Trade and Transport Facilitation Monitoring Mechanism in Bangladesh: Baseline study series #5

Performance Measurement and Monitoring of the Selected Bangladesh’s Trade Corridors
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Corridor performance measurement and monitoring

The 5th report of a series of 5 studies on Trade and Transport Facilitation Monitoring Mechanism (TTFMM) in Bangladesh

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Preface

In the process of undertaking the baseline study of Trade and Transport Facilitation Monitoring Mechanism (TTFMM) in Bangladesh, five studies are carried out to provide multiple facets of trade and transport facilitation covering export and import of specific products, corridors and border crossings. A synthesis report is also produced based on five study reports.

The current report is focused on performance and monitoring of two corridors Dhaka- Rangpur-Burimari and Banglabandha- Rangpur- Dhaka. It is a stand-alone document itself and the 5th report in series of 5 studies and feeds the TTFMM synthesis report. As such, it needs to be read along with other reports to fully understand the background, key findings and conclusions of the TTFMM baseline study.
Acknowledgements

In preparing this report, great support was received from the host country which was essential for completion of the study. Contribution from Md Nojibur Rahman, Firoz Shah Alam and Abdul Hakim is gratefully acknowledged.

The baseline study and the underlying project were managed by Tengfei Wang from ESCAP and Aileen Pangilinan from ADB under the guidance of Yann Duval and Ronald Antonio Q. Butiong. Tanya E. Marin, Linel Ann Reyes-Tayag, and Alona Mae Agustin from ADB provided support for the logistical arrangement of the workshops.

The report was prepared by Tengfei Wang and Mohammad Farhad. Data was collected by Mohammad Farhad. Participants of the various workshops under the project, as detailed in Appendix 1, substantially contributed their expertise to enhance the quality of the project. Mashuk Al Hossain and Muhammad Minhaz Uddin Pahloa played a crucial role for organizing the TTFMM national validation workshop on 31 July-1 August 2016 in Dhaka, Bangladesh. Study design and supervision were provided by Tengfei Wang. Critical review is provided by Vyonna Bondi.

Fedor Kormilitsyn from ESCAP delivered training on Time-Cost-Distance (TCD) method at the national workshop on TTFMM held in Dhaka on 28-29 April 2014. His guidance on application of TCD is gratefully acknowledged. Jeff Procak and Ying Qian from ADB shared toolkits and experience on conducting Corridor Performance Measurement and Monitoring (CPMM) in Central Asia which provides important reference for carrying out similar studies in Bangladesh.

The TTFMM baseline study is funded under both ADB’s Technical Assistance Special Fund and the Japan Fund for Poverty Reduction.

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Executive Summary

The report is focused on performance and monitoring of two corridors Dhaka- Rangpur- Burimari- Changraabandha- Jaigaon- Phuentsholing- Thimphu and Kathmandu-Kakarvitta-Fulbari-Banglabandha-Rangpur- Dhaka. The study analyzes the average speed along the corridor and identifies key bottlenecks. The two corridors share the same route from Rangpur to Dhaka, which forms the major portion (more than two-third) of these routes, therefore, this one single report covers both studies.

The key methodology for study is the CAREC’s Corridor Performance Measurement and Monitoring (CPMM) method. The time-distance graphs according to the Time-Cost-Distance method developed by ESCAP were also prepared.

The report finds that the average speed along corridors with and without delays is 15-17 km/h and 24-27 km/h, respectively, which is much lower than the average speed surveyed in Central Asia. In light of the BBIN Motor Vehicle Agreement, the report presents both the challenges and enormous opportunities for enhancing transport efficiency along the BBIN corridors. On the one hand, as mentioned earlier, the current average speed of vehicle movement along the corridor is very low. On the other hand, if the average speed can be improved to 30 km/h, on average, 44-50 per cent of the transport time can be reduced. Policy makers and other stakeholders should treat this as encouraging news because once the measures to streamline trade and transport process are put in place, substantial improvement in transport along the corridors can be expected.
Chapter 1. Introduction

The TTFMM baseline study in Bangladesh was conducted as a part of broad initiative to establish sustainable trade and transport facilitation monitoring mechanisms (TTFMM) in the country in the long term. The TTFMM project covers not only Bangladesh but also Bhutan and Nepal under the South Asia Sub-regional Economic Cooperation (SASEC) Program. In particular, the TTFMM baseline study aims to:

1) Explain the rationale for establishing TTFMM and key methodology for data collection and analysis.
2) Provide a set of indicators and underlying data on trade and transport facilitation performance in Bangladesh. Such baseline data will ensure that the progress or setbacks in trade facilitation performance in the country can be benchmarked.
3) Diagnose key bottlenecks and recommendations for removing bottlenecks and simplifying trade procedures. In this respect, the study provides policy recommendations to policy makers and stakeholders.
4) Propose a way forward to maintain the sustainability of TTFMM. Sustainability is at the core of the design of TTFMM.

The scope of the baseline studies of TTFMM was decided through a series of regional and national training workshops held in Bangkok, Thailand in November 2013, in Dhaka, Bangladesh in April, 2014 and in Bangkok, Thailand in January 2015. A wide range of stakeholders were consulted in this process, as shown in the lists of participants of different meetings in Appendix 1. After extensive exercise and discussion with the relevant stakeholders, it was agreed that the TTFMM baseline study in Bangladesh would cover the following processes, products and trade routes and corridors:

(i) Export of plastic kitchenware and tableware from Bangladesh to Bhutan through Dhaka-Rangpur-Burimari-Changrabandha-Jaigaon-Phuentsholing-Thimphu; and
(ii) Import of lentil from Nepal to Bangladesh through Kathmandu-Kakarvitta-Fulbari-Banglabandha-Dhaka.

More specifically, it was decided that the Business Process analysis (BPA) would cover all the above-mentioned products and corridors, Time Release Study (TRS) would cover border crossings at Burimari and Banglabandha LCS and Time-Cost-Distance (TCD) /Corridor Performance
Measurement and Monitoring (CPMM) would cover the corridors from Dhaka to Burimari and from Banglabandha to Dhaka.

Both corridors covered by the study are strategically important for Bangladesh. Burimari-Rangpur-Dhaka is part of Thimpu-Phuentsholing-Jaigaon-Changrabandha-Burimari-Dhaka (SARRC Corridor 8) corridor linking Bangladesh with Bhutan via India. It is the principle trade route for Bangladesh-Bhutan bilateral trade and for Bangladesh-India bilateral trade. Given the importance of the route for intra-regional trade, transport and tourism, it is also included in the BBIN initiative. The Burimari-Rangpur-Dhaka portion of this corridor is 455 km long while the transit distance of this corridor in India (Jaigaon to Changrabandha) is 115 km.

Kathmandu-Kakarvitta-Fulbari-Banglabandha-Dhaka (SARRC Corridor 4) corridor links Nepal with Bangladesh through India. It starts at Kathmandu and uses the Prithbi Highway and East-West Highway to reach the border at Kakarvitta (Nepal)/Panitanki (India) and then it follows the NH 31 and SH 12A to reach Fulbari (India)/Banglabandha (Bangladesh). From Banglabandha, the corridor follows the N 507, N 6, N 704 up to Hatikumrul and then it follows two different routes – one to Mongla and another to Dhaka. From Dhaka the corridor further goes to Chittagong port. The total length of this corridor is 1152 km (Kathmandu to Dhaka). In Nepal, the road from Kathmandu to Kakarvitta is 600 km. In India, the road from Kakarvitta (Nepal)/Panitanki (India) to Fulbari (India)/Banglabandha (Bangladesh) is 59 km. The Banglabandha-Rangpur-Dhaka portion of the corridor is strategically important for Bangladesh as it has been developed to facilitate trade and tourism between Bangladesh and India, as well as two other land locked countries Nepal and Bhutan. Indeed it is the only trade corridor through which transit for trade between Bangladesh and Nepal is permitted via India. The Bangladesh part of this corridor from Banglabandha to Dhaka is 478 km.

