

Northern Corridor Quarterly Performance Dashboard

October-December 2019



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QUARTERLY SUMMARY

This report covers the performance of the Mombasa Port and Northern Corridor Community Charter indicators featured on the online Northern Corridor Performance Dashboard for the quarter ending December 2019. The performance indicators track implementation of the various initiatives agreed upon in the Mombasa Port and Northern Corridor Community Charter aimed at attaining a seamless trade and transport corridor. The report has been developed based on data generated from the process of handling and clearance of goods and information submitted by various stakeholders implementing activities in their respective sub-sectors.

Some of the notable achievements in the report include the implementation of Single Customs Territory (SCT); a clearance framework that has seen reductions in time taken to process and clear goods at the Port of Mombasa and at transit borders, simplification of port clearance procedures, modernization of the port, expansion of infrastructure and implementation of standard gauge rail and among others.

The performance on marine indicators shows that the quarterly achievements were within the port charter set targets. Vessel waiting time before berth has been steadily surpassed to the set target of 24 hours implying enhanced efficiency. Productivity in Gross Moves Per hour has improved two-fold compared to the port charter baseline of 16.7 Gross Moves per hour in 2013. The rapid growth in the number of ships making calls at the Mombasa Port is an indication of the rising stature of the port in the region.

Other indicators that have shown positive improvement are; Time for customs clearance at the Document Processing Center (DPC), one stop clearance time at Mombasa port and transit time along most of the transit routes along the Northern Corridor. Reduction in transit time can be attributed to the implementation of Regional Electronic Cargo Tracking System (RECTS), One Stop Border Posts and High-speed motion weighbridges.

In addition, the report features a special edition on the Inland Container Depots along the northern transport corridor.

Table 1 below provides a summary performance on specific indicators as follows:

Table 1: F/Y 2019/2020 quarter two Performance summary October to December 2019

Category	Indicator	Target	October	November	December
Maritime Indicators	Ship turnaround time (Hrs.)	81 Dec 2020	111	95	109
	Vessel waiting time before berth (Hrs.)	24	45	31	27
	Vessel Productivity (Gross Moves per Hour)	38 Dec 2020	33	33	32
Port Indicators	Containerized Cargo Dwell time (Hrs.)	78 Dec 2020	123	74	102
	One-Stop Centre Time (Hrs.)	24	58	55	57
	Delay after customs release (Hrs.)	36	40	37	42
	Document Processing Centre Time (Hrs.)	1	2.0	2.3	2.2
RRA-SCT Port Customs Release Indicators	Document Passing Time (Hrs.)		22	30	20
	Custom Release Time (Hrs.)		23	24	26
	After Release Time (Hrs.)		18	31	12
Transit time Kenya	Mombasa to Malaba (Hrs.)	72	53	56	64
	Mombasa to Busia (Hrs.)	72	69	82	86
Transit time Uganda	Kampala to Elegu (Hrs.)		31	33	32
	Kampala to Mpondwe (Hrs.)		49	51	42
Transit time Burundi	Bujumbura to Gasenyi (Hrs.)		137	186	263
	Bujumbura to Kanyaru Haut (Hrs.)		178	188	155

Category	Indicator	Target	October	November	December
Transit time Rwanda	Kagitumba to Kigali (Hrs.)		13	28	11
	Kagitumba to Mururu (Hrs.)		64	61	48
	Cyanika to Rubavu (Hrs.)		18	16	21
Weighbridge traffic	Mariakani		2,687	2,539	2,259
	Athi river		10,228	10,805	11,755
	Gilgil		6,537	6,102	6,102
	Webuye		1,774	1,613	1,817
	Busia		680	576	471
Weighbridge compliance in percentage	Mariakani	100	96	96	96
	Athi river	100	98	98	98
	Gilgil	100	95	97	97
	Webuye	100	95	97	95
		100	81	86	75

1. SPECIAL FEATURE: INLAND CONTAINER DEPOTS ALONG THE NORTHERN TRANSPORT CORRIDOR

1.1 Introduction

Inland Container Depots (ICDs) or Dry Ports have been used globally as a means of capacity enhancement strategy for reducing congestion at the Sea Ports and enhancement of the distribution of cargo to inland destinations. ICDs help in the clearance of goods especially those destined to the neighbouring countries which require physical examination before their release by customs. The ICDs are usually located away from the sea and directly connected by road or rail to a sea port. They operate as centres for the transshipment of sea cargo to inland destinations. Dry ports shorten the logistics chain because goods are transferred to the areas where manufacturers can easily access the raw materials. The ICDs are also used for the deposit of empty containers for return to the Port Mombasa.

