



Port Community Charter Report.

AUGUST 2015

A. Introduction

The Northern Corridor Dashboard is a performance monitoring tool with an online platform that can be accessed via <http://top.ttcanc.org> or www.kandalakaskazini.go.ke. The dashboard tracks ten key performance indicators along the Corridor. These indicators are part of 31 indicators on the Transport Observatory Portal. The Northern Corridor Dashboard is used to monitor the implementation of the Mombasa Port Community Charter which commits both public and private sector stakeholders involved in the handling and clearance of goods transported through the Port of Mombasa to undertake measures that will increase efficiency of the Port and the Northern Corridor.

Overview of June-July, 2015 Performance

Port Indicators		
Port Dwell time		<ul style="list-style-type: none">- The average containerized cargo dwell time decreased from 5days to 4.2 day in July 2015.- DPC time increased from 2.2 hours to 2.8 hours.- One Stop Centre clearance slightly decreased from 2.5 to 2.2 days- Delays after release decreased from 1.9 days to 1.8 days
Document Processing Centre(DPC)		
One Stop Centre		
Time After Customs release		

<p>Corridor Indicator</p> <ul style="list-style-type: none"> Weight Compliance Weighbridge Traffic Transit Time in Kenya  	<ul style="list-style-type: none"> Athiriver Weighbridge registered the highest weight compliance level of 96.5 % with average daily weighbridge traffic of 4764 in July, 2015. Busia Weighbridge registered the lowest compliance of 90.9% against 428 average daily traffic during the same period. Transit Time to Malaba reduced from 6.7 days to 6.5 days.
<p>Maritime Indicators</p> <ul style="list-style-type: none"> Ship waiting Time Ship Turnaround Time   	<ul style="list-style-type: none"> Average ship waiting time increased from 1.1 days to 1.3 days Ship turnaround time also increased from 5 days to 5.2 days in July 2015

B. Indicator status in the month of August, 2015

a) Port Indicators



Fig1 below provides a summary of port indicator results for the month of July to August 2015.



1. Cargo Dwell Time at the Port of Mombasa:

Dwell time is measured by the time that elapse from the time cargo is offloaded at the port to the time goods leave the port premises after all permits and clearances have been obtained.

From Fig 1, the results show that port dwell time was fairly constant at 4.2 days (101 hours) in the month of July and August 2015.

KPA, in collaboration with other stakeholders was to achieve a dwell time below 3 days (72 hours) within 120 days after signing the Port Community Charter in June 2014. There is need to improve port operations, speed clearance of cargo processes by all the stakeholders involved to realize the expected results of 3 days. Time taken to evacuate cargo from the port (time after customs release) by transporters and traders should be minimized since it constitutes a larger portion of the port dwell time.

2. One Stop Centre Clearance Time:

The indicator is measured by subtracting the time when an entry is passed from Release Time.

Time spend at One Stop Center slightly increased from 51.89 hours to 54.83 hours between July and August, 2015. The target 24 hours target for this indicator has not been achieved for the month of July and August, 2015.

The Port Charter required that the agencies involved in the clearance processes achieve a joint, effective and efficient physical verification of cargo within the first 3 months of signing the Port Community Charter to boost the clearance processes.

3. Delay after Customs Release:

Refers to the period it takes to evacuate cargo from the port after it is officially released.

Time taken after Customs release slightly improved by one hour from 43.59 hours(1.77 days) to 41.62 hours(1.73 days) from the month of July to August, 2015 . The rate of cargo pick up by transporters and traders is still slow and higher than the 36 hours target. It is important that the transport infrastructure needed in the evacuation of goods from the port is improved and the process streamlined.

4. Time Taken at the Document Processing Centre (DPC):

This is the time it takes to have an entry lodged by a clearing agent passed by customs. The measure considers only transit cargo monitored on a weekly basis.



There was a slight improvement on the Document Processing Centre time from 2 hours 50 minutes to 2 hours 26 minutes between the month of July and August, 2015. This is slightly higher than the target DPC time of 2 hours.

