Trade and Transport Facilitation Audit in South Asia
Kathmandu, Nepal, 1 October 2013

Towards integrated and sustainable trade and transport facilitation performance monitoring systems: BPA+

Cuong Minh Nguyen
Senior Economist
ADB

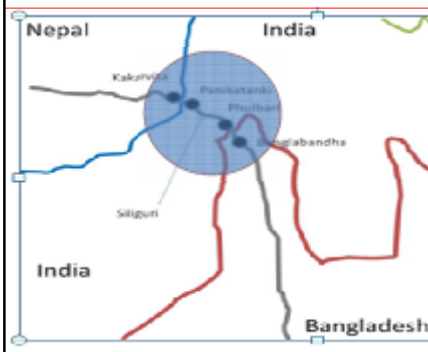Tengfei Wang
Economic Affairs Officer
UNESCAP

ADB

UNITED NATIONS
ESCAP

Lessons learnt in implementing BPA +1 in SASEC Countries

ADB

UNITED NATIONS
ESCAP

Corridor 1 (Nepal corridor)

**Kakarvitta (Nepal) – Panitanki (India) – Fulbari (India) –
Banglabandha (Bangladesh)**

1. Nepal's import of lead acid accumulator
2. Nepal's export of lentil
3. Distance: 54 km [Kathmandu to Dhaka – 1152 km]
4. Nepal's 1% total trade (US$ term) passes through this corridor

Corridor 2 (Bhutan corridor)

**Phuentsholing (Bhuatn) –Jaigaon (India) –Hasimara (India) –
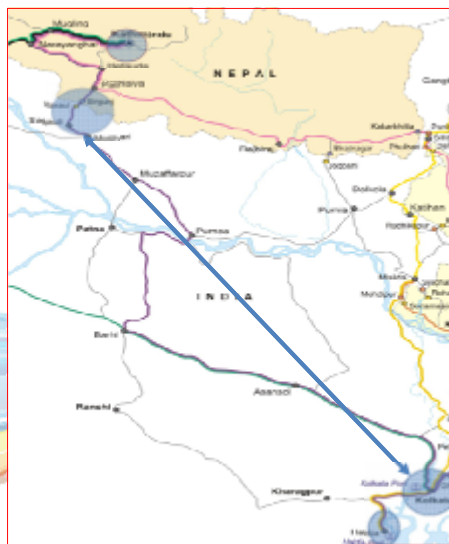Changrabandha (India) – Burimari (India)**

1. Bhutan's import of fruit juices
2. Bhutan's export of oranges
3. Distance: 115 km

Corridor 3 (Nepal corridor)

Kathmandu (Nepal) – Birgunj (Nepal) – Raxaul (India) – Kolkata (India)

1. Nepal's import of Crude soya bean oil
2. Nepal's export of carpet
3. Distance: 704 km (Kolkata port), 832 km (Haldia port)
4. Share of Birgunj customs to total trade: 44%

Handling of cargo by ICD Birgunj

	Containerized Cargo		Break Bulk Cargo	
	No of Train	Total TEUs	No of Train	Total MT
2008/09	178	14702	7	18242
2009/10	207	17616	81	194313
2010/11	222	19440	128	326826
Growth (%)	12.36	16.11	864.29	845.81

Source: Rajkarnikar (2013)

Summary of Outcomes of BPA 1

Corridor	Exporter	Importer	Products	Procedures (No.)			Time	Cost
				Exporter	Importer	Total	(Day)	(US$/TEU)
Corridor 1: Kakarvitta-Panitanki-Fulbari-Banglabandha	Nepal	Bangladesh	Lentil	18	13	31	23.40	791.8
	Bangladesh	Nepal	LAA	12	16	28	29.26	1402.05
Corridor 2: Phuentsholing-Jaigaon-Hasimara-Changrabandha -Burimari	Bhutan	Bangladesh	Orange	18	14	32	18.60	569.84
	Bangladesh	Bhutan	Fruit Juice	9	16	25	20.13	527.61
Corridor 3: Kathmandu-Birgunj-Raxaul-Kolkata	Nepal	Third country*	Carpet	23		23	26.00	2285.40
	Third country**	Nepal	CSO		21	21	18.00	689.74