With the growth in volumes of freight cargo on the Northern Corridor and the development of the Standard Gauge Railway, the importance of ICDs is now more pronounced prompting governments in Member States to invest resources in ICDs. In addition, the fast growth of trade in containerized cargo has also driven the demand for Dry Ports to help decongest the port of Mombasa which is a major logistics gateway to the landlocked countries of Burundi, Rwanda, Democratic Republic of Congo, South Sudan and Uganda.

1.2 Inland Container Depots in Northern Corridor Member States

1.2.1 ICDs in Kenya

In Kenya, the ICDs are managed by the Kenya Ports Authority (KPA) and are located in Nairobi, Naivasha, Kisumu, and Eldoret. These depots are linked to the Mombasa Port container terminal by rail connections and services. They are also accessible through pipeline and roads allowing trucks to continue delivering large numbers of containers. Imports are delivered directly from Mombasa to the depots “Through Bill of Lading”, while exports can also be consolidated at the ICDs and sent by rail to the Port for shipping. The depots have transit sheds and stacking grounds equipped with various types of cargo handling equipment like forklifts trucks, front loaders, tractors, trailers, reach stackers and crane among others.

The Nairobi ICD is located within a fenced area of 18.7 ha at Embakasi and has a capacity of 450,000 TEU per annum. Due to its geographic position, the Nairobi ICD is best positioned to serve local traffic. It does, however, serve as a transit point for traffic to Kisumu.

Following the commencement of SGR operations, the cargo handled by the ICD increased from an average of 30 TEU's per day to 800 TEU's per day in the last quarter of 2019. On average, Nairobi ICD receives 7 trains per day carrying an average of 106 TEU's of imports from Mombasa. Downstream, the ICD handles 4 – 5 trains daily. The ICD is also a major handler of outbound cargo and empty containers. Reports show that $\frac{3}{4}$ of the wagons on the train are railed back to Mombasa without cargo. The ICD's throughput for 2018 was 257,000 TEU's which accounted for 57 per cent of capacity utilization and 418,830 TEU's in 2019; accounting for 93 per cent against an installed capacity of 450,000 TEU's. The massive growth in utilization of the capacity of the Nairobi ICD is attributed to the growth in cargo hauled by the SGR.



The Kisumu ICD is designed for a capacity of 15,000 TEU per annum. Plans are underway to transform the Kisumu Dry Port into a transshipment point between the Port of Mombasa and western region of Kenya as well as other Northern Corridor Member States of Uganda, South Sudan, Rwanda, and Burundi.

The Eldoret ICD, which was established in 1994 to primarily target the land-locked countries of Uganda, Rwanda and Burundi. However, the Dry Port facility is currently not in use as a result of reduced functionality of the Metre Gauge Rail.

The Naivasha ICD is located at Suswa near the SGR railway terminus. The 45,000-square-meter Naivasha Inland Container Depot (ICD) is linked by a 2.6-kilometer connection road to the Mai Mahiu-Narok road and will essentially serve cargo going west of Nairobi. The Naivasha ICD will benefit from being linked to the standard gauge railway (SGR) line from Nairobi. The Naivasha facility provides storage of cargo especially those destined for Uganda, South Sudan, Rwanda, Burundi and the Democratic Republic of Congo. From the ICD, the cargo will be ferried to Western Kenya and the neighbouring countries by road. The Kenya government has plans to revamp the old Meter Gauge Railway (MGR) line and link it to the SGR track in Naivasha.

Other towns earmarked for the development of Dry Ports are Malaba, Taveta and Voi. The ICDs are expected to handle transit cargo that passes through the port of Mombasa to landlocked countries of Burundi and Rwanda and DRC.

1.2.2 Inland Container Depots in Rwanda

Rwanda has two main ICDs: the Magerwa Inland Depot and the Kigali logistic Platform in Masaka, Kicukiro District. MAGERWA Inland Depot is a logistics inland cargo handling facility located in Kigali. The Dry Port was established in 1969 and offers storage facilities, equipment rental services and operates as a public bonded warehouse experienced in managing assorted varieties of cargo; Land freight, Air Freight, Transit goods among others. As the first custom bonded warehouses of Rwanda, the company has been handling most of the goods imported to, transiting through and exported from Rwanda. It also provides transit facilities for all cargo passing through Rwanda to the neighbouring countries.