The study analyzes the average speed along the corridor and identifies key bottlenecks. It is a stand-alone document itself and in the meantime the 5th report of a series of 5 studies and feeds the synthesis TTFMM baseline report on Bangladesh. As such, it needs to be read along with other reports to fully understand the background, key findings and conclusions of the TTFMM baseline study.
Chapter 2. Methodology and data collection

2.1 Overview of Time-Cost-Distance (TCD) and CAREC Corridor Performance Measurement and Monitoring (CPMM) methodology

Developed by ESCAP, Time–Cost–Distance (TCD) method assists decision makers in understanding the pattern and magnitude of time and cost of transportation process and identifying, isolating and addressing physical and non-physical obstacles. Typical output of TCD is a visual representation of the transport process from origin to destination, which plots distance (x-axis) against either cumulative time or cumulative cost (y-axis).

TCD was further refined by ADB and evolved to be the so-called Corridor Performance Measurement and Monitoring (CPMM) method, as shown in Figure 2.1. As CPMM has been widely used in Central Asia, it is adopted by the current TTFMM baseline study. In the meantime, the graphic representation of time-distance chart recommended by TCD is also adopted in this report.

CPMM methodology used two measures of speed: speed without delay (SWOD) and speed with delay (SWD). SWOD is the ratio of the distance travelled to the time spent by a vehicle in motion between origin and destination (actual traveling time). SWD is the ratio of distance travelled to the total time spent on the journey, including the time the vehicle was in motion and the time it was stationary. These two indicators are included in the study.

The study reports official costs incurred along the corridors under. Although unofficial payments along the road are reportedly not uncommon, the lack of consistent and reliable methods for capturing such information, apart from anecdotal reports from truck drivers and transport operators based on individual incidents and personal experience, make it difficult to gauge and report the extent of the problem.

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2 More information is available at [http://www.unescap.org/resources/timecost-distance-methodology](http://www.unescap.org/resources/timecost-distance-methodology)

3 Detailed discussion is available at [https://www.adb.org/sites/default/files/publication/148731/carec-cpmm-forward-looking-retrospective.pdf](https://www.adb.org/sites/default/files/publication/148731/carec-cpmm-forward-looking-retrospective.pdf)
Figure 2. Evolution of Corridor Performance Measurement and Monitoring (CPMM)

CPMM 1.0
- A modified UNESCAP TCD template for data entry was used.
- Reasons for delays were not standardized.
- Results were analyzed but not published.

CPMM 2.0
- A standardized data collection template was used.
- Standardized reasons for delays were included.
- Results were published quarterly and annually.

CPMM 3.0
- A more powerful template that consolidates samples and has a dashboard display has been introduced.
- The system distinguishes between road delays and rail transport delays.
- CPMM reports follow a more professional format.

CPMM = corridor performance measurement and monitoring, TCD = time/cost-distance, UNESCAP = United Nations Economic and Social Commission for Asia and the Pacific.


2.2 Data collection

The timeframe for implementing TTFMM baseline study in Bangladesh was approximately 14 months and is shown in Table 2.1. A data collection form was designed based on the ADB CPMM approach. The form was translated in the local language to facilitate data collection (as shown in Appendix 2). Further explanation of the data collection forms (as shown in Appendix 3) is provided to the trucking and transport companies in charge of collecting data. Data collection from the field was carried out during March-April 2016. Final sample includes 20 shipments along the Dhaka-Rangpur-Burimari corridor and 15 shipments along the Banglabandha-Rangpur-Dhaka corridor.
Table 2.1 Time frame for implementing TTFMM baseline study

<table>
<thead>
<tr>
<th>Sub-regional meeting to plan the baseline study in Wuhan, China</th>
<th>Workshop to finalize the plan of the baseline study in Bangkok, Thailand</th>
<th>Data collection on BPA</th>
<th>Data collection on TRS</th>
<th>Data collection on TCD/CPMM</th>
<th>TTFMM database, analysis and draft report</th>
<th>National results validation meeting</th>
<th>Refine TTFMM data and analysis, and finalize study report</th>
</tr>
</thead>
</table>

Source: prepared by the study team
Chapter 3. Analysis and Findings

3.1 Key Performance Indicators

3.1.1 Performance at the Dhaka- Rangpur- Burimari a corridor

The distance between Dhaka and Burimari is 455 km. Table 3.1 shows that it takes on average 30 hours to transport of cargoes through the corridor. The vehicles stopped on average 8 times or 11 hours in total. Average speed without delay (SWOD) and average speed with delay (SWD) are 24 km/h and 15 km/h, respectively.

Table 3.1 Dhaka- Rangpur- Burimari Corridor Performance Indicators

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Max</th>
<th>Min</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Distance (km)</td>
<td>455</td>
<td>465</td>
<td>445</td>
</tr>
<tr>
<td>Total Travel hours with delay</td>
<td>30</td>
<td>36</td>
<td>16</td>
</tr>
<tr>
<td>Total Stops</td>
<td>8</td>
<td>11</td>
<td>6</td>
</tr>
<tr>
<td>Total Stoppage Hours</td>
<td>11</td>
<td>18</td>
<td>2</td>
</tr>
<tr>
<td>Total Travel hours without delay</td>
<td>19</td>
<td>23</td>
<td>14</td>
</tr>
<tr>
<td>Speed with delay (SWD) (km/hours)</td>
<td>15</td>
<td>26</td>
<td>13</td>
</tr>
<tr>
<td>Speed without delay (SWOD) (km/hours)</td>
<td>24</td>
<td>33</td>
<td>20</td>
</tr>
<tr>
<td>Official costs incurred in corridor (in USD)⁴</td>
<td>82</td>
<td>102</td>
<td>54</td>
</tr>
<tr>
<td>Official costs incurred in corridor/ Ton (in USD)⁵</td>
<td>4</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>Total Costs (in USD)⁶</td>
<td>493</td>
<td>564</td>
<td>285</td>
</tr>
<tr>
<td>Total Costs per Ton (in USD)</td>
<td>22</td>
<td>47</td>
<td>16</td>
</tr>
</tbody>
</table>

Source: prepared by the study team

Figure 3.1 shows the low variation of speeds for the samples included for study. In most cases, SWOD ranges from 20km/h to 25 km/h while and SWD is close to 15 km/h.

⁴ Does not include fuel cost and Driver’s salary. Cost significantly varies because a smaller consignment carrying less than 20 tonnes need not be divided into two trucks to cross the Jamuna Bridge.

⁵ Does not include fuel cost and Driver’s salary.

⁶ The difference between Maximum is very high mainly because of two reasons- 1. Vehicles carried goods from 10 to 33 tons; and 2. Cost significantly varies based on the commodities of the transport. While cost of transport of stone (major import through this route) is relatively low, cost of transport of food or commercial items are significantly higher.
Similarly, Figure 3.2 shows that in many cases, the total stoppage time account for approximately 40% of the journey time.

**Figure 3.2 Ratio of travel time vs. stoppage time through Burimari-Dhaka Corridor**

Source: prepared by the study team

The study reveals that Transport costs ranged from USD 16 to USD 47 per ton for the sample collected, with average costs of USD 22 per ton. The costs of transport vary according to the
commodities carried. Costs for transporting stone (major import through this route) is relatively low compared with transporting food or commercial items.