KRA committed to establish a system of pre-arrival clearance to clear 70% of the cargo within a span of 48 hours before docking of vessels. This was to be achieved within 3 months after the charter signing. It is important that priority should be given to the discussions and initiatives underway aimed at establishing a pre-clearance system`

b) Corridor Indicators



These are indicators that access the performance along the corridor by measuring compliance level at weighbridges, volume of traffic and transit time from the port to the borders. Weighbridge data for these indicators are transmitted on a weekly and monthly basis by KeNHA through the weighbridge administrators while transit time is obtained from the Kenya Revenue Authority data.

1. Weighbridge Traffic:

This indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya.

For weighbridges that have both High Speed Weigh in Motion (HSWIM) and Static, it is given by the total number of vehicles weighed using HSWIM and are either flagged to proceed or diverted to the fixed static scale.

The figure below provides a summary of weighbridge productivity for July and August, 2015.

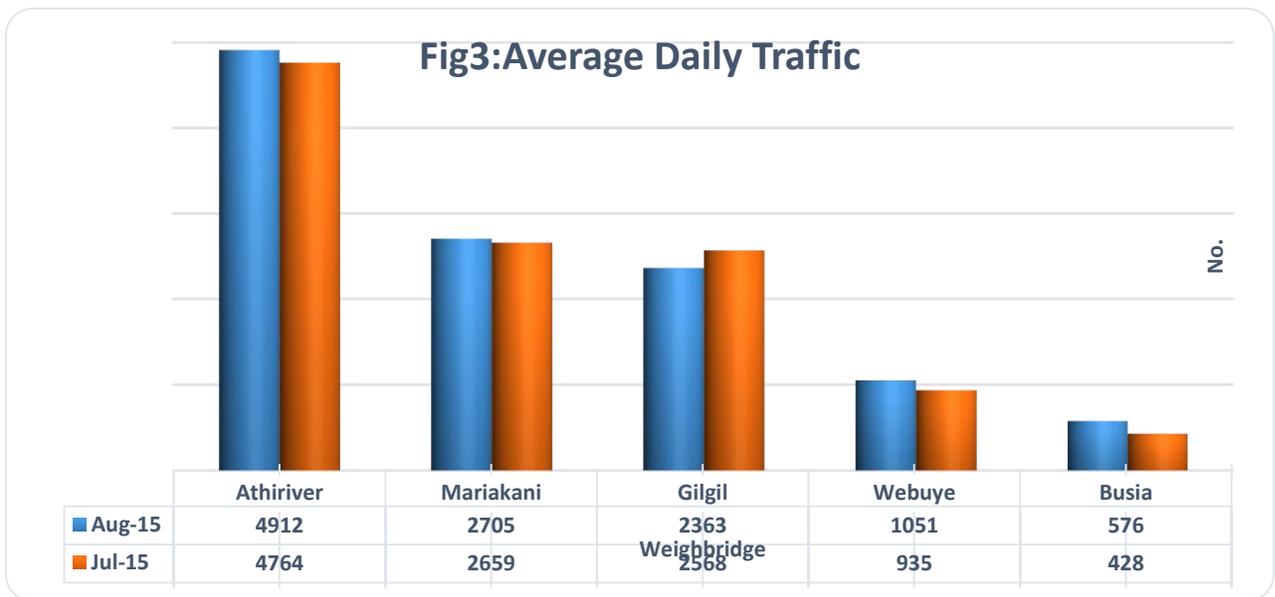
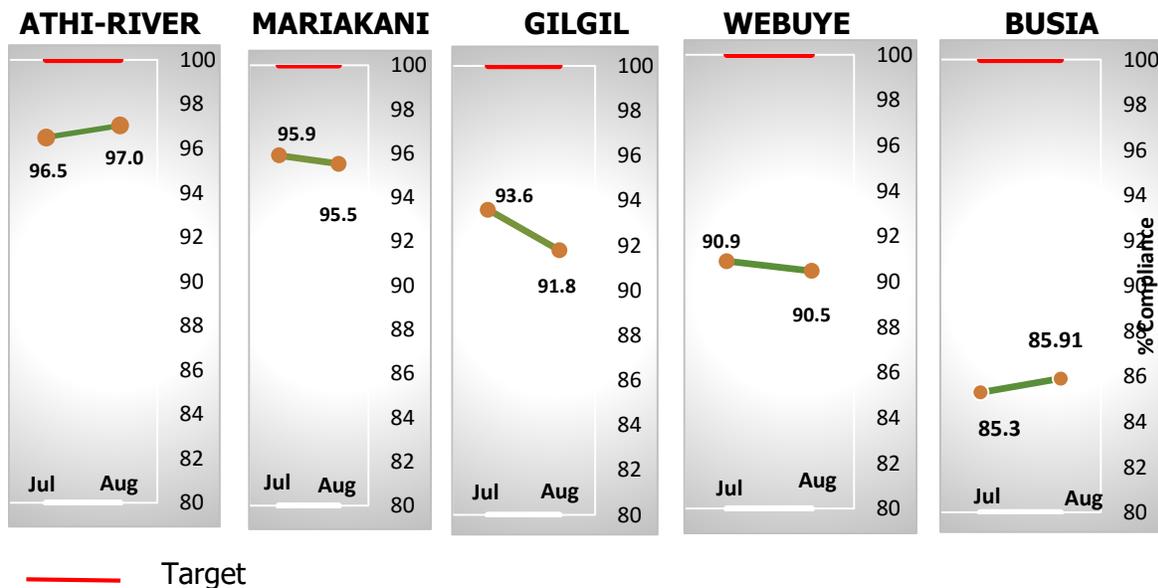