Kigali Logistics Platform connects Rwanda to neighbouring countries of the Democratic Republic of Congo, Burundi, Uganda, Tanzania and Kenya. The facility accesses the port of Mombasa in Kenya and Dar Es Salaam in Tanzania, securing two trade gateways to the sea. It is a high-tech operation that offers real-time cargo tracking to customers; users are able to track their goods through mobile and online apps. It is a 24-hour monitored inland cargo terminal operated by Dubai Ports World (DPW) group, a Dubai based global port operator. The facility provides services in container handling, loading and unloading from trucks, warehousing and cold storage. It is envisaged that the facility will help decongest MAGERWA, Rwanda's main inland cargo handling facility located in Kigali, which handles the majority of Rwanda's imports and exports.

The facility has been operational since September 2018 in test mode and has an annual capacity of 50,000 TEUs. When operating at full capacity, it has the potential to save Rwandan businesses up to \$50 million a year in logistics costs. Since the commencement of its operations in the Rwandan capital last year, the Kigali Logistics Platform has reduced truck-turnaround time which used to be an average of 10-14 days to just 3 days. The Platform has already contributed to socio-economic progress through the creation of 667 direct and indirect jobs, with 98% local employment.



1.2.3 Uganda

Multiple Inland Container Depot (MICD)

Multiple ICD is located in the Industrial Area of Nakawa – Kampala along the Nakawa – Ntinda road. The ICD handles cargo destined to Uganda, exports, and cargo in transit. The ICD handles 50,000 TEU's per year and can handle up to 100 TEUs per day. Construction of the Mukono ICD in Uganda was completed in 2015 and with 6,000 TEU handling capacity. However, the ICD does not have provision for empty container storage. The location is strategic for both Kampala city area delivery and the industrial area along the Kampala-Jinja highway.

Table 2 presents a summary of ICDs discussed above.

Table 2: Summary table on ICDs along the Northern Corridor

Country	Name of ICD	Total Available Capacity (TEUs)	Comments
Kenya	Nairobi	450,000	Operating at optimal level. 2019 utilized about 93 percent
Kenya	Kisumu	15,000	Plans are underway to transform the Kisumu dry port to become a transshipment point
Kenya	Taita Taveta	*	Feasibility study completed. Land allocated for construction.
Kenya	Naivasha	*	-
Rwanda	Magerwa	*	-
Rwanda	Kigali Logistics Platform	50,000	Operational since September 2018 in test mode
Uganda	Multiple ICD	50,000	Completed in 2015. ICD does not have provision for empty container storage

* Information not yet available



1.2.4 Lake ports

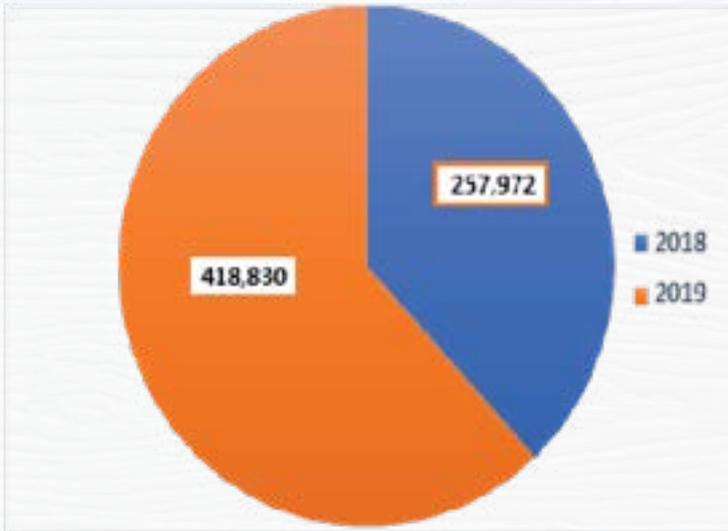
The lake ports are important links in the transportation of bulk imports and exports. The main lake ports on the Lake Victoria are -Kisumu (Kenya), Port Bell and Jinja (Uganda); and for Lake Tanganyika, the main ports are Bujumbura (Burundi) and River Nile for South Sudan. Lake transport faces challenges that include; poor operating systems, insufficient equipment, shallow channels, water hyacinth and narrow berths that inhibit navigation and docking. Lake Tanganyika presents an opportunity to connect four countries, and the transport distances are long enough to make inland waterways competitive with the road. Other than Bujumbura in Burundi, much of the zone of influence of this lake lies outside the Northern Corridor, and the lake is more directly linked to the Central Corridor.