A substantial source of cost is the ‘Toll’ in the name of ‘Owner-Labor Association’ in almost every district throughout the corridor. Unofficial payments are reportedly prevalent in Bangladesh. However, because of the sensitive nature of this topic and the lack of consistent and reliable methods for capturing such information, data in this respect are not available for analysis.

### 3.1.2 Performance at the Banglabandha-Ramgpur-Dhaka corridor

Table 3.2 and Figure 3.3 show that transport of goods through the Banglabandha-Ramgpur-Dhaka corridor takes on an average 29 hours. The number of stoppages along the journey ranges from 7 to 12 times while total delay time duration ranges from 4 hours to 16 hours. Average speed without delay (SWOD) and average speed with delay (SWD) are 27 km/h and 17 km/h, respectively.

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Max</th>
<th>Min</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Distance (km)</td>
<td>478</td>
<td>500</td>
<td>449</td>
</tr>
<tr>
<td>Total Travel hours with delay</td>
<td>29</td>
<td>34</td>
<td>18</td>
</tr>
<tr>
<td>Total Stops</td>
<td>9</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>Total Stoppage Hours</td>
<td>11</td>
<td>16</td>
<td>4</td>
</tr>
<tr>
<td>Total Travel hours without delay</td>
<td>18</td>
<td>22</td>
<td>14</td>
</tr>
<tr>
<td>Speed with delay (SWD) (km/hours)</td>
<td>17</td>
<td>27</td>
<td>14</td>
</tr>
<tr>
<td>Speed without delay (SWD) (km/hours)</td>
<td>27</td>
<td>35</td>
<td>22</td>
</tr>
<tr>
<td>Official costs incurred in corridor (in USD)(^7)</td>
<td>107</td>
<td>140</td>
<td>32</td>
</tr>
<tr>
<td>Official costs incurred in corridor/ Ton (in USD)(^8)</td>
<td>3</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Total Costs (in USD)(^9)</td>
<td>557</td>
<td>808</td>
<td>232</td>
</tr>
<tr>
<td>Total Costs per Ton (in USD)</td>
<td>18</td>
<td>23</td>
<td>14</td>
</tr>
</tbody>
</table>

Source: prepared by the study team

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\(^7\) Does not include fuel cost and Driver’s salary. Cost significantly varies because a smaller consignment carrying less than 20 Ton need not be divided into two trucks to cross the Jamuna Bridge.

\(^8\) Does not include fuel cost and Driver’s salary.

\(^9\) The difference between Maximum is very high mainly because of two reasons- 1. Vehicles carried goods from 15 to 37 tons; and 2. Cost significantly varies based on the commodities of the transport. While cost of transport of stone (major import through this route) is relatively low, cost of transport of food or commercial items are significantly higher.
Figure 3. 3 Average Speed of transport through Banglabandha-Dhaka corridor

![Average Speed Graph]

Source: prepared by the study team

Figure 3.4 shows the ratio of stoppage time vs. total journey time ranges from approximately 20% to almost 50%.

Figure 3. 4 Ratio of travel time vs. stoppage time through Banglbandha-Dhaka Corridor

![Ratio Graph]

Source: prepared by the study team

The cost of the transport amounted to an average of USD 18 per ton ranging from USD 14 to USD 23 per ton.
3.2 Key bottlenecks

Figure 3.5 and Figure 3.6 show that crossing the Jamuna Bridge and time restriction on entry in Dhaka City accounted for the major delays. Most of the vehicles from Burimari carry 25 to 35 tons of goods. However, it is only permissible to carry 20 tons to cross the Jamuna Bridge. Therefore, the excess goods have to be transferred to another smaller cargo/truck for crossing the Bridge. This loading and unloading procedures cause around 3 to 5 hours delay and a significant portion of official cost of the transport through the route.

Another major source of delay is time restriction on entry in Dhaka City. Trucks are only permitted to enter Dhaka city during night between 8 PM to 8 AM. Therefore, most of the consignments have to wait outside Dhaka for a long period of time to enter in Dhaka City after 8 PM. It is found that this waiting requirement extends the delay time at other stoppage. It is also reported that the speed of consignment significantly reduced after the Jamuna Bridge mainly because of the narrow road and excessive traffic on the road.

It is important to note that under the scenario that the vehicle travels at speed of 30km/h, on average, the journey time can be reduced by 50% (from 30 hours to 15 hours) for the Dhaka-Rangpur-Buriamri corridor and 44% (from 28.5 hours to 16 hours) for the Banglabandha-Rangpur-Dhaka corridor.

Figure 3.5 Time-Distance Analysis of Dhaka-Rangpur- Buriamri

Source: prepared by the study team
3.3 Solutions to removing the bottlenecks

As mentioned earlier, consignment delays on this portion of the routes are mainly due to crossing the Jamuna Bridge and time restrictions on entry in Dhaka City. For effective and smooth operationalization of the routes, the possibility of having a second Jamuna Bridge with higher capacity may be considered in the long term.

The narrow road between Elenga and Chandra slows down the traffic. There is no space alongside the road and any vehicle breakdown or accident blocks the road for several hours.

Improvement of the Joydevpur-Chandra-Tangail-Elenga Road to a 4 Lane Highway has been undertaken under the SASEC road connectivity project. The project is planned to be implemented under four contract packages and a 70 km highway, 5 flyovers, 26 bridges and 60 culverts will be constructed. Timely and effective implementation of this project needs to be ensured for supporting
increased trade and communication with Nepal, Bhutan and India as envisioned following the operationalization of the BBIN agreement.¹⁰

Road infrastructure from Rangpur to Banglabandha is generally good. In contrast, the road from Rangpur to Burimari land port is poor, safety is a major concern and the infrastructure needs be upgraded. Consideration should be given to expand single lane road to double lane highway. Separate lanes for the slow moving transports need to be added.

The importer and exporters, transport logistics service providers may find innovative solution to overcome the challenges of slow movement of vehicle and cargoes. For instance, to minimize delays due to entry restriction in Dhaka city, importers and exporters may consider building or utilizing warehouses outside Dhaka.

Chapter 4. Discussion and Conclusion

4.1 Originality and contribution of the study

The report is focused on performance and monitoring of two corridors Dhaka- Rangpur-Burimari- Changraabandha- Jaigaon- Phuentsholing- Thimphu and Kathmandu-Kakarvitta-Fulbari-Banglabandha-Rangpur- Dhaka. The study analyzes the average speed along the corridor and identifies key bottlenecks using the CAREC’s Corridor Performance Measurement and Monitoring (CPMM) method.

The report finds that the average speed along corridors with and without delays is 15-17 km/h and 24-27 km/h, respectively, which is much lower than the average speed surveyed in Central Asia. It is probably the first time that raw data are collected to record vehicle movements along the corridors. The quantitative indicators derived from the study provide more precise measurement of corridor performance and reflects the real challenge and urgency for improving logistics efficiency along the corridor.

Bearing in mind that the current study is part of the baseline study of Trade and Transport Facilitation Monitoring Mechanism (TTFMM), the indicators produced in this study provide fundamental benchmark for monitoring the performance of corridor over time. In other words, policy makers, practitioners and other stakeholders may start monitoring average speed and other indicators along the corridors over time and observe whether the performance is improved or deteriorated.