Fig 3 shows that Athi River registered the highest average number of traffic weighed in July and August, 2015 followed by Mariakani and Gilgil. The high traffic weighed at Athi River might be due to cargo originating from Nairobi and its environs. All the weighbridges showed a raise in traffic volumes weighed between the month of July and August 2015, except Gilgil which decreased from 2568 in July to 2363 in August, 2015.

2. Weight Compliance at weighbridge:

This measures the percentage of trucks that comply with the vehicle load control limits before and after re-distribution of the weights.

Fig3: Percentage Weight Compliance (%)



Only Athiriver and Busia weighbridges showed improvement in compliance. Athiriver Weighbridge compliance increased slightly from 96.5% to 97%. Busia also registered a slight increase in traffic compliance from 85.3 % to 85.91%.

Trucks should achieve 100% compliance target with very few exceptional cases.

3. Transit Time in Kenya:

Transit time in Kenya is an estimate of the period from the time release order is issued at the port of Mombasa to the time the export certificate is issued after crossing the border at Malaba or Busia.

It includes delays after customs release before the cargo is evacuated from the port and other delays along the corridor and at the border where sometimes, manual entries are done and updated far much later when a truck has already crossed.

The table below provides summary of transit time in Kenya in July and August, 2015.

Table1: Transit Time in Kenya

Month	Mombasa–Malaba(Hours)	Mombasa–Busia(Hours)
Aug-2015	162	208
Jul-2015	157	180
Jun-2015	162	146
Target	120	120

From Table 1 above, transit time from Mombasa to Malaba increased from 6.5 days to 6.75 days from July 2015 to August, 2015. Time taken to Busia increased from 7.5 days to 8.7 days. It is expected that the transit time might reduce upon completion of the construction of several sections of the road connecting Kisumu to Busia.

c) Maritime Indicators



The table below gives a summary of the container vessel movements (waiting time before berth and the average monthly turnaround time) at the port of Mombasa.

Table2: Maritime Indicators

Month	Waiting Before Berth (Hrs.)	Turnaround Time (Hrs.)
Aug-2015	13.46	86.72
Jul-2015	31.39	125.88
Jun-2015	27.27	119.73
Target	24.00	72.00

1. Waiting before Berth:

This is the average of the time difference from the entry in port and the berthing time. It is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.