Box 1-1: Nairobi ICD performance overview in Kenya

The Nairobi ICD is the largest and most active ICD in Kenya and is directly linked to the port of Mombasa by both the SGR and MGR railways. It is equipped with 4 Railway Mounted Gantry cranes, 8 Rubber Tyred Gantry cranes, 10 Reach Stackers, 30 Terminal Tractors, 67 Trailers, and 16 Forklifts to support loading and offloading operations at the ICD. The ICD throughput witnessed a significant increase in annual growth of cargo handled by 62 per cent in 2019, compared to 57 per cent in 2018. The great performance is occasioned by the implementation and full use of the 485 km-long Standard Gauge line from the port of Mombasa to Nairobi ICD in January 2018. The ICD has a capacity of 450,000 TEUs.

From further analysis, the ICD operated at 93 per cent of its installed annual capacity of 450,000 TEUS compared to 57 per cent in 2018. This suggests that the ICD operated at optimal levels in 2019. Under normal circumstances, Ports and Dry Ports are required to operate at 70 per cent of their installed capacity to give room for acceptable levels of congestion in case of a crisis. Anything beyond that is considered congestion, which may result in inefficiency. The massive growth in the utilization of the capacity of the Nairobi ICD is attributed to the growth in cargo hauled by the SGR.

Figure 1: Total Throughput in TEUs at ICD Nairobi



Key points

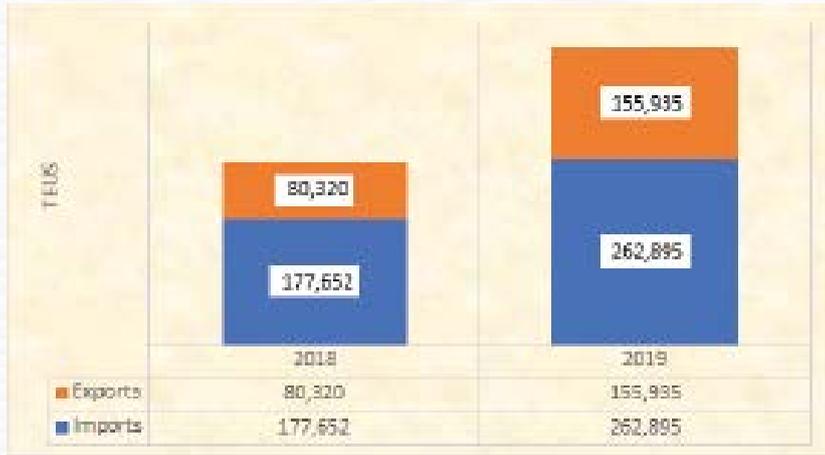
- ICD capacity 450,000 TEUs
- 93 percent Capacity utilized in 2019
- ICD operated at optimal level
- Annual increase in throughput and projected to increase further

The report recommends expansion of ICD to keep up with the growing numbers at the port of Mombasa

Source: KPA- ICD Nairobi 2018/2019

As shown in figure 2 below, throughput at ICD has been increasing steadily over the two-year period. Imports took a lion's share of the throughput at slightly above 60 per cent, while exports registered 30 per cent over the same period. Imports passing through ICDs are more than exports, an indication of the unfavourable trade balance. In the year 2019, imports accounted for 63 per cent of total throughput to ICD whereas exports accounted for 37 per cent.

Figure 2: Total imports and exports in TEUs at ICD Nairobi



Key points

- Trade deficit. High proportion of imports
- Need to increase exports by implementation of trade protectionism of industries and free trade agreement

Source: KPA- ICD Nairobi 2018/2019

The volume of exports including empty containers from Nairobi ICD to Mombasa port increased significantly by 94 per cent from 80,320 TEUs in 2018 to 155,935 TEUs in 2019. However, it is noted that the volume of empty containers accounted for the majority of total exports TEUs at 85% and 91 per cent in 2018 and 2019 respectively. More than 140,000 TEUs empty containers were transported from Nairobi Inland Container Depot to the port of Mombasa in 2019 an increase from 68,619 TEUs in 2018. An increase of empty containers could be attributed to low volumes of cargo available for the return leg and the trade imbalances. A number of

initiatives have been put in place to ensure fast and efficient rail-bound cargo evacuation which includes; establishment of a one-stop centre and 24-hour working schedule at the ICD Nairobi, extension of the SGR line at the port to the conventional and bulk cargo section among others. The haulage of empty containers does not only affect the economic aspect of the shipping line business but also has profound environmental effects.