This study is meaningful and timely in the light of the BBIN Motor Vehicle Agreement. One of the key objectives of BBIN Motor Vehicle Agreement is to enhance the efficiency of logistics and transport along the corridor. The report presents both the challenges and enormous opportunities for enhancing transport efficiency along the BBIN corridors. On the one hand, as mentioned earlier, the current average speed of vehicle movement along the corridor is very low. On the other hand, if the average speed can be improved to 30 km/h, on average, 44-50 per cent of the transport time can be reduced. Policy makers and other stakeholders should be encouraged by the finding because once the measures to streamline trade and transport process are put in place, substantial improvement in transport along the corridors can be expected.
4.2 Further work

When similar studies are carried out in the future, three areas can be further strengthened. First, future studies, whenever possible, should cover the whole corridor including the border crossing points. The current study was initially aimed to collect data along the whole corridor. However, due to the large number of actors in the process, it is very difficult to manage a data collection questionnaire covering the whole corridor. Using export from Bangladesh to Bhutan as an example, transport is carried out by Bangladesh trucking companies within Bangladesh, and the cargo is unloaded to the warehouse near the border between Bangladesh and India. The agencies of traders from Bangladesh and Bhutan further coordinate transport from Burimari, Bangladesh to Phuentsholing, Bhutan. Often a truck owned by an Indian transport company is hired to execute transport between Burimari and Phuentsholing. Solution to the challenge is further commitment and efforts from the countries along the corridors, with cooperation of transport and logistics service providers.

Second, the sample for the study in the future should be enlarged. The study team experienced tremendous difficulty in data collection under current study. For instance, some drivers were not able to write or record data correctly. Some drivers were reluctant to report the real data. The study team spent significant time and efforts analysing and verifying data. Some data were excluded for final analysis due to inconsistency or errors. Solution to this problem is to provide training to the drivers. “Training of trainers” Programme should also be explored. In other words, a small number of national experts can be trained first and they will subsequently train the drivers on data collection.

Third, the study team should explore alternative methods of collecting data. For instance, data could be recorded by designated persons at pre-determined locations or stops along the route. Furthermore, data stored in the computer system should be fully utilized. Utilization of smartphone may also help record the movement of vehicles.
Appendix 1. List of participants of workshops for the TTFMM baseline study in Bangladesh

A1. Inception Workshop on Trade and Transport Facilitation Performance Monitoring
26-27 November 2013
Bangkok, Thailand

GOVERNMENT OF BANGLADESH

Mr. Sultan MD Iqbal
Member (Customs Intelligence & Audit)
National Board of Revenue, Dhaka

Mr. Nasir Arif Mahmud
Joint Secretary
Ministry of Shipping

Mr. AKM Akhter Hossain
President
Chittagong Customs Clearing & Forwarding Agents
Association, Agrabad, C/A

Mr. M. Nurul Amin
Deputy Director (CM)
Bangladesh Standard Testing Institute (BSTI)

Mr. AHM Ahsan
Trade Consultant (Deputy Secretary)
Ministry of Commerce

Mr. Afsarul Arifeen
Additional Secretary
The Federation of Bangladesh Chambers of Commerce and Industry (FBCCI)

GOVERNMENT OF BHUTAN

Mr. Choiten Wangchuk
Director General, Department of Public Accounts
Ministry of Finance

Mr. Sonam Wangchuk
Director, Department of Trade
Ministry of Economic Affairs

Mr. Choyzang Tashi
Director, Department of Revenue and Customs
Ministry of Finance

Mr. Karma Dorji
Executive Director, Bhutan Agriculture and Food Regulatory Authority (BAFRA)
Ministry of Agriculture and Forests

Mr. Palden Dorjee
General Manager
Forwarders and Clearing Agent

Mr. Sonam Dorji
Business Promotion Officer
Bhutan Chamber of Commerce and Industry

GOVERNMENT OF INDIA

Mr. Devendra Kumar Singh
Additional Director General of Foreign Trade
Directorate General of Foreign Trade
Ministry of Commerce and Industry

Mr. Sunil Kumar Das
Commissioner of Customs
Office of the Commissioner of Customs

Mr. N. Venkatesh
Additional Director General
Systems Directorate

Mr. Prabir De
Senior Fellow
Research and Information System for Developing Countries (RIS), and
ASEAN-India Centre

GOVERNMENT OF NEPAL

Mr. Navaraj Dhakal
Under Secretary
Ministry of Commerce and Supplies

Mr. Damber Bahadur Karki
Under Secretary
Ministry of Physical Planning and Transport

Mr. Rajan Sharma
President
Nepal Freight Forwarders Association (NEFFA)

Mr. Sarad Bickram Rana
Executive Director
Nepal Intermodal Transport Development Board

WORLD CUSTOMS ORGANIZATION
ASIA PACIFIC REGIONAL OFFICE
FOR CAPACITY BUILDING (ROCB A/P)

Mr. Yoshiiro Kosaka
Head
WCO (ROCB A/P)

Mr. Sekhar Bonu
Director
SARC, South Asia Regional Department
sbonu@adb.org

Mr. Lawanya Kumar Dhakal,
Director
Department of Customs

Mr. Parashu Ram Adhikari
Senior Plant Protection Officer
Ministry of Agriculture and Development

RESOURCE PERSONS

Mr. Takashi Matsumoto
External Relations Coordinator
Office of the Secretary General
World Customs Organization

Ms. Pavaran Tanmesin
Director
Krabi Customs House

Mr. Sanghyup Lee
Director
Clearance Facilitation Section
Seoul Main Customs
Republic of Korea

ASIAN DEVELOPMENT BANK (ADB)

Mr. Ronald Antonio Butiong

Principal Regional Cooperation Specialist
SARC, South Asia Regional Department

Mr. Cuong Minh Nguyen
Senior Economist (Regional Cooperation)
SARC, South Asia Regional Department

Ms. Rosalind McKenzie
Regional Cooperation Specialist
SARC, South Asia Regional Department

Ms. Aileen Pangilinan
Associate Programs Officer
SARC, South Asia Regional Department

Mr. Jesusito Tranquilino
Regional Cooperation and Integration Expert
SARC, South Asia Regional Department

Ms. Linei Ann Reyes-Tayag
Operations Assistant
SARC, South Asia Regional Department

Mohammad Ehteshmaul Hoque
National Trade Facilitation Expert-Bangladesh
SARC, South Asia Regional Department

Achyut Bhandari
National Trade Facilitation Expert-Bhutan
SARC, South Asia Regional Department

Shyam Dahal
National Trade Facilitation Expert-Nepal
SARC, South Asia Regional Department

UNESCAP

Mr. Yann Duval
Chief, Trade Facilitation Unit
Trade and Investment Division

Mr. Tengfei Wang
Economic Affairs Officer
Trade Facilitation Unit
Trade and Investment Division

Mr. Fedor Kormilitzyn
Economic Affairs Officer
Transport Division
A2. National Workshop on Trade and Transport Facilitation Monitoring Mechanism
Dhaka, Bangladesh, 28-29 April 2014

Mr. Md. Jamal Uddin Ahmed
Joint Secretary, Roads Division
Ministry of Communication

Mr. Abdus Sattar Sheikh
Deputy Secretary
Ministry of Commerce

Mr. Mohammad Khairul Alam
Assistant Controller
Chief Controller, Import & Export

Mr. Md. Abdul Alim
Assistant Commissioner
National Board of Revenue

Mr. Chapal Chakmey
Assistant Commissioner
National Board of Revenue

Mr. Mohammad Imtiaz Hassan
Assistant Commissioner
National Board of Revenue

Mr. Md. Shahinur Kabir Pavel
Assistant Commissioner
National Board of Revenue

Mr. Mohammad Mahbub Hasan
Assistant Commissioner
National Board of Revenue

Mr. Mohammad Mostofa Jamal Haider
Deputy Commissioner Tax
National Board of Revenue

Mr. Mohammed Shaha Alam
Assistant Commissioner Tax
National Board of Revenue

Mr. Md. Jahangir Alam
Assistant Commissioner Tax
National Board of Revenue

Mr. Md. Shaifur Rahaman
Assistant Commissioner Tax
National Board of Revenue

Mrs. Roksana Tarannum
Senior Assistant Secretary
Ministry of Environment and Forest