*Excluding export processes   **Excluding import processes

ADB

UNITED NATIONS
ESCAP

Corridor 10- Kathmandu, Mugling, Narayanghat, Butwal, Bhairahawa, Sunauli, Gorakphur, Barabanki, Lucknow

click on the colors

SAARC Corridor 1	SAARC Corridor 6
SAARC Corridor 2	SAARC Corridor 7
SAARC Corridor 3	SAARC Corridor 8
SAARC Corridor 4	SAARC Corridor 9
SAARC Corridor 5	SAARC Corridor 10
All Corridors	

Corridor Selection for BPA II

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply, on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.
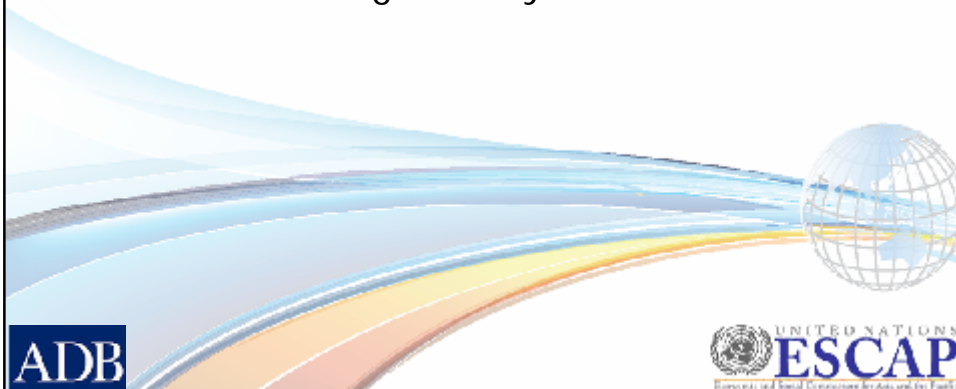
Way forward: Towards integrated
and sustainable trade
and transport facilitation
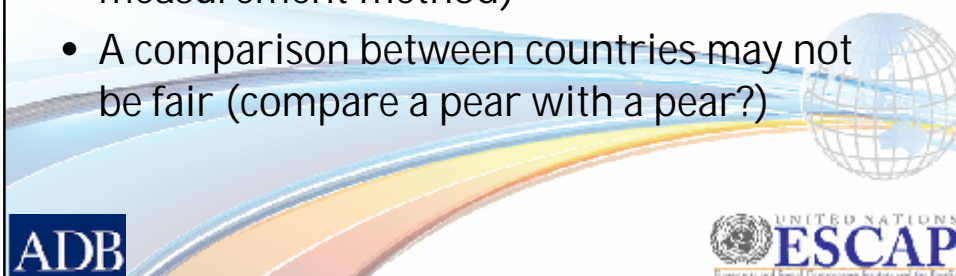performance monitoring systems:
BPA+

ADB

UNITED NATIONS
ESCAP

Why performance measuring and monitoring?

- If you can't measure it, you can't manage it
- You can't manage what you can't measure

ADB

UNITED NATIONS
ESCAP

What are the normal weaknesses of current measuring and monitoring approaches?

- Often *ad-hoc*
- Often expensive
- Often lack of a standard method (each country or area may have its own measurement method)
- A comparison between countries may not be fair (compare a pear with a pear?)

