



Session 2

Routes and Border-Crossing Points

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**CAREC Corridor Performance Measurement and Monitoring
Methodology Workshop**
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CPMM Partners (Active)

No	Country	Partner	Abbreviation
1	Afghanistan	Afghanistan Association of Freight Forwarders Companies	AAFFCO
2	China (PRC)	Xinjiang Uygur Logistics Association	XULA
3	Georgia	Georgia International Road Carriers Association	GIRCA
4	Mongolia	Mongolia Logistics Association	MLA
5	Pakistan	Pakistan International Freight Forwarders Association	PIFFA
6	Tajikistan	Association of International Road Carriers of Tajikistan	ABBAT
7	Uzbekistan	Association of International Road Carriers of Uzbekistan	AIRCUZ
8	<i>Turkmenistan</i>	<i>Turkmen Association of International Road Carriers</i>	<i>THADA</i>

CPMM Partners (Inactive)

No	Country	Partner	Abbreviation
1	Kazakhstan	Kazakhstan Freight Forwarders Association	KFFA
2	Kyrgyz Republic	Freight Forwarders Association	FOA
3	Uzbekistan	Association for Development of Business Logistics	ADBL

Outline

1. East Asia – Central Asia
2. South Asia – Central Asia
3. Eurasian Continental
4. Trans-Mongolia

Routes Selection Criteria



1. Existing Traffic Volume
2. Projected Traffic Growth and Economic Potential
3. Future Capacity to link economic and population hubs
4. Potential to reduce transport delays
5. Economic and Financial Sustainability
6. Multimodal Prospects

Theme 1: East Asia – Central Asia



Routes

Origin	Destination
Urumqi	Almaty
Urumqi	Astana
Kashi	Bishkek
Kashi	Tashkent
Kashi	Osh
Kashi	Dushanbe

BCPs (Border-Crossing Points)

Exit	Entry
Horgos	Altynkol / Nur Joli
Alashankou	Dostyk
Torugart	Torugart
Yierkesitan	Irkeshtam
Karasu	Kulma

Data Collection Plan

By XULA, People Republic of China (PRC)

No	Origin-Destination	Mode	Commodities	Frequency
1	Urumqi – Almaty	Road	Consumer Goods, Spart Parts, Apparels	5
2	Urumqi – Almaty	Rail	Consumer Goods, Spart Parts, Apparels	2
3	Urumqi – Astana	Road	Consumer Goods, Spart Parts, Apparels	3
4	Kashi – Bishkek	Road	Consumer Goods, Shoes	3
5	Kashi – Tashkent	Road	Consumer Goods, Hardware, Tools	5
6	Kashi – Dushanbe	Road	Consumer Goods, Hardware, Tools, Tractors	3
			Total	21

