

**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 Pahloan played a crucial role for organizing the TTFMM national validation workshop on 31 July-1 August 2016 in Dhaka, Bangladesh¹. 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.

¹ <http://sasec.asia/index.php?page=event&eid=213&url=bgd-ttfmm-validation>

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.

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