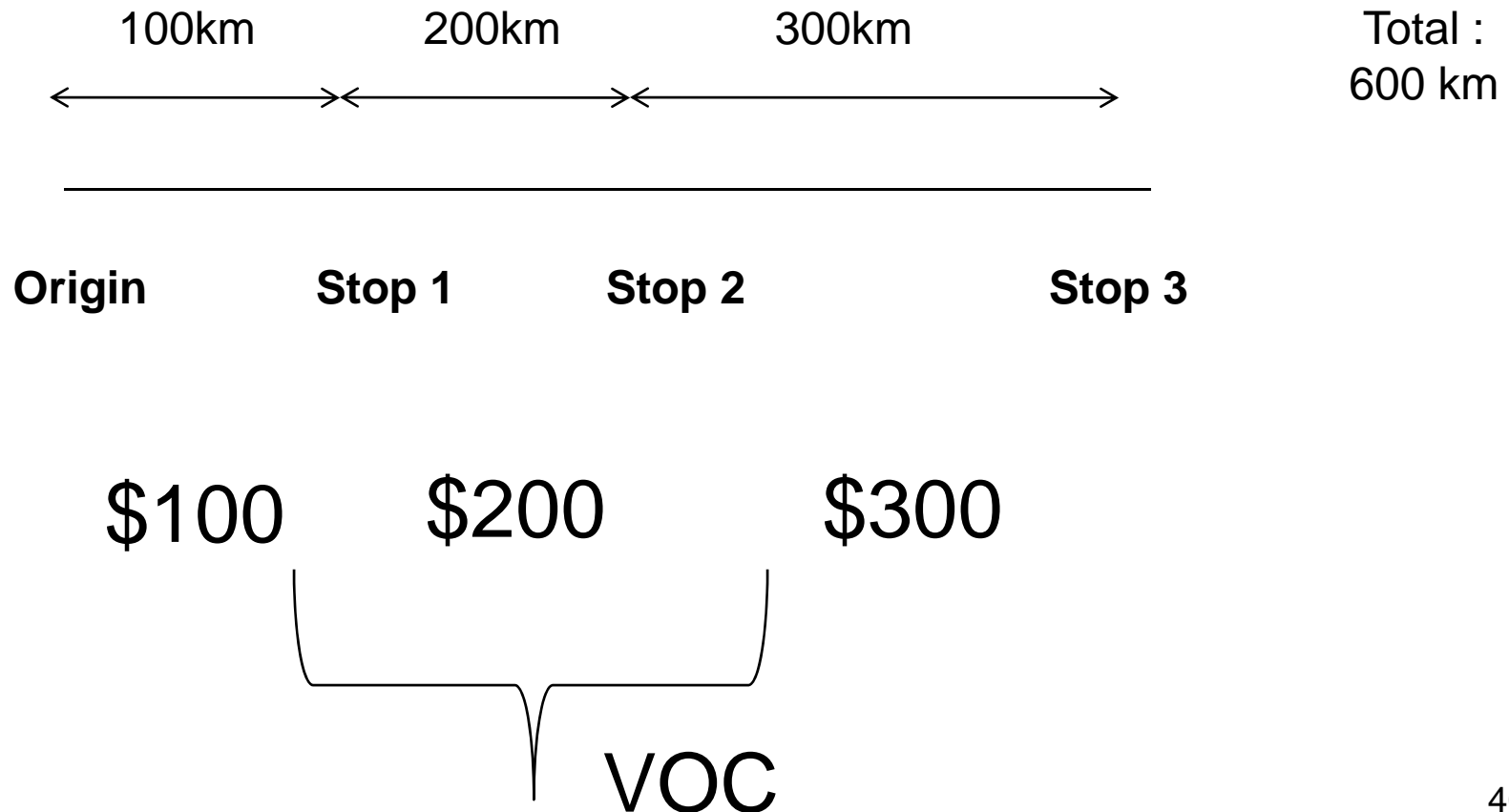
If the driver does not know the VOC per stop?



If driver knows total VOC is US\$600, then
VOC per km = $\$600/600\text{km}$.
This means VOC is \$ 1/km.

Vehicle Operating Cost (VOC)

If the driver does not know the VOC per stop?



Activities Cost (AC)

1	Border security / control
2	Health / quarantine
3	Phytosanitary
4	Veterinary inspection
5	Emergency repair
6	Road Toll
7	Vehicle registration
8	Weigh/standard inspection
9	Customs (single window)
10	Visa / immigration
11	Transport/GAI inspection
12	Police checkpoint / stop
13	Escort / convoy
14	Customs clearance
15	Loading / unloading
16	Waiting/ queue

These are activities that can occur along a **road** or **rail** mode of transport


Activities Cost (AC)

1	Change of Railways Gauge
2	Classification of Trains
3	Technical Inspection
4	Commercial Inspection
5	Load Protection
6	Security Services

These are activities that can occur along a **rail** mode of transport




Types of Activities (Rails)

S/N	Types of Rail Costs	
1	Change of Railways Gauge	
2	Classification of Trains	

Types of Activities (Rails)