Kashi – Kulma - Dushanbe

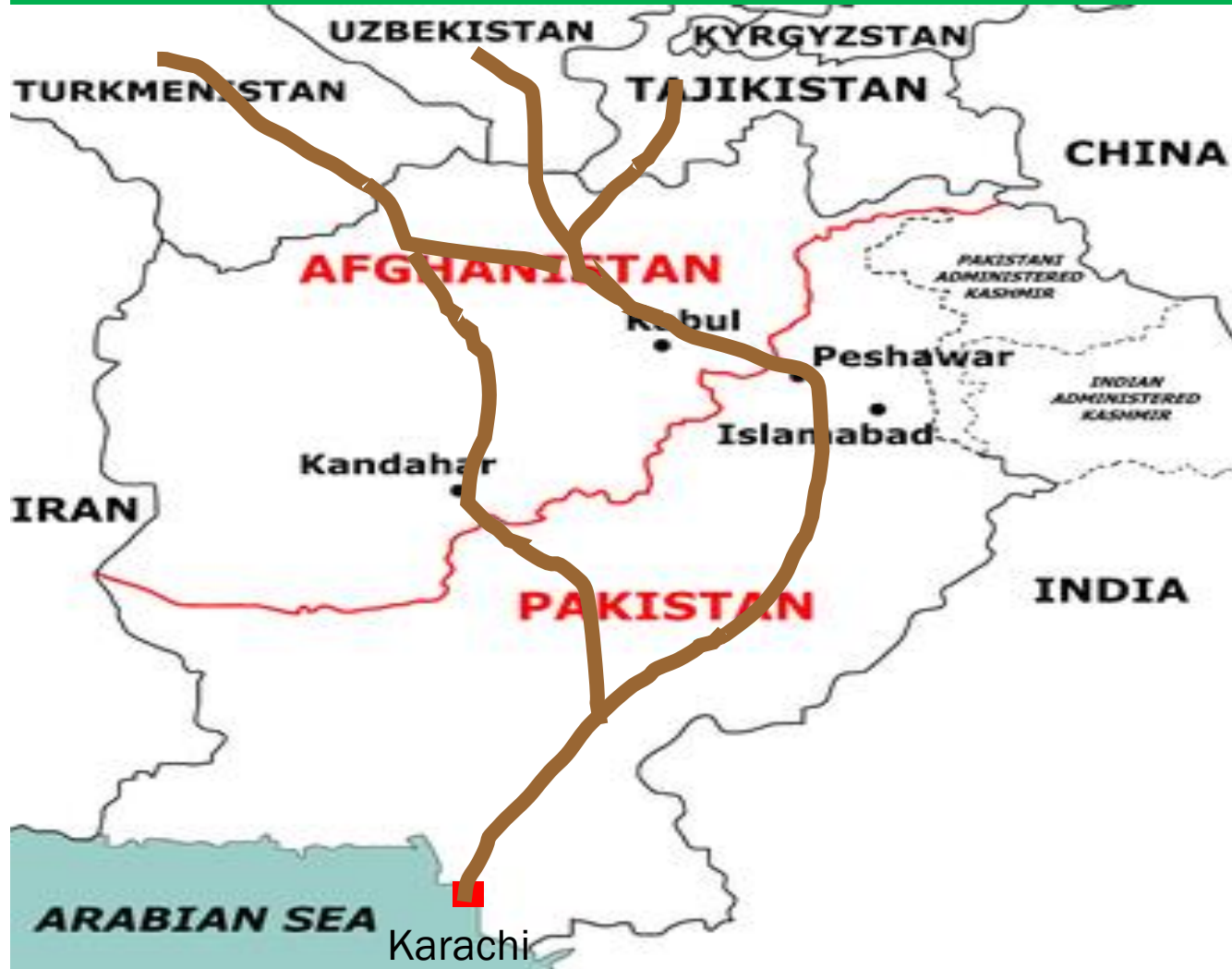


Data Collection Plan

By ABBAT, Tajikistan

No	Origin-Destination	Mode	Commodities	Frequency
1	Dushanbe – Kashi	Road	Drinking Water, Cotton, Fruits	3
2	Kashi – Dushanbe	Road	Consumer Goods	3
3	Kashi – Shirkhan Bandar	Road	Consumer Goods	4
			Total	10

Theme 2: South Asia – Central Asia



Routes

Origin	Destination
Karachi	Almaty
Karachi	Bishkek
Karachi	Dushanbe
Karachi	Tashkent

BCPs (Border-Crossing Points)

Exit	Entry
Torkham	Torkham
Chaman	Spin Buldak
Shirkahn Bandar	Panji Poyon
Hairatan	Ayratan / Termez
Towraghondi	Serkhet Abad
Ghulam Khan	Ghulam Khan

Data Collection Plan

By AAFFCO, Afghanistan

No	Origin-Destination	Mode	Commodities	Frequency
1	Peshawar - Dushanbe	Road	Fruits and Vegetables	5
2	Peshawar - Tashkent	Road-Rail	Fruits and Vegetables	5
3	Quetta - Ashgabat	Road-Tail	Fruits and Vegetables	5
4	Islamabad - Tashkent	Road	Fruits and Vegetables	5
5	Bokhara - Mazar-e-Sharif	Rail	Flour, Legumes	5
6	Almaty - Mazar-e-Sharif	Rail	Flour	5
			Total	30

Data Collection Plan

By PIFFA, Pakistan

No	Origin-Destination	Mode	Commodities	Frequency
1	Karachi – Jalalabad	Road	Machinery, Used Clothes, Medical Instruments, Appliances, Blankets, Medicines, Metals, Rubber item	20