ADB

UNITED NATIONS
ESCAP

An integrated and sustainable trade facilitation performance monitoring systems
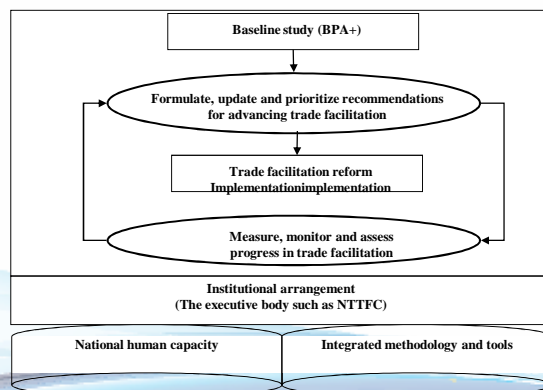
For more details, please refer to a draft paper titled
Towards integrated and sustainable trade facilitation performance monitoring systems: BPA+
Prepared by Yann Duval, Tengfei Wang and Cuong Minh Nguyen.
Available for downloading: http://www.unescap.org/tid/unnext/tools/bpa+.pdf

Typical output of the 'System'

|	
Performance indicators	• Time and cost needed to complete the various activities part of the import/export/transit process (e.g., "obtain import license",...) for selected/strategic products; • Average time taken from the arrival of the goods to their release (by Customs) and breakdowns of each operation between arrival and release • Average time and cost involved in moving a shipment along a specified route/corridor
Process and procedure description	• Use case and activity diagrams (i.e., standardized process and procedures maps); Time-procedures chart; and Time/Cost -distance charts • Process descriptions, including a list of agencies and stakeholders involved as well as a list of , trade forms and documents and related laws, rules and regulations; • A list of identified bottlenecks
Recommendations	• An analysis of the bottlenecks and identification of possible solutions to address them • Actionable and prioritized list of recommendations for implementation

BPA +

Trade-related procedures before cargo movement	Cargo origin		Border crossing point		Border crossing point		Cargo destination	Trade-related procedures after cargo arrival
			TRS		TRS			
		TCD						
		BPA						

TRS: Time release study
TCD: Time cost distance methodology
BPA: Business Process Analysis

ESCAP Time/Cost – Distance Analysis
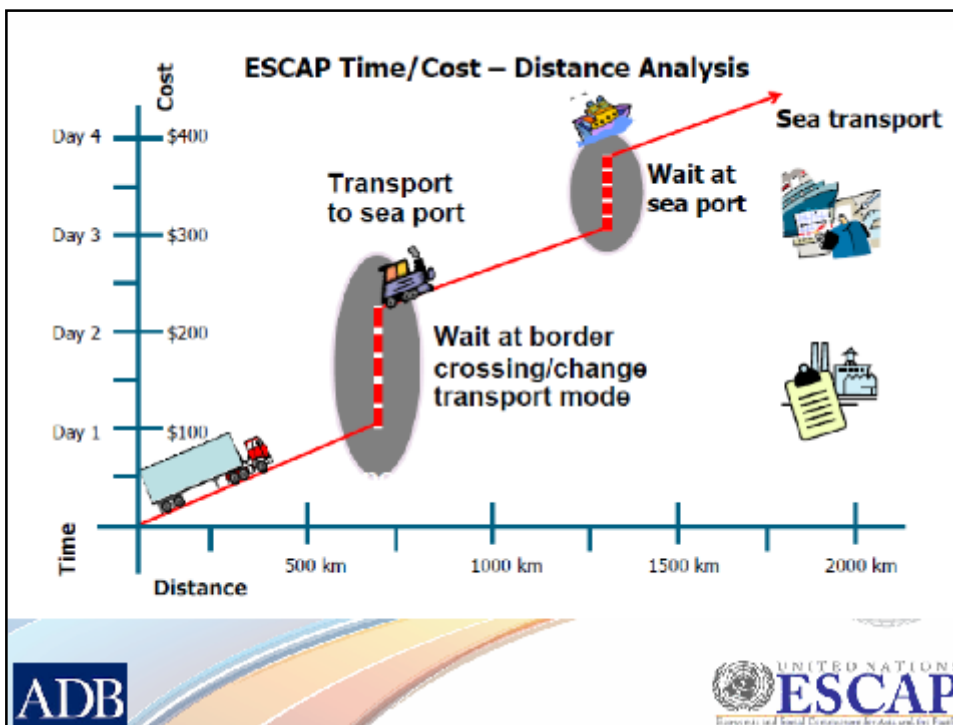
Thank you very much for your attention