Table 3: Exports through Nairobi ICD to the port of Mombasa

	2018	2019
Exports (Empty)	11,701	13,777
Exports (Full)	68,619	142,158
Total	80,320	155,935
Proportion of empty containers to total exports	85%	91%

Source: KPA- ICD Nairobi 2018/2019

As presented in table 3, the total volume of cargo handled at Nairobi ICD for the period under review (October to December 2019), increased tremendously from 97,385 TEUs in 2018 to 104,926 TEUs in 2019. Analysis over the same period shows a notable increase of empty containers that are railed back to Mombasa without cargo accounting for annual growth of 22 per cent change over the quarter. The haulage of empty containers does not only affect the economic aspect of the shipping line business but also has profound environmental effects. Imports accounted for over 60 per cent of total throughput an indication of trade deficit.

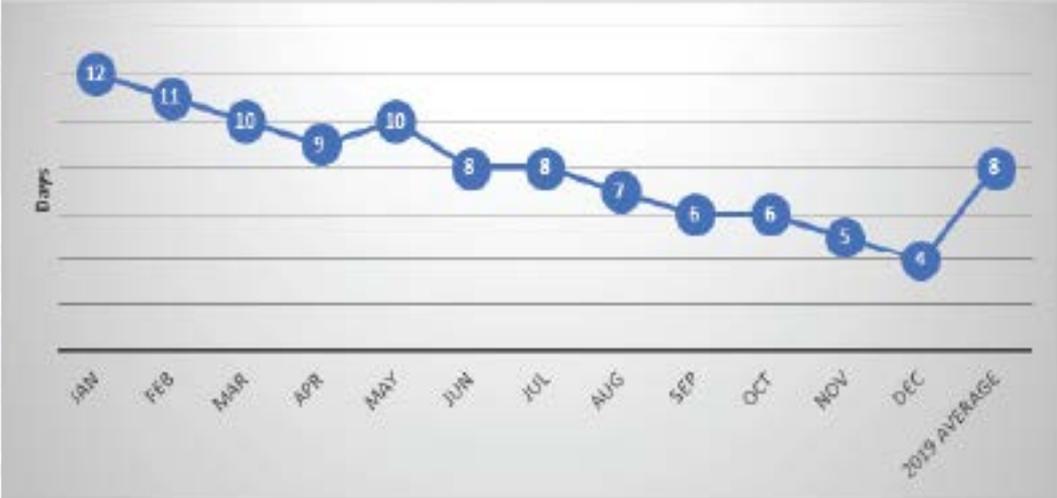
Table 4: Volume of cargo by type in TEUS

2018	IMPORTS	EXPORT	EXPORT (EMPTY)	TOTAL TEUS
Oct	21,172	1,178	8,652	31,002
Nov	20,888	1,012	10,710	32,610
Dec	22,410	1,066	10,297	33,773
TOTAL	64,470	3,256	29,659	97,385
2019	IMPORTS	EXPORT	EXPORT (EMPTY)	TOTAL TEUS
Oct	22,294	1,094	12,064	35,452
Nov	22,364	1,014	12,630	36,008
Dec	21,106	999	11,361	33,466
TOTAL	65,764	3,107	36,055	104,926