Notes

1. Chaman border point is closed due to regional issues.

Recommendation

1. Diversify routes, for instance, Karachi to Central Asia or Karachi to Kashi



Building Regional Connectivity between South Asia and Central Asia

Key Cities	Seaports	Distance (km)
Almaty	Karachi	3,424 km
	Poti	4,705 km
Tashkent	Karachi	2,665 km
	Poti	3,222 km
Bishkek	Karachi	3,586 km
	Poti	5,342 km
Dushanbe	Karachi	2,162 km
	Poti	3,264 km
Ashgabat	Karachi	2,351 km
	Poti	1,793 km

Since August 2023, there was an increase in TIR shipments from Pakistan to Central Asia. Commodities carried included chemicals, cherries, nuts, resins and machineries.

Can PIFFA target those shipments?

In addition, Kashi is becoming an important transshipment point.



Theme 3: Eurasian Continental



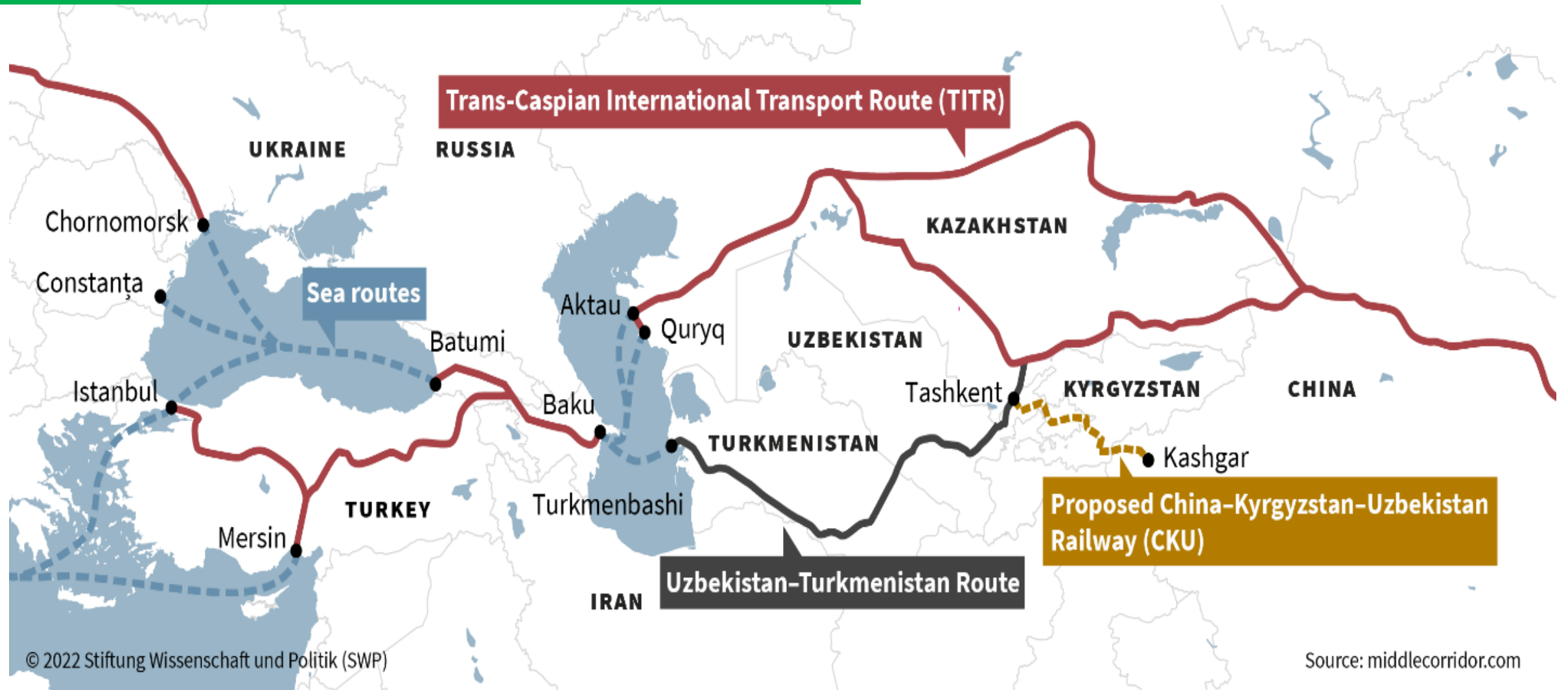
Routes

Origin	Destination
Poti	Various destinations
Sarpi	Various destinations
Uzbekistan cities	Türkiye
Uzbekistan cities	Baku
Uzbekistan cities	Poti
Uzbekistan cities	European Union