Mr. Anisur Rahman
Senior Assistant Secretary
Ministry of Industries

Mr. Shah Zahirul Islam
Additional DG (Operation)
Ministry of Railway

Mrs. Sirat Mahmuda
Assistant Chief
Ministry of Shipping

Mr. Tapan Kumar Chakravorty
Additional Secretary
Bangladesh Land Port Authority

Mr. Md. Maniruzzaman
Chief Planning
Chittagong Port Authority

Ms. Begum Rahima Akter
Information Officer
Export Promotion Bureau

Mr. Rama Dewan
Deputy Chief
Bangladesh Tariff Commission

Mr. Nora Alam Siddique
Deputy Secretary
Economic Relations Division

Mrs. Ifrat Ara Bagom
Deputy Secretary
Federation of Bangladesh Chambers of Commerce and Industry

Mr. Md. Sheikh Mohammad Farid
President
Dhaka Customs Agent Association

Dr. Mostafa Abid Khan
Director (Programme, Research and Policy Advocacy)

Dr. Mohammad Abu Yusuf
Senior Fellow

Mr. Mohammad Farhad
Research Fellow

Mr. Md. Shoaib Akhtar
Research Associate

Ms. Seikh Ruksana Burhan
Research Associate

Mr. Ismat Jarin Dina
Research Associate
RESOURCE PERSONS
Dr. Somnuk Keretho
Director
Institute for Information Technology Innovation
Faculty of Engineering
Kasetsart University, Thailand

Mr. Shigeaki Katsu
Trainer
Customs Institute of Japan
Ministry of Finance

UN ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Yann Duval
Chief
Trade Facilitation
Trade and Investment Division

Tengfei Wang

Economic Affairs Officer
Trade Facilitation
Trade and Investment Division

Fedor Kormilitsyn
Economic Affairs Officer
Transport Facilitation and Logistics Section
Transport Division

ASIAN DEVELOPMENT BANK

Cuong Minh Nguyen
Senior Economist (Regional Cooperation)
SARC, South Asia Department

Mr. Mashuk Hossain
Consultant
South Asia Department

Jacqueline Lam
Consultant (Trade Economist)
South Asia Department
A3. Trade and Transport Facilitation Monitoring Mechanism (TTFMM) meeting

Shangri-La Hotel, Wuhan, China, 21 October 2015

BANGLADESH
Mr. Md. Abdul Hakim, First Secretary (Customs Modernization), National Board of Revenue
Dhaka, Bangladesh

BHUTAN
Mr. Sonam Phuntsho Wangdi, Joint Secretary, Ministry of Economic Affairs, Thimphu, Bhutan
Mr. Dhendup, Deputy Collector, Regional Revenue and Customs Office, Department of Revenue and Customs, Phuentsholing, Bhutan
Mr. Kesang Yeshey, Assistant Collector, Regional Revenue and Customs Office, Department of Revenue and Customs, Phuentsholing, Bhutan

INDIA
Mr. Zubair Riaz Kamili, Additional Commissioner, Customs Commissionerate, New Delhi
Mr. Prabir De, Professor, India habitat Centre, Zone 4B, Lodhi Road, New Delhi, India

NEPAL
Mr. Toya Narayan Gyawali, Joint Secretary, Ministry of Commerce and Supplies, Kathmandu
Mr. Bishnu Prasad Paudel, Director, Customs Department, Kathmandu, Nepal
Mr. Ananta Prasad Timsina, Customs Reform and Modernization Section, Department of Customs, Kathmandu, Nepal
Mr. Sharma Rajan, President, Nepal Freight Forwarders Association and Member of Nepal Trade & Transport Facilitation Committee, Kathmandu, Nepal

INTERNATIONAL TRADE CENTRE (ITC)
Mr. Mohammad Saeed
Senior Advisor on Trade Facilitation

ASIAN DEVELOPMENT BANK (ADB)
Ms. Rosalind McKenzie
Regional Cooperation Specialist

Regional Cooperation and Operations Coordination Division (SARC) South Asia Department
Mr. Achyut Bhandari
National Trade Facilitation Expert Independent of ADB for Bhutan
Thimphu, Bhutan
Mr. Mohammad Farhad
ADB Consultant/Customs Expert
Asian Development Bank (ADB)
Dhaka, Bangladesh
Mr. Sarad Bickram Rana
National National Customs Procuers Expert
Asian Development Bank (ADB)
Kathmandu, Nepal
Dr. Posh Pandey
Chairman
South Asia Watch on Trade Economics and Environment (SAWTEE)
Kathmandu, Nepal

ESCAP
Mr. Tengfei Wang
Economic Affairs Officer
A4. Workshop for the Implementation of TTFMM Baseline Studies


BANGLADESH

Mr. Md. Firoz Shah Alam
Member (Customs: Audit, Modernisation & Intl. Trade)
National Board of Revenue

Mr. Md. Abdur Rob
Deputy Secretary
Ministry of Commerce

Mr. Hasan Mohammad Tarek Rikabder
Joint Commissioner
Customs Excise & Vat commissionarate,

Mr. Md. Enamul Hoque
Assistant Commissioner
Customs Excise & Vat commissionarate

Mr. Md. Sayeduzzaman Sayed
Sayed Enterprise (Clearing & Forwarding Agent, Import and Export, and Transport) President, Burimari C&F Agents Association

Mr. Md. Rezaul Karim
C&F Agent, Freight Forwarder & Importer-Exporter
President, Banglabandha C&F Agents Association
Director, Panchagrah Chamber of Commerce & Industry

BHUTAN

Mr. Karma Drukpa
Regional Director
Regional Trade and Industry Office

Mr. Pema Wangchen
Joint Commissioner
Liaison and Transit Office
Royal Bhutan Customs Office

Mr. Tandin Wangchhen
Joint Collector
Customs and Excise Division
Department of Revenue and Customs

Ms. Deki Gyamtsho
Deputy Collector
Regional Revenue and customs Office
Department of Revenue and Customs

Ms. Tshering Choden
Executive Director
Bhutan Clearing and Forwarding Agent

INDIA

Mr. Kundan Kumar
Superintendent
Department of Revenue (CBEC)
Ministry of Finance

NEPAL

Mr. Jib Raj Koirala
Joint Secretary
International Trade Relations
Ministry of Commerce & Supplies

Mr. Mimangsa Adhikari
Director
Customs Reforms & Modernization Section
Department of Customs

Mr. Nirmal Kumar Mainali
Customs Officer
Birgunj Customs
Kumar Bhattarai
Customs Officer
Mechi Customs Office

Mr. Rajan Sharma
President
Nepal Freight Forwarders Association

UNESCAP

Mr. Yann Duval
Chief, Trade Facilitation Unit
Trade and Investment Division

Mr. Tengfei Wang
Economic Affairs Officer

ASIAN DEVELOPMENT BANK (ADB)

Ms. Aileen Pangilinan
Programs Officer
South Asia Department
Mr. Acyut Bhandari  
ADB Consultant

Mr. Phuntsho Wangdi  
ADB Consultant

Dr. Posh Pandey  
ADB Consultant

Mr. Sarad Bickam Rana  
ADB Consultant

Mr. Prabir De  
ADB Consultant

Mr. Mohammad Farhad  
ADB Consultant

Ms. Leticia de Leon  
ADB Consultant

Ms. Alona Mae Agustin  
ADB Consultant
A5. National Validation workshop on Baseline Study of Trade and Transport Facilitation Monitoring Mechanism (TTFMM)