S/N	Types of Rail Costs	
3	Technical Inspection	
4	Commercial Inspection	

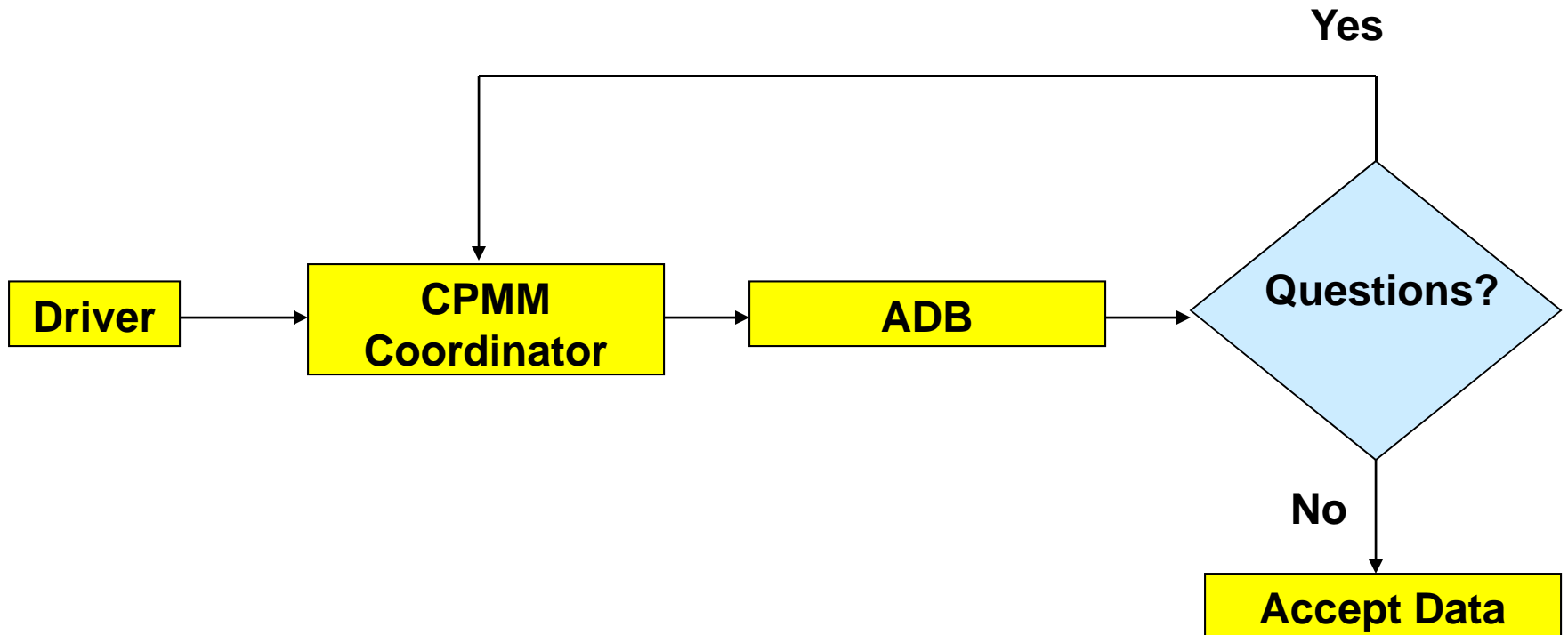
Types of Activities (Rails)

S/N	Types of Rail Costs	Definitions
5	Load Protection	
6	Security Services	

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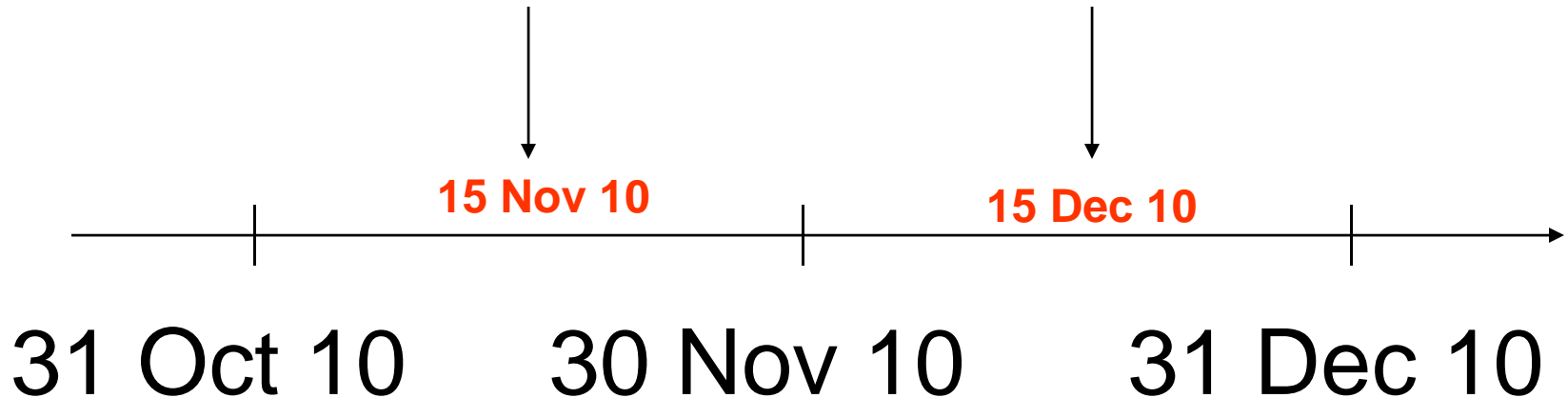
Monthly Data Submission



Submission Timeline (Example)

Submit Data
for Oct

Submit Data
for Nov



Any submission of data after 15th day is considered **LATE**, and will be reimbursed in the next billing cycle.

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Thank you



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