



# CAREC Custom Committee Meeting

## Session 2: Ongoing CAREC Trade Facilitation Initiatives on Customs Development

Corridor Performance Measurement and Monitoring  
Annual Report 2024

5 June 2026  
Ulaanbaatar, Mongolia



# Part 1

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# Introduction to CPMM

# What is 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.



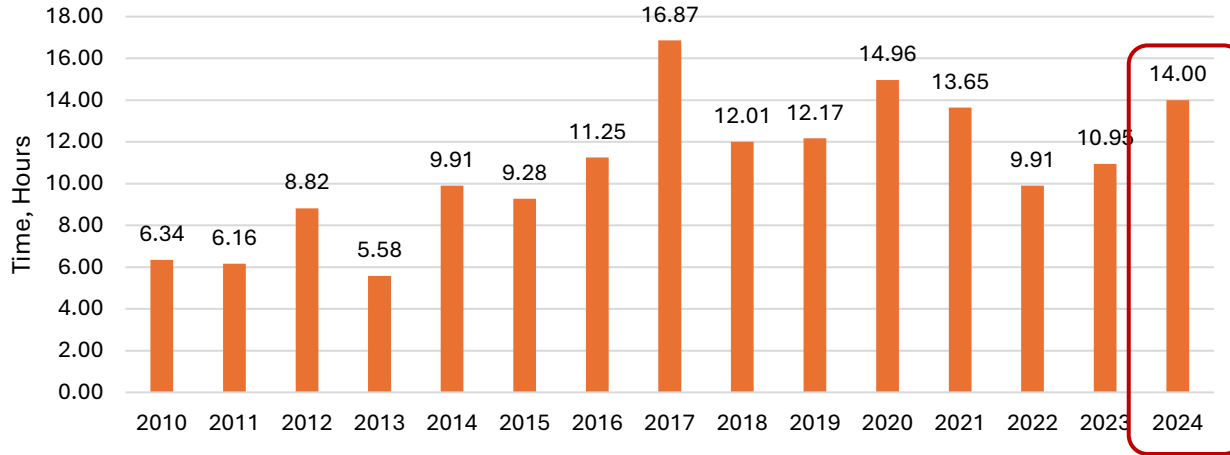
## Part 2

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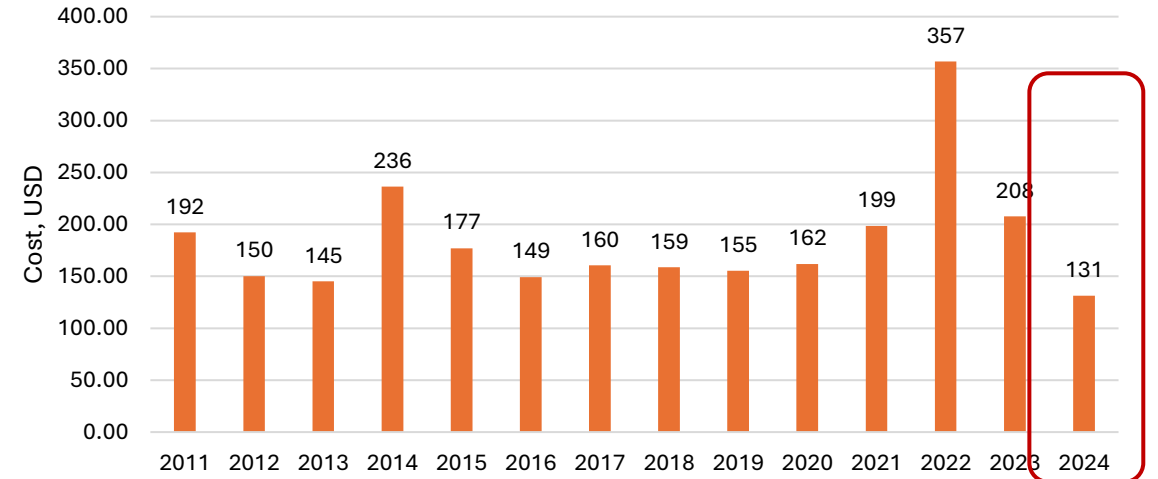
# Analysis and Insights