Dhaka, Bangladesh, 31 July – 1 August 2016

1. Mr. Md. Firoz Shah Alam, Member, National Board of Revenue
2. Mr. Mohammad Zakir Hossain, Joint Secretary, Ministry of Agriculture
3. Ms. Nasreen Afroz, Director, Prime Minister’s office
4. Ms. Sultana Yasmin, Deputy Secretary, Road Transport and Highways Division
5. Mr. Md. Jasim Uddin Badol, Deputy Secretary, Ministry of Industries
6. Mr. Muhammad Anisur Rahman, Bangladesh Bank
7. Mr. Md. Nurul Haque, Sonali Bank Ltd.
8. Mr. Md. Abdul Hakim, First Secretary, National Board of revenue
9. Mr. Hasan Mohammad Tarek Rikabder, Joint Commissioner, Customs, Excise and VAT, Commissionerate, Rangpur
10. Ms. Sritamnaha, Senior Assistant Chief, Ministry of Shipping
11. Mr. Muhammad Minhaz Uddin Pahlohan, Second Secretary, National Board of revenue
12. Mr. Anis Ahmed Ndc, Director (Traffic), Bangladesh Land Port Authority
13. Ms. Rabeya Akter, Senior Assistant Secretary, Economic Relations Division (ERD)
14. Mr. Md. Ziaur Rahman, Assistant Controller, Ministry of Commerce
15. Mr. Manzur Ahmed, Advisor, FBCCI
16. Mr. Syed Md. Bakhtiar, Director-Ports & Customs, Bangladesh Freight Forwarders Association
17. Mr. Razvee Ahmed, Assistant Commissioner, Banglabandha LC Station
18. Ms. Iftekhar jahan, Assistant Commissioner, Sonamasjid LC Station
19. Mr. Md. Motiar Rahman, Assistant Commissioner, Burimari LC Station
20. Mr. Sheikh Md. Farid, President, Dhaka Customs Agents Association
21. Mr. Mahbub Alam, Commercial Manager, Pran RFL Group
22. Mr. Biplop Kumar Saha, Proprietor, M/S Pinky Enterprise (Exporter of plastic Tableware)
23. Mr. Md. Salauddin Sikder, Assistant General Manager, M/S Durable Plastic Ltd (Exporter of plastic tableware)
24. Mr. Farhad Sorif, Commercial Manager, National Fittings and Accessories Ltd.
25. Mr. Md. Zahid Hossain, Importer of Lentils
26. Mr. A.K.M. Murad, Proprietor, M/S Shoshi Traders
27. Mr. Alauddin Babu, Proprietor, M/S Nayan International
28. Mr. Ajoy Dhor, Proprietor, MIS Trade Syndicate
29. Mr. Tengfei Wang, Economic Affairs Officer, UNESCAP
30. Mr. Prabir De, Researcher, Research and Information System for Developing Countries (RIS), India
31. Mr. Mohammad Farhad, National consultant, ADB
32. Mr. Mashuk Al Hossain, National consultant, ADB
Appendix 2. Questionnaire for Corridor Performance Data Collection

Corridor performance data collection form (Burimari-Dhaka)

Objective of the Survey: Bangladesh National Board of Revenue is implementing a Time-Cost-Distance (TCD) Study on the Burimari-Dhaka trade corridor with the financial and technical support from the Asian Development Bank (ADB) and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) as a part of a technical assistance project: Supporting Participation in the South Asia Subregional Economic Cooperation (SASEC) Trade Facilitation Program. Under the broader research theme of trade and transport facilitation monitoring mechanisms (TTFMM), this TCD study makes an attempt to identify the time and costs involved in transportation and analyze transport inefficiency and bottlenecks along the selected transport corridors. It lays out the cost and time components of the stoppage-to-stoppage movements of a vehicle on those transport corridors, and tracks delays at different points or stoppages along the corridors. It is expected that findings of this survey will be used to eliminate those inefficiency and bottlenecks along the route to facilitate trade and transport. Many thanks for filling up the data collection from appropriately.

Section A: to be filled in by the administrator or manager

<table>
<thead>
<tr>
<th>Driver’s name</th>
<th>Vehicle No</th>
<th>Serial Number ____________________________</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver’s company</td>
<td>Email</td>
<td>Tel.</td>
</tr>
<tr>
<td>Contact1’s Name</td>
<td>Job Title</td>
<td>Tel.</td>
</tr>
<tr>
<td>Contact2’s Name</td>
<td>Job Title</td>
<td>Tel.</td>
</tr>
<tr>
<td>Contact3’s Name</td>
<td>Job Title</td>
<td>Tel.</td>
</tr>
<tr>
<td>Route</td>
<td>Commodity</td>
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<tr>
<td>Perishable?</td>
<td>Cargo Weight (Tons):</td>
<td>Container? Yes / No</td>
</tr>
</tbody>
</table>
Section B: to be filed in by the driver/manager

Please fill-up form properly and return to Mr. M Farhad; farhad_bfti@yahoo.com, +88-01713494007

<table>
<thead>
<tr>
<th>Stop No.</th>
<th>Stop __</th>
<th>Stop __</th>
<th>Stop __</th>
<th>Stop __</th>
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<tbody>
<tr>
<td>City/Place</td>
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<tr>
<td>Country</td>
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<tr>
<td>Distance from previous stop (km)</td>
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<tr>
<td>Date/time [DD-MM/HH-MI]</td>
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<tr>
<td>Vehicle Operating Cost from previous stop</td>
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<th>Border Crossing Point?</th>
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<td>2</td>
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<th>Activities</th>
<th>Duration</th>
<th>Costs</th>
<th>Duration</th>
<th>Costs</th>
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<th>Costs</th>
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<th>Costs</th>
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<td>HR</td>
<td>MI</td>
<td>OC</td>
<td>TC</td>
<td>HR</td>
<td>MI</td>
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<td>Health / Quarantine</td>
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<td>Phytosanitary</td>
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<td>Visa/Immigration</td>
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<td>Traffic Inspection</td>
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<td>Loading / Unloading</td>
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<td>Waiting/ Queue</td>
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</tr>
</tbody>
</table>

COMMENTS

NOTE: **Reason for Stop:** 1 – Place of Departure; 2 - Intermediate Stop; 3 – Exit Border Crossing; 4 – Entry Border Crossing; 5 – Final Destination; **HR:** Hours; **MI:** Minutes; **OC** – Official Cost in BDT; **TC** – Total Cost in BDT
**TTFMM CORRIDOR STUDY: DATA COLLECTION FORM (Burimari-Dhaka)**

**Objective:** The objective of the study is to collect data on Time Cost Distance (TCD) for the Burimari-Dhaka corridor. The study is carried out as part of the Bangladesh Roads Development Program (NBR) and the Bangladesh Special Economic Development Zone (SEZ) project.

The study aims to assess the time, cost, and distance of transport between Burimari and Dhaka, considering various modes of transport such as road, rail, and water. The data collected will help in the planning and implementation of future transport projects in the area.