BCPs (Border-Crossing Points)

Exit	Entry
Tsiteli Khidi	Krasyni Most / <i>Kırmızı Köprü</i>
Sarpi	Sarpi
Dautota	Tazhen
Yallama	Konysbaeva
Verkhniy Lars	Kazbegi

Middle Corridor



Data Collection Plan

By GIRCA, Georgia

No	Origin-Destination	Mode	Commodities	Frequency
1	Poti – Almaty or Astana	Road	Steel coupling, computer products, Oil equipment, beverage, mining equipment, spare parts, medicaments	2
2	Poti - Bishkek	Road	Machinery, equipment, medicines	2
3	Poti – Dushanbe	Road	Machinery, equipment, medicines	2
4	Poti – Tashkent	Road	Steel drums, medicines, frozen beef tongue, pork back, chicken, fish, meat	2
5	Sarpi – Central Asian cities	Road	Consumer goods, spare parts, equipment,	2
			Total	10

Data Collection Plan

By AIRCUZ, Uzbekistan

No	Origin-Destination	Mode	Commodities	Frequency
1	Uzbekistan cities - Türkiye	Road	Dried fruits, chemical products, cotton/textile, equipment, PVC, Zinc/Copper	5
2	Uzbekistan cities – Baku	Road	Dried fruits and nuts, carpets, cotton/textile, chemical products	5
3	Uzbekistan cities – Poti	Road	Dried fruits and nuts, processed vegetables/fruits, carpets, cotton/textile, chemical products	5
4	Uzbekistan cities – EU	Road	Vegetables/fruits, dried fruits and nuts, meat, cheese, cotton/textile, chemical products, building materials, equipment, etc	5
			Total	20



Data Collection Plan

By XULA, PRC

No	Origin-Destination	Mode	Commodities	Frequency
1	Xi'An- Hamburg	Rail	Notebook computer, printer, home appliances	5
			Total	20

To discuss

1. THADA from Turkmenistan has been engaged in August 2024.
2. THADA is under a trial pilot now, to collect Caspian shipments.
3. GIRCA is supporting the data collection.
4. Need to decide on the final routes for THADA.

With THADA's addition, it will be possible to compare the efficacies of the Trans-Caspian International Transport Route (TITR), Kuryk-Alat vs Turkmenbashi-Alat, as well as land shipments to determine the time and cost between the different options.



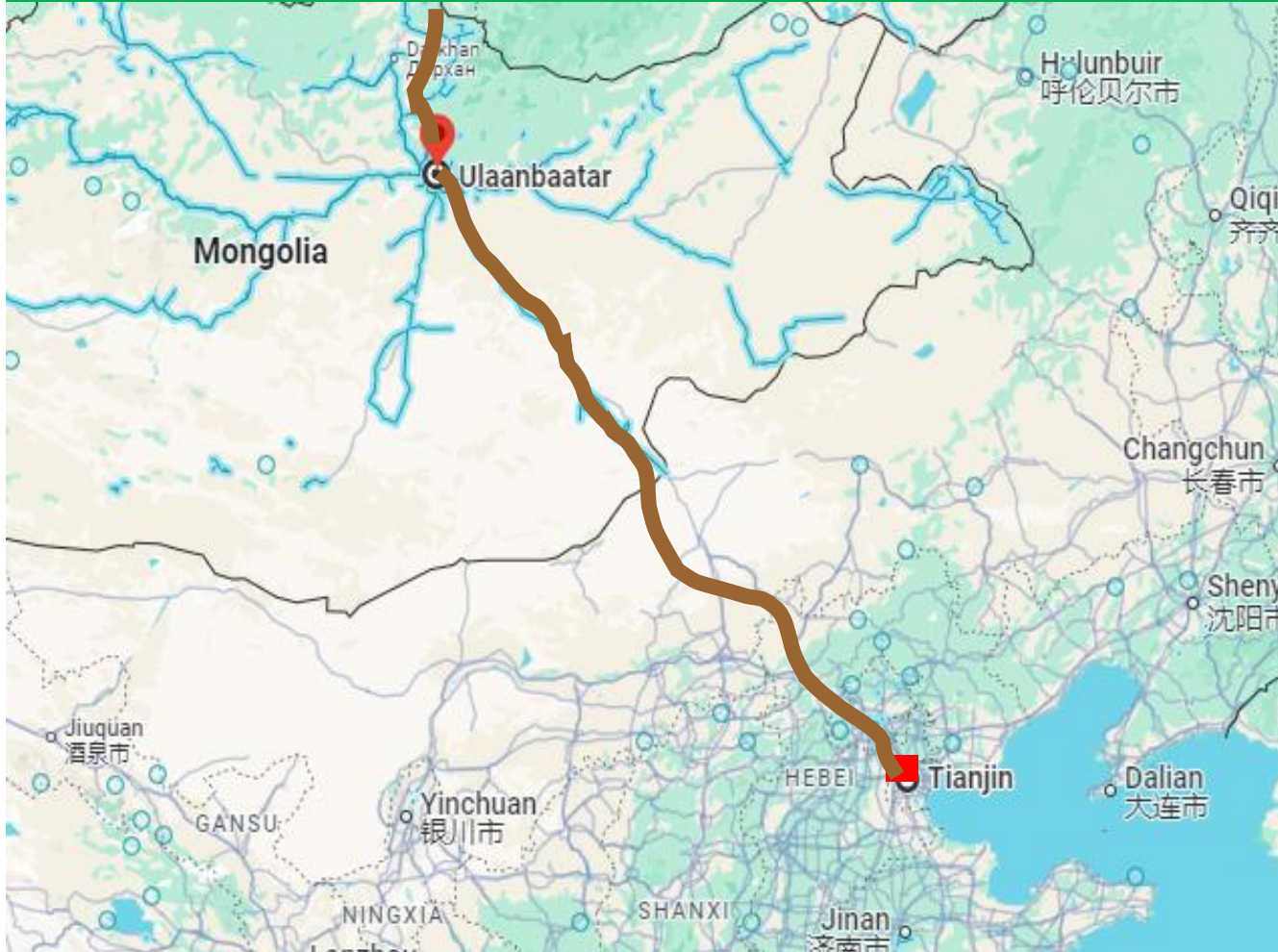
Lianyungang – Key Developments



Products from Asia go to Lianyungang and enters Central Asia. In return, agricultural produce and miners from Central Asia go to Southeast Asia from Lianyungang to Southeast Asia.

The China-Kazakhstan (Lianyungang) Logistics Cooperation Base in Lianyungang

Theme 4: Trans-Mongolia



Routes

Origin	Destination
Tianjin	Ulaanbaatar

BCPs (Border-Crossing Points)

Origin	Destination
Erenhot	Zamiin Uud
Naushki	Sukhbaatar



Data Collection Plan

By MLA, Mongolia

No	Origin-Destination	Mode	Commodities	Frequency
1	Ulaanbaatar – Tianjin	Rail	Cashmere products, Mongolian ger, Pig iron	5
2	Tianjin - Ulaanbaatar	Rail	Used vehicle	5
3	Naushki – Erenhot	Rail	Lumber	5
4	Takashken – Tashanta	Rail	Equipment, dried foods	5
			Total	20

Note:

1. Congestion at Tianjin resulting in 3 months or more of delivery lead time for UB bound containers.
2. Estimated 7,000 containers in Tianjin waiting for transportation out to Mongolia.
3. Mongolian importers and consignees use trucks to move the goods instead of rail.
4. Currently no road transport is being studied.



Summary

General

1. Routes are now reorganized from purely CAREC corridors to themes.
2. New corridors are emerging.
3. CAREC region gains prominence as global and regional events disrupted traditional supply chains.
4. The new route plan emphasizes on regional connectivity.
5. Some important sections are missing, due to absence of CPMM partners. (to discuss in Session 4)

Follow-ups

1. PIFFA to review the possibility of new route monitoring and propose to CPMM team.
2. THADA and ADB to finalize the implementation and data collection plan.



Thank you!

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