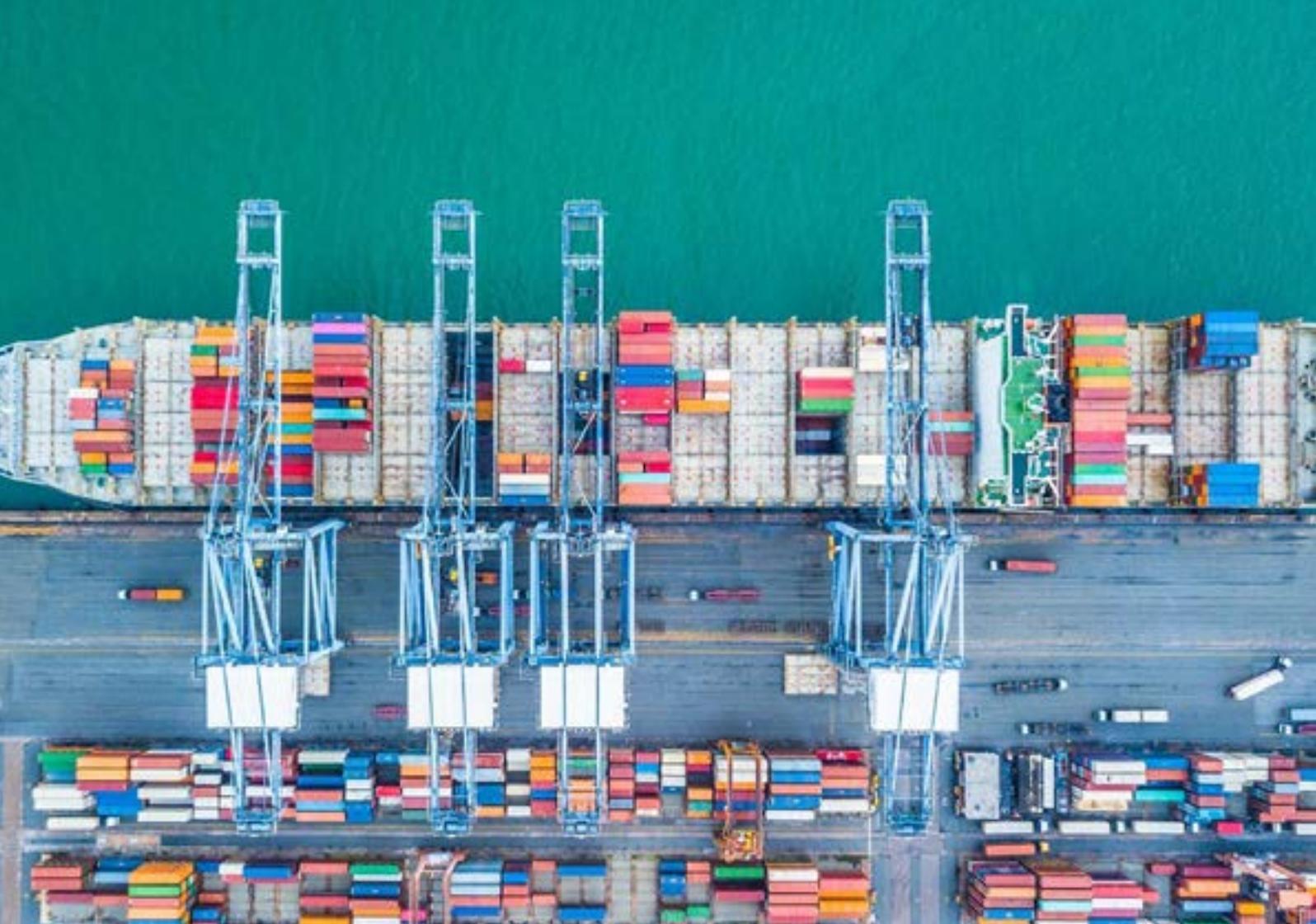
Source: KPA- ICD Nairobi 2018/2019

Statistics presented in figure 3 below observed a decreasing favorable trend in cargo dwell time at the ICD with 2019 recording average dwell time of 8 days. The performance is a pointer to enhanced efficiency at the ICD.

Figure 3: ICN average cargo Dwell Time



Source: KPA- Nairobi ICD 2019





CAUTION
YOU WILL BE HELD
IN THE EVENT
OF A FIRE
DO NOT TAMPER
THE ONLY SAFE WAY
IS TO LEAVE THE
PORT PREMISES



QUARTER ANALYSIS OF INDICATORS PERFORMANCE

This report is part of the series of quarterly reports prepared by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) in furtherance of its mandate to monitor and report regularly on the performance of the Corridor. It covers the performance of the Mombasa Port and Northern Corridor Charter indicators for the period of three months from October to December 2019. Indicators discussed in the report present the performance status on the implementation of the Mombasa Port Community Charter on a quarterly basis. The performance indicators have been monitored to track various initiatives agreed upon since the Charter was signed in 2014 and reviewed in 2018 to enhance the efficiency of the port and the corridor. A comparison is made with the same quarter of the previous years.

2. MARITIME INDICATORS

Maritime indicators track container vessel movement from the time of arrival of the ship at the port area, until the exit of the vessel from the Port area. This takes into account arrival from the sea into anchorage, berthing time and pilotage outward movement. The report focuses on the performance of the container vessel movements by looking at waiting time before berth and the ship turnaround time at the port of Mombasa in the quarter covering October to December 2019.

2.1 Ship Turnaround Time