**Section A: Companier's Name and Address**

<table>
<thead>
<tr>
<th>Column Title</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chalak's Name</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td></td>
</tr>
<tr>
<td>Phone Number</td>
<td></td>
</tr>
<tr>
<td>Route</td>
<td></td>
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<tr>
<td>Number of Tons</td>
<td></td>
</tr>
</tbody>
</table>

(Continue on the next page)
<table>
<thead>
<tr>
<th>আদায়নাম্বিক নং</th>
<th>চালক নাম</th>
<th>চালক পিএল বিভাগ</th>
<th>চালক পিএল বিভাগ</th>
<th>চালক পিএল বিভাগ</th>
<th>চালক পিএল বিভাগ</th>
<th>চালক পিএল বিভাগ</th>
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</thead>
<tbody>
<tr>
<td>শহর/ জায়গার নাম</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
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<td>চালক ভাগ</td>
</tr>
<tr>
<td>পূর্ববর্তী ইনপুট থেকে দূরত্ব (কি.মি.)</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
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<td>চালক ভাগ</td>
</tr>
<tr>
<td>তারিখ ও সময় (ঘন্টা- মিনিট)</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
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<td>চালক ভাগ</td>
</tr>
<tr>
<td>পূর্ববর্তী ইনপুট থেকে ট্রাক চালানার খরচ</td>
<td>চালক ভাগ</td>
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<tr>
<td>খামার কর্তা</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
<td>চালক ভাগ</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>কর্মকালপাতন</th>
<th>খামার সময়</th>
<th>খরচ</th>
<th>খামার সময়</th>
<th>খরচ</th>
<th>খামার সময়</th>
<th>খরচ</th>
<th>খামার সময়</th>
<th>খরচ</th>
<th>খামার সময়</th>
<th>খরচ</th>
<th>খামার সময়</th>
<th>খরচ</th>
<th>খামার সময়</th>
<th>খরচ</th>
</tr>
</thead>
<tbody>
<tr>
<td>ঘন্টা</td>
<td>মিনিট</td>
<td>ঘন্টা</td>
<td>মিনিট</td>
<td>ঘন্টা</td>
<td>মিনিট</td>
<td>ঘন্টা</td>
<td>মিনিট</td>
<td>ঘন্টা</td>
<td>মিনিট</td>
<td>ঘন্টা</td>
<td>মিনিট</td>
<td>ঘন্টা</td>
<td>মিনিট</td>
<td></td>
</tr>
</tbody>
</table>

পুনর্নির্দেশ / প্রত্যাহার প্রতিষ্ঠান
খামার নম্বর
ওজন/ মাস পরিসংখ্যান
অপেক্ষা করার খামার
ট্রাক বা বাণিজ্য করা/ খামার
টেল আদায়
খাওয়া দাওয়া/ বিপ্লব

শংকা

01715116626/ 0171407767
Corridor performance data collection form (Banglabandha - Dhaka)

**Objective of the Survey:** Bangladesh National Board of Revenue is implementing a Time-Cost-Distance (TCD) Study on the Banglabandha-Dhaka trade corridor with the financial and technical support from the Asian Development Bank (ADB) and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) as a part of a technical assistance project: Supporting Participation in the South Asia Subregional Economic Cooperation (SASEC) Trade Facilitation Program. Under the broader research theme of trade and transport facilitation monitoring mechanisms (TTFMM), this TCD study makes an attempt to identify the time and costs involved in transportation and analyze transport inefficiency and bottlenecks along the selected transport corridors. It lays out the cost and time components of the stoppage-to-stoppage movements of a vehicle on those transport corridors, and tracks delays at different points or stoppages along the corridors. It is expected that findings of this survey will be used to eliminate those inefficiency and bottlenecks along the route to facilitate trade and transport. Many thanks for filling up the data collection from appropriately.

**Section A: to be filled in by the administrator or manager**

<table>
<thead>
<tr>
<th>Serial Number</th>
<th>Driver’s name</th>
<th>Vehicle No</th>
<th>Tel.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Driver’s company</td>
<td>Email</td>
<td>Tel.</td>
</tr>
<tr>
<td></td>
<td>Contact1’s Name</td>
<td>Job Title</td>
<td>Tel.</td>
</tr>
<tr>
<td></td>
<td>Contact2’s Name</td>
<td>Job Title</td>
<td>Tel.</td>
</tr>
<tr>
<td></td>
<td>Contact3’s Name</td>
<td>Job Title</td>
<td>Tel.</td>
</tr>
<tr>
<td></td>
<td>Route</td>
<td>Commodity</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Perishable?</td>
<td>Yes / No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cargo Weight (Tons):</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Container?</td>
<td>Yes / No</td>
<td></td>
</tr>
</tbody>
</table>
Section B: to be filed in by the driver/manager

Please fill-up form properly and return to Mr. M Farhad; farhad_bfti@yahoo.com, +88-01713494007

<table>
<thead>
<tr>
<th>Stop No.</th>
<th>Stop __</th>
<th>Stop __</th>
<th>Stop __</th>
<th>Stop __</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>City/Place</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Country</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance from previous stop (km)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Date/time [DD-MM/HH-MI]</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicle Operating Cost from previous stop</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Border Crossing Point?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reasons for stop</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Activities</td>
<td>Duration</td>
<td>Costs</td>
<td>Duration</td>
<td>Costs</td>
</tr>
<tr>
<td>Border Security / Control</td>
<td>HR</td>
<td>MI</td>
<td>OC</td>
<td>TC</td>
</tr>
<tr>
<td>Customs Clearance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health / Quarantine</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phytosanitary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veterinary Inspection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visa/Immigration</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Inspection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Checkpoint / Stop</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle breakdown</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weight/Standard Inspection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Escort / Convoy</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loading / Unloading</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road Toll</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waiting/ Queue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

COMMENTS

NOTE: **Reason for Stop:** 1 – Place of Departure; 2 - Intermediate Stop; 3 – Exit Border Crossing; 4 – Entry Border Crossing; 5 – Final Destination; **HR:** Hours; **MI:** Minutes; **OC** – Official Cost in BDT; **TC** – Total Cost in BDT
**TTFMM CORRIDOR STUDY: DATA COLLECTION FORM (Dhaka – Banglabandha)**

জরিপের উদ্দেশ্য: এশিয়ান উন্নয়ন ব্যাংক (ADB) এবং জাতিসংঘের এশীয় এবং প্রশাসন মহাসাগরীয় কমিশন (UNESCAP), বাংলাদেশ জাতীয় রাজস্ব বোর্ড (NBR)কে বাংলাবাংলা স্থলবন্দর করিডোরে (ঢাকা- বাংলাবাংলা) Time Cost Distance টার্মিনাল পরিচালনায় সহযোগিতা করছে। এই জরিপের উদ্দেশ্য হল আমদানি ও রপ্তানি পথ পরিবহনে যে সমস্ত কারণে অতিরিক্ত সময় /ধরন লাগে তা চিহ্নিত করা। এই জরিপের গ্রন্থফল এ সমস্ত প্রতিবন্ধকা ১৪ কম করার ক্ষেত্রে ব্যবহার হবে। যথাযথভাবে প্রশ্নমালা পুনর্নির্মাণ সহযোগিতার জন্য আপনাকে অসংখ্য ধন্যবাদ।

**সেকশন এ: কোম্পানির ম্যানেজার দ্বারা পূরণ করার জন্য**

<table>
<thead>
<tr>
<th>চালকের পূর্বা নাম</th>
<th>ট্রাক নং</th>
<th>ফোন নম্বর</th>
</tr>
</thead>
<tbody>
<tr>
<td>চালকের কোম্পানি</td>
<td>ইমেল</td>
<td>ফোন নম্বর</td>
</tr>
<tr>
<td>ম্যানেজারের নাম</td>
<td>পদবী</td>
<td>ফোন নম্বর</td>
</tr>
<tr>
<td>চলাচলের রুট</td>
<td></td>
<td>পুনর্নম্বর</td>
</tr>
<tr>
<td>পরিমাপী</td>
<td>হ্যা / না</td>
<td>পন্য ওজন (টন):</td>
</tr>
</tbody>
</table>

(দয়া করে পরবর্তী পৃষ্ঠা দেখুন)
ংসেন ব্য: চালক দ্বারা পূর্ণ করার জন্য (অনুগ্রহ করে ফর্ম টি সঠিকভাবে পূর্ণ করুন এবং জনিব)