# Trade Facilitation Indicators (Road)

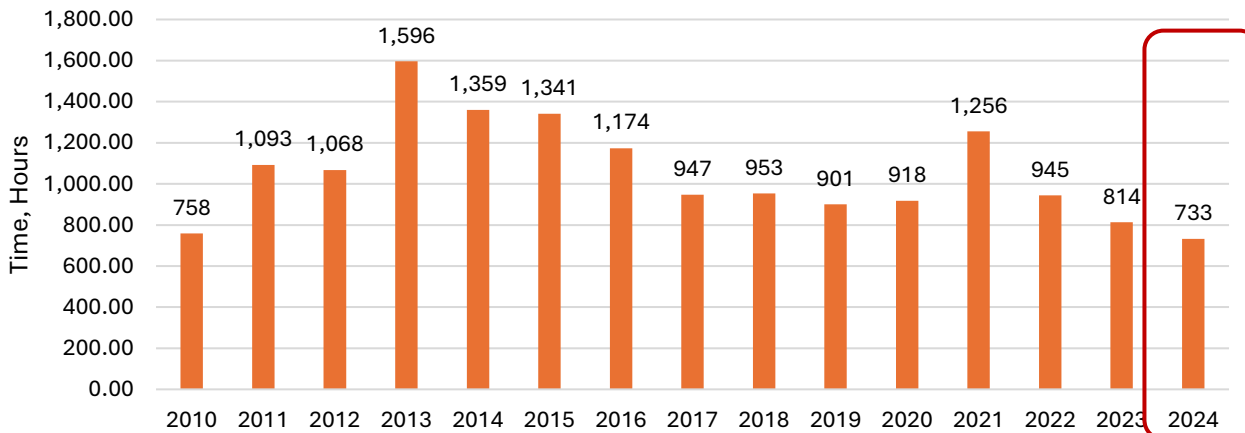
Time taken to clear a border crossing point (hr)



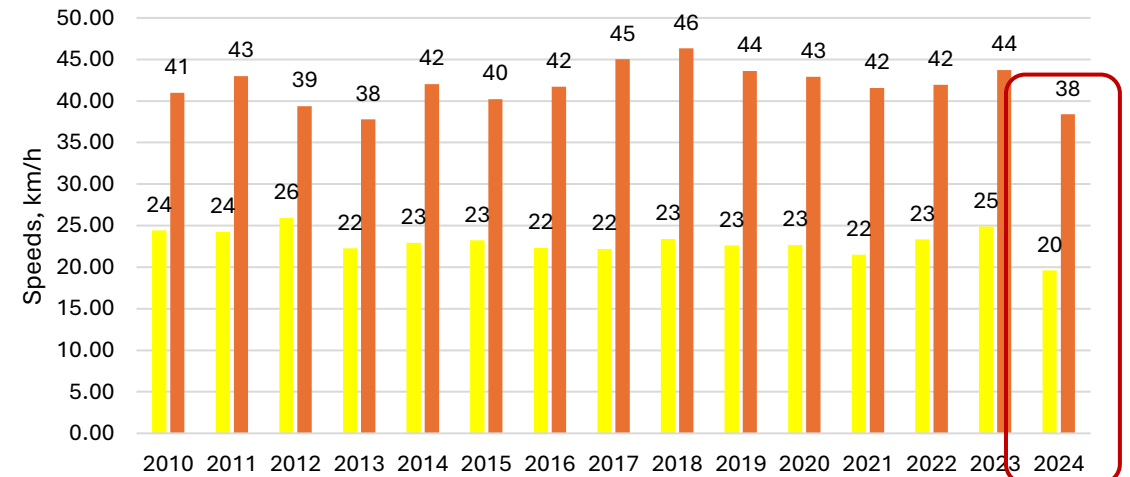
Cost incurred at border crossing clearance (US\$)



Cost incurred to travel a corridor section (per 500km, per 20-ton cargo)

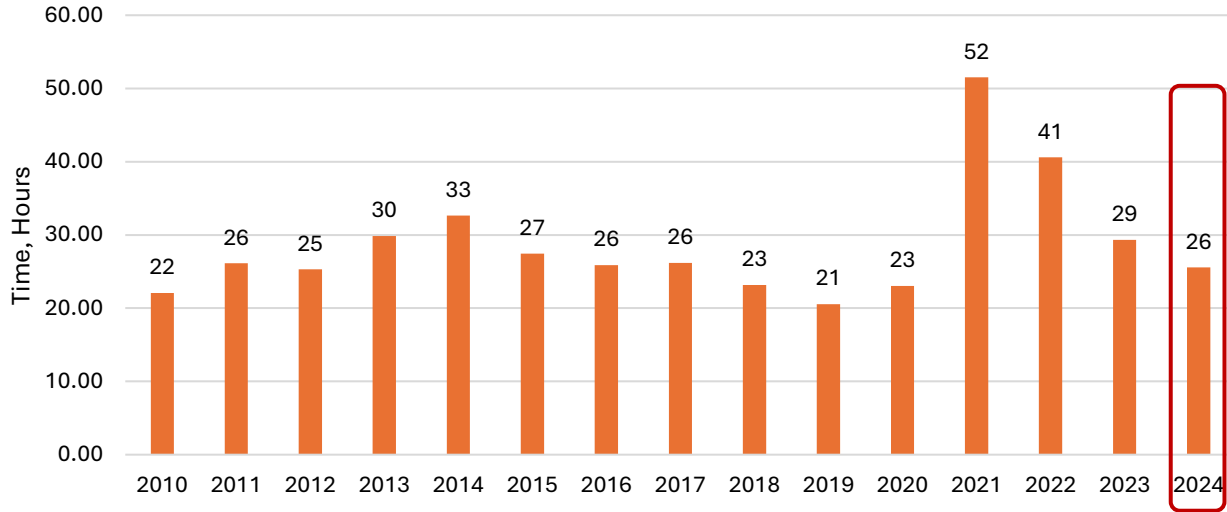


Speeds (SWOD and SWD)

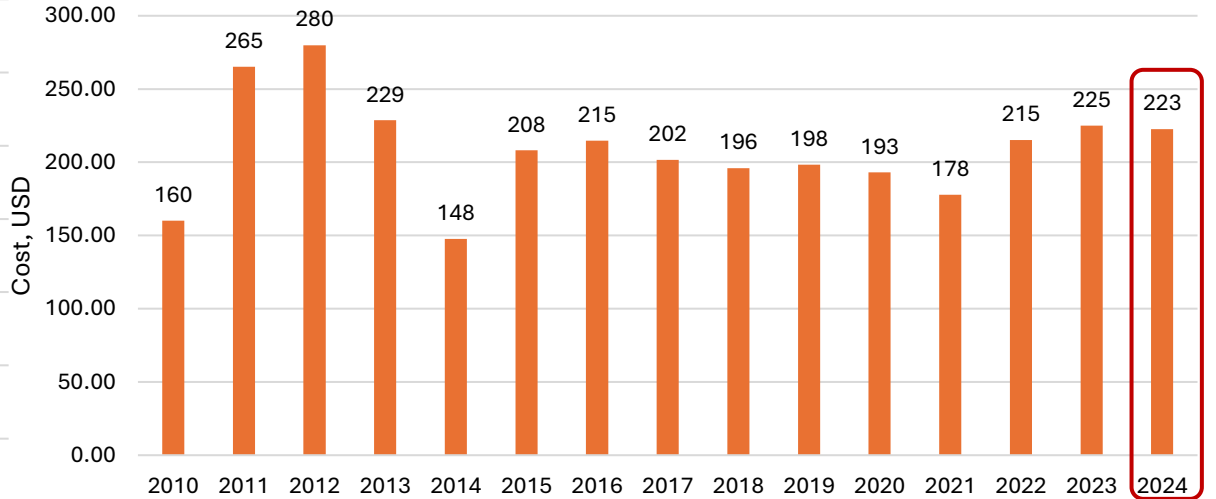


# Trade Facilitation Indicators (Rail)

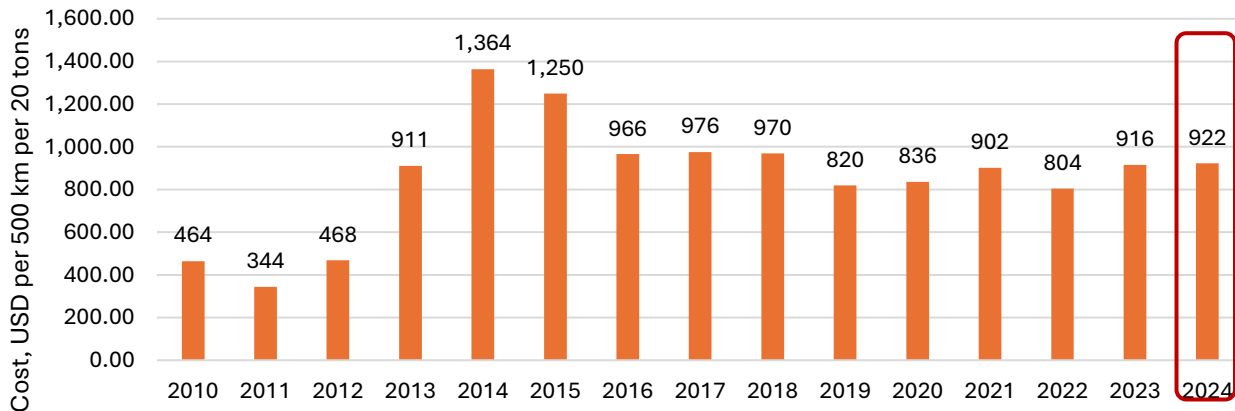
Time taken to clear a border crossing point (hr)



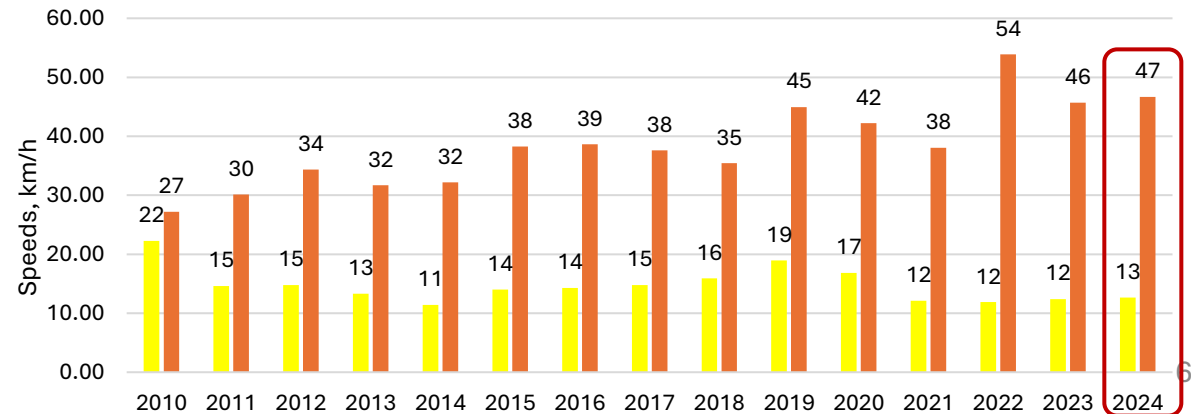
Cost incurred at border crossing clearance (US\$)



Cost incurred to travel a corridor section (per 500km, per 20-ton cargo)



Speeds (SWOD and SWD)



# Identification of Time-Consuming BCPs

Average border-crossing time at ROAD BCPs, in hours

Outbound Traffic	Country	Duration (hours)	
		Average	Median
Nur Zholy	KAZ	64.9	64.9
Erenhot	PRC	53.7	36.6
Chaman	PAK	52.0	51.9
Horgos	PRC	44.8	35.0
Torkham	AFG	35.8	28.3
Alashankou	PRC	19.4	20.0
Sarpi	GEO	18.4	18.7
Tsiteli Khidi	GEO	15.6	12.1
Irkeshtan	PRC	15.5	9.5
Shirkhan Bandar	AFG	14.7	14.7

Inbound Traffic	Country	Duration (hours)	
		Average	Median
Irkeshtam	KGZ	28.1	27.5
Yarant	MON	24.4	14.2
Torkham	AFG	23.9	21.5
Nur Zholy	KAZ	22.0	16.4
Dostyk	KAZ	11.9	12.2
Zamiin-Uud	MON	10.1	10.3
Spin Buldak	AFG	8.6	8.5
Panji Poyon	TAJ	8.1	8.8
Hairatan	AFG	7.4	7.4
Dautota	UZB	5.1	6.5

Average border-crossing time at RAIL BCPs, in hours

Outbound Traffic	Country	Duration (hours)	
		Average	Median
Horgos	PRC	22.6	13.7
Alashankou	PRC	19.2	7.7
Saryagash	KAZ	13.0	14.2
Erenhot	PRC	10.3	3.0
Zamiin-Uud	MON	5.8	2.7

Inbound Traffic	Country	Duration (hours)	
		Average	Median
Dostyk	KAZ	61.0	60.6
Altynkol	KAZ	59.9	63.7
Zamiin-Uud	MON	31.6	20.7
Erenhot	PRC	26.6	19.6
Termez	UZB	8.1	8.2

# Insights (Comparing CAREC Corridor)

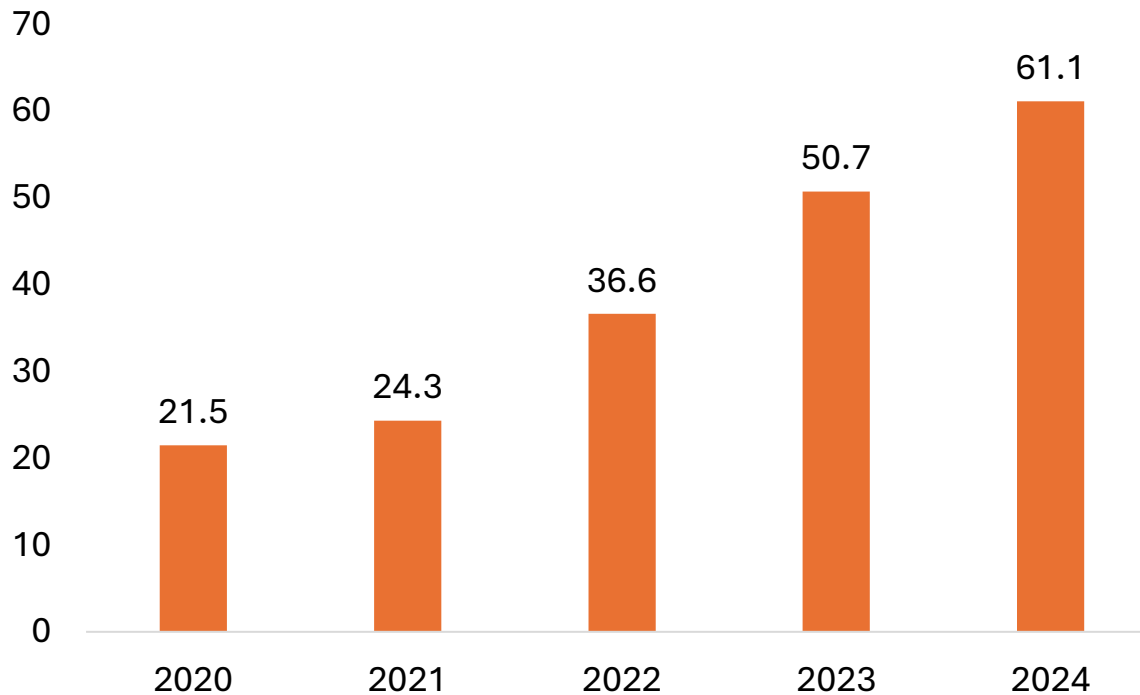
Corridors	Time	Cost
1	Key delays at PRC-Kazakhstan BCP due to imbalance processing capacity where the Chinese side is able to serve higher throughput.	Road and rail BCPs are among the highest relative to other corridors due to high traffic.
2	Waiting at Aktau, Kuryk and Baku delayed crossing time.	Cost increased due to the redirection of traffic from Trans-Siberian line and ocean maritime route to CAREC Corridor 2.
3	Relatively low and stable	Road transport reported a noticeable improvement.
4	Long border-crossing time at rail BCP due to limitations at Zamiin-Uud.	Rail shipment cost has increased.
5	Border-crossing time is long due to Torkham and Chaman/Spin Buldak BCPs.	Comparatively high freight rates for road due to lack of rail competition.
6	Relatively low and stable	Relatively low and stable

# Insights from Key Indicators

Comparisons	Road	Rail
Border-Crossing Time	<p><b>Longer</b></p> <p>Erenhot's duration surged from 1.8 hours to 36.6 hours, while Zamiin-Uud's duration rose from 1.8 hours to 10.1 hours.</p>	<p><b>Shorter</b></p> <p>At Corridor 1, the time reduction led by shortening of inbound border-crossing time at Dostyk (74.3 hours to 61.0 hours) and Altynkol (76.4 hours to 59.9 hours) year on year.</p>
Border-Crossing Cost	<p><b>Higher</b></p> <p>TFI2 at Nur Zholy rose from \$311 to \$419 due to increased transit compliance cost. TFI2 at Erenhot rose from \$17 to \$112. This was due to loading fees.</p>	<p><b>Slightly Lower</b></p> <p>Gauge change operations at Dostyk and Altynkol accounted for the bulk of the TFI1 (rail). Another cost driver was customs inspection in 2024.</p>
Shipment Cost	<p><b>Lower</b></p> <p>Both corridors 1a and 1b reported a slight drop in TFI3 (road). Corridor 3 showed a noticeable decline from \$515 to \$362. Corridor 3b reported a decrease from \$436 (2023) to \$362 (2024).</p>	<p><b>Slightly Higher</b></p> <p>The rail corridors did not reflect any significant increase. This hinted that rail freight rates remained stable in 2024.</p>
Speed	<p><b>Lower</b></p> <p>Corridor 1 reported the best performance at 63.4 km/h. The slowest speed was recorded at Corridor 5 at 27.4 km/h. For SWD, Corridor 3 reported the best performance at 37.6 km/h. The slowest speed was recorded at Corridor 5 at 10.7 km/h.</p>	<p><b>Slightly Higher</b></p> <p>Corridor 1a improved from 72.0 km/h to 79.5 km/h, while 1b rose from 67.0 km/h to 85.6 km/h. However, the long border-crossing time resulted in a significant speed reduction. Accounting for the delays, the SWD for Corridor 1a and 1b were 20.6 km/h and 9.4 km/h.</p>

# Case Study: Alashankou–Dostyk and Horgos–Nur Zholy and Altynkol

Xinjiang Foreign Trade in Value, billions USD



Source: New Development Bank

Closer trade ties, policies that promote trade growth and complementary trade structure has driven XUAR’s trade volume to grow at a CAGR of close to 30% in the past five years, reaching \$61.1 billion in 2024.

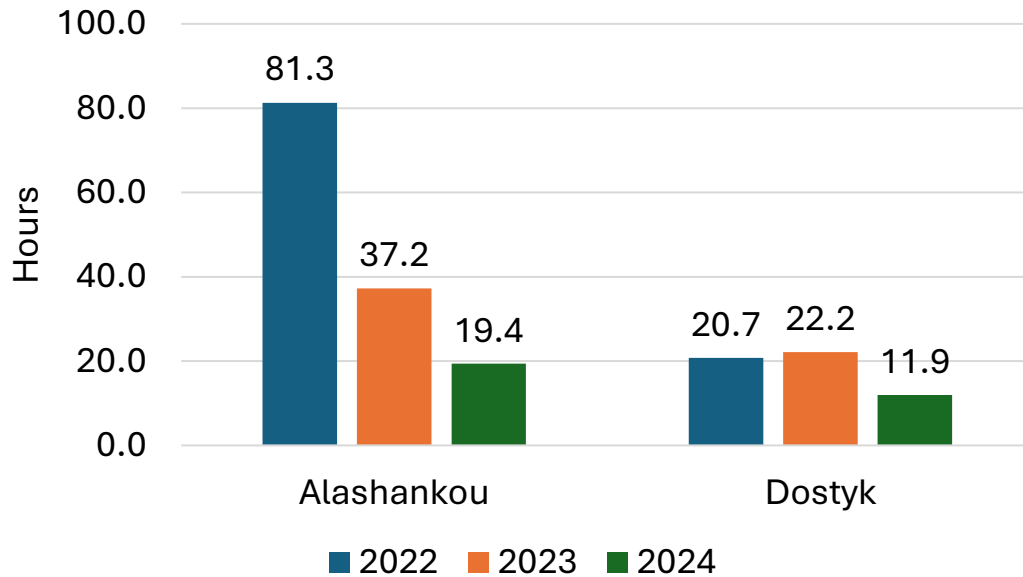
A record 32 million tonnes was achieved in 2024 between Kazakhstan and China.

Annual Report 2024 reports the latest findings on the PRC-Kazakhstan BCPs.

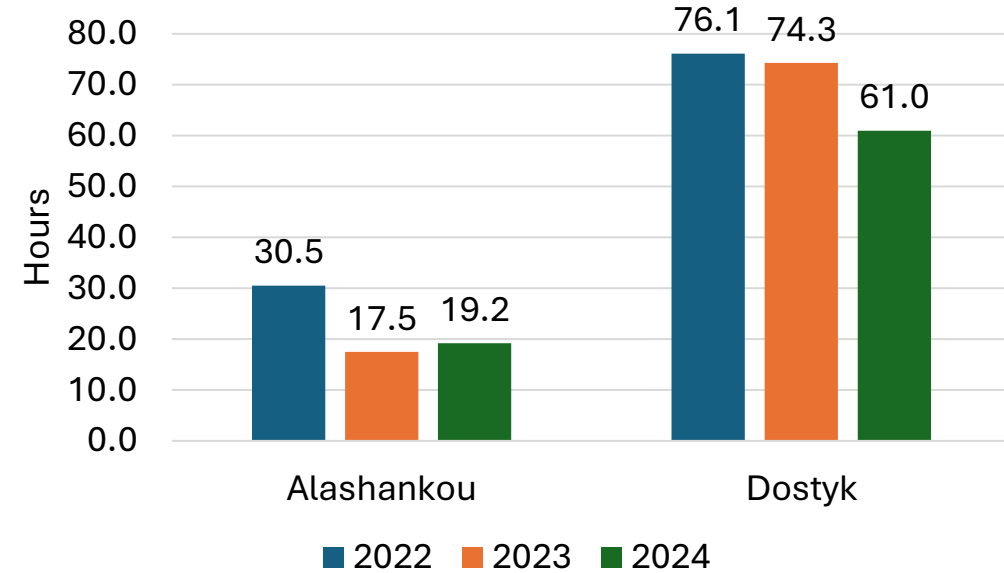
- 1a: Alashankou-Dostyk (Road and Rail)
- 1b: Horgos – Nur Zholy (Road)
- 1b: Horgos – Nur Altynkol (Rail)

# Case Study: Alashankou–Dostyk

Border-crossing time at Alashankou-Dostyk  
Road BCP, 2022 to 2024



Border-crossing time at Alashankou-Dostyk  
Dostyk Rail BCP, 2022 to 2024

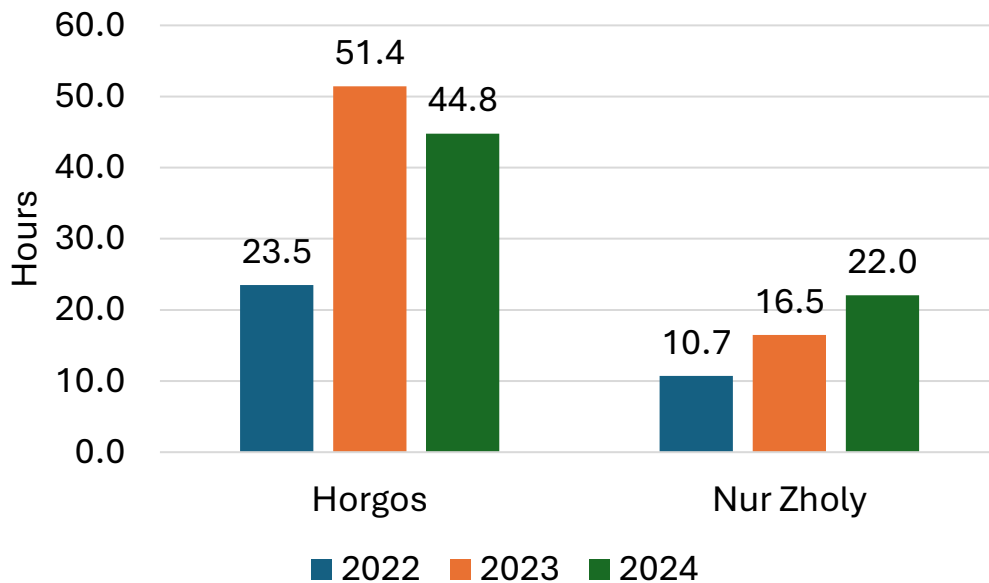


Source: CPMM 2024

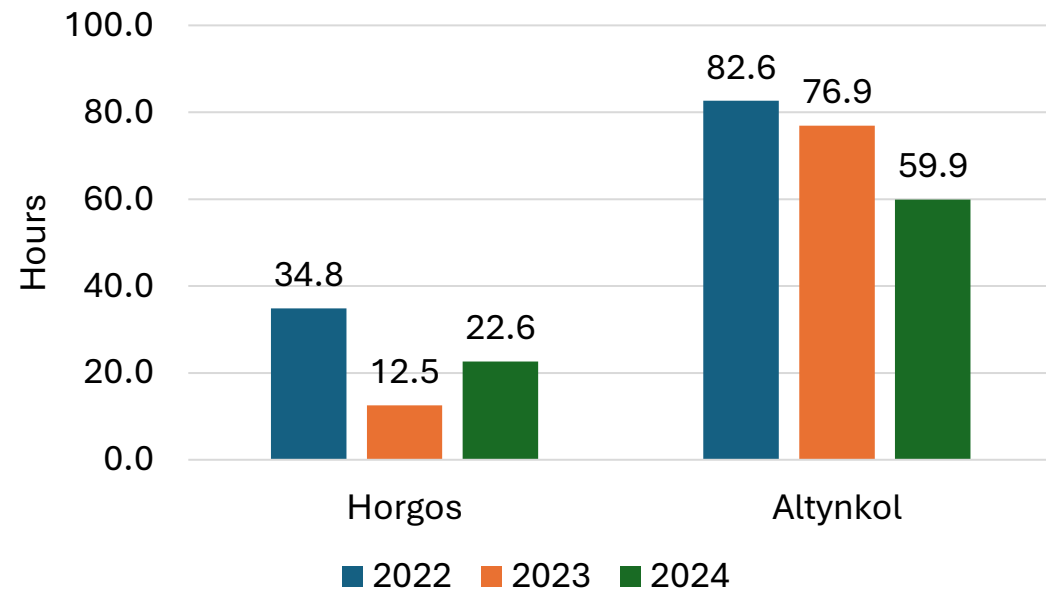
Time and cost indicators showed a steady improvement from 2022 to 2024. However, **rail shipments at Dostyk** still suffered from relatively high level of delays.

# Case Study: Horgos-Nur Zholy/Altynkol

Border-crossing time at Horgos-Nur Zholy  
Road BCP, 2022 to 2024



Border-crossing time at Horgos-Altynkol Rail  
BCP, 2022 to 2024



Source: CPMM 2024

(Road) Horgos showed a high level of crossing time due to inspections and waiting, while **Nur Zholy** exhibited a **gradually increasing border-crossing time**.  
(Rail) **Altynkol** displayed a **steady improvement**.

# THANK YOU!

## Pay Us a Visit in Xinjiang!

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