Table 2 shows that the average time taken by containerized vessels from entry to berthing improved from 1.3 days to 0.56 days in August 2015. This was within the expected range given the target time of 24 hours.

2. Ship Turnaround Time:

Time from ship entry in port and exit from the port area i.e. it is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off when departing the port.

Ships turnaround time for containerized vessels improved from 5.2 days in July 2015 to 3.61 days. This is still higher than the set target for ship turnaround time of 3 days (72 hours).

The resulting turnaround time might be due to issues related to congestion at the empty container depots that leads to container shut down, poor stowage and sequences, low cranes split, increase in vessels size vis a vis available facilities and increase in vessels size vis a vis available facilities.

Following the dredging of the channels and expansion of berth number 19, Mombasa port now receives larger vessels which are taking longer time to offload. For instance, on 20th August, 2015, the biggest cargo ship from Singapore, MV Clemens Schulte called at the Port. The ship which had as a gross weight of 51,872 tons and net weight of 29,415 tons with a declared draft of 13.9 meters discharged 1,600 twenty foot equivalent units (TEUs) and loaded another 1,150 containers.

3. Containers uptake at the Container Freight Stations (CFS):

CFSs are an extension of the port and are privately managed. The clearance of goods from these stations has helped to decongest the port. Cargos to the CFSs are either client nominated or KPA nominated. All the local cargo and some transit cargo are cleared from the CFSs. It is important to expedite the CFS's Policy under review to ensure that the services and charges at CFS are the same as the Port.

The Chart below provides a summary of container uptake proportions in the month of August

2015 by different CFSs at the port of Mombasa. The CFSs comprise Consolbase, Mombasa Container Terminal (MCT), Compact, Interpel, Mitchell Cotts, Awanad Logistics, Portside Freight, Focus, Makupa Yard, Mombasa Inland Container Depot (MICD) Multiple and Auto port.

Fig 4: Container Uptake at the Port of Mombasa

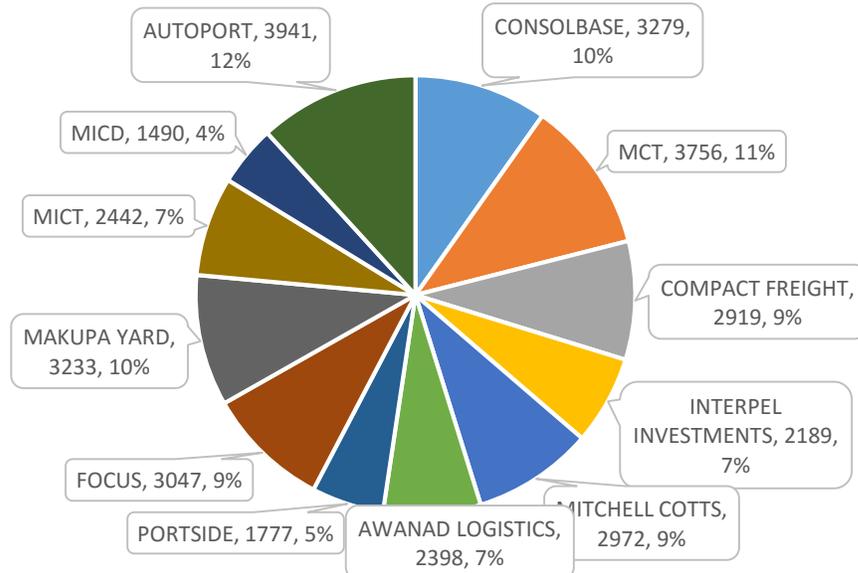


Fig 4 shows that, the variation in container uptake by different CFSs could be as a result of client preference. During the month of August, 75% of the cargo uptake by CFSs was nominated by the clients while 25% was port nominated, compared to 71% and 29% in July 2015 respectively. During the same period, Auto port received the highest share of the cargo 3,941 TEUs (12%) followed by MCT at 3,756 TEUs(11%).The total cargo handled at the CFS in August 2015 was 33,443 TEUs which was slightly higher than the 33,366 containers handled in July2015.

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