<table>
<thead>
<tr>
<th>শহর/ জায়গার নাম</th>
<th>পূর্ববতী ট্রোক থেকে দূরত্ব (কি.মি.)</th>
<th>তারিখ ও সময় (ঘন্টা-মিনিট)</th>
<th>পূর্ববতী ট্রোক থেকে ট্রোক চালানোর খরচ</th>
<th>থানার কারণ</th>
<th>কার্যকলাপ</th>
<th>পুনঃ / প্রার্থনা (চেকপয়েন্ট)</th>
<th>যাত্রাবহন বন্ট</th>
<th>ওজন/ মান পরিবর্তন</th>
<th>অপেক্ষা/ জ্ঞাপ</th>
<th>ট্রোক বোঝাই করা/ থানার করা</th>
<th>টেল আপাত</th>
<th>খাওয়া দাওয়া/বিপ্রত</th>
<th>মনোরা</th>
<th>মনোরা</th>
</tr>
</thead>
</table>
| ঘন্টা | মিনিট | ভিটফাই রাল খরচ | ঘন্টা | মিনিট | ভিটফাই রাল খরচ | ঘন্টা | মিনিট | ভিটফাই রাল খরচ | ঘন্টা | মিনিট | ভিটফাই রাল খরচ | ঘন্টা | মিনিট | ভিটফাই রাল খরচ | ঘন্টা | মিনিট | ভিটফাই রাল খরচ |}
Appendix 3. Definitions and Instruction on how to fill in Corridor Performance Data Collection Form

For Section A, the administrator or manager (e.g., the manager of the trucking company, or the person who will manage the drivers) needs to fill in the information as much as possible. Section B needs to be filled in by the driver/manager.

<table>
<thead>
<tr>
<th>Route:</th>
<th>Including the origin and destination, key city/place and border crossings along the route. For example, the route can be written as: Dhaka-Rangpur-Burimari</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commodity:</td>
<td>The description of goods transported. Examples are clothing, fruit and vegetables, canned goods, oil processing equipment, construction materials, and mixed commodities.</td>
</tr>
<tr>
<td>Perishable:</td>
<td>Goods or cargoes that deteriorate or decay quickly. Examples are fruit and vegetables. Here the correct answer needs to circled</td>
</tr>
<tr>
<td>Cargo weight</td>
<td>The total weight in tons of goods being transported</td>
</tr>
<tr>
<td>Container:</td>
<td>Indicator as to whether the vehicle is transporting the goods using a container such as 20- or 40-foot container and other size of containers.</td>
</tr>
</tbody>
</table>

Details per stop

A stop should be recorded if either of the following is true: (i) the stop lasted at least 15 minutes, or (ii) the stop involved a significant activity, such as a police checkpoint or unofficial payments. The record of each stop must include the following information:

<table>
<thead>
<tr>
<th>Stop number:</th>
<th>The number assigned each stop. The number such as 1, 2, 3, 4.. needs to be written manually. If the total stops are over 4, the page needs to be copied.</th>
</tr>
</thead>
<tbody>
<tr>
<td>City or place</td>
<td>The name of the major city or town, or nearest major city or town, or a place is relatively known, where the driver stopped. If necessary, the driver can write more details on the bottom of the paper in “Comments”.</td>
</tr>
<tr>
<td>Country:</td>
<td>Country in which the driver stopped.</td>
</tr>
<tr>
<td>Distance from previous stop:</td>
<td>Number of kilometers (km) from previous stop.</td>
</tr>
<tr>
<td>Date/time [DD-MM/HH-MI]</td>
<td>Date and time when the stop takes place, for example, 02-03/16-11, means the vehicle stops on March 2 on 16hrs-11minutes.</td>
</tr>
<tr>
<td>Vehicle Operating Cost from previous stop</td>
<td>Overall transport cost of transporting the goods from the previous stop</td>
</tr>
<tr>
<td>Border Crossing Point?:</td>
<td>A record of whether the driver stopped at a particular border crossing</td>
</tr>
<tr>
<td>Reason for stop</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>The reason why the vehicle stopped, whether the stop was at the point of departure, at an intermediate stop, at a BCP, or at the final destination. An “intermediate stop” is defined as any stop other than those made at the departure point, when exiting or entering a country, or at the final destination.</td>
<td></td>
</tr>
</tbody>
</table>

In addition, the time spent and payments made (official and unofficial) at each stop are recorded by activity. The list of activities encompasses all anticipated checks and procedures, both at BCPs and at intermediate stops along the transit corridor.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Border Security / Control</strong></td>
<td>Inspection of goods and checking of documents by security personnel (i.e., police or military). As part of the inspection, the driver pays fees (official or unofficial).</td>
</tr>
<tr>
<td><strong>Customs Clearance</strong></td>
<td>Activity undertaken by the customs authorities that involves the inspection of documents and goods entering or exiting a country. As part of this activity, the driver fills out customs forms and pays fees.</td>
</tr>
<tr>
<td><strong>Health / Quarantine</strong></td>
<td>Activity usually undertaken by the health authorities that involves checking for the presence of malignant or contagious human diseases. As part of the inspection, the driver fills out health or quarantine forms, pays fees, etc.</td>
</tr>
<tr>
<td><strong>Phytosanitary</strong></td>
<td>Activity usually undertaken by the agricultural authorities that involves the inspection of cargo for the possible presence of harmful pests and plant diseases. As part of the inspection, the driver fills out phytosanitary forms and pays fees.</td>
</tr>
<tr>
<td><strong>Veterinary Inspection</strong></td>
<td>Activity usually undertaken by the veterinary authorities that involves the inspection of cargo for the possible presence of infectious animal diseases and the regulation of the flow of animals and animal products to a particular location. As part of the inspection, the driver fills out veterinary forms and pays fees.</td>
</tr>
<tr>
<td><strong>Visa/Immigration</strong></td>
<td>Activity usually undertaken by the immigration authorities at the BCPs to check visas, or the activities required to apply for a visa, or to enter or exit the country when the driver has no valid visa. As part of the inspection, the driver fills out immigration or visa forms and pays fees.</td>
</tr>
<tr>
<td><strong>Traffic Inspection</strong></td>
<td>Inspection undertaken by a state traffic inspector</td>
</tr>
<tr>
<td><strong>Police Checkpoint / Stop</strong></td>
<td>Road blocks or checkpoints set up by the traffic police along a route that take time to get through or require payment to proceed.</td>
</tr>
<tr>
<td><strong>Vehicle breakdown</strong></td>
<td>Registration of the vehicle, transport inspection, or payment of applicable road-use taxes or transit fees.</td>
</tr>
<tr>
<td><strong>Weight/Standard Inspection</strong></td>
<td>The checking of the dimensions and weight of a vehicle with cargo, including queuing or waiting time, payment of fees, etc.</td>
</tr>
<tr>
<td><strong>Escort / Convoy</strong></td>
<td>A convoy is a row of vehicles that move together. The vehicles are accompanied by escorts, which can be customs officials or traffic police, for the purpose of protecting the cargo.</td>
</tr>
<tr>
<td><strong>Loading / Unloading</strong></td>
<td>The loading of goods at the point of origin, loading and unloading at intermediate stops to deconsolidate cargo (i.e., transfer goods to another vehicle), or unloading upon delivery at the final destination.</td>
</tr>
<tr>
<td><strong>Road Toll</strong></td>
<td>Fees payable when drivers use a special section of a road or highway, thereby shortening travel time.</td>
</tr>
<tr>
<td><strong>Waiting/ Queue</strong></td>
<td>Waiting in queues to enter the BCPs. Note that this activity does not include waiting time for other activities, such as waiting in line to fill out or submit customs clearance documents (which should be recorded as part of the duration of customs clearance).</td>
</tr>
</tbody>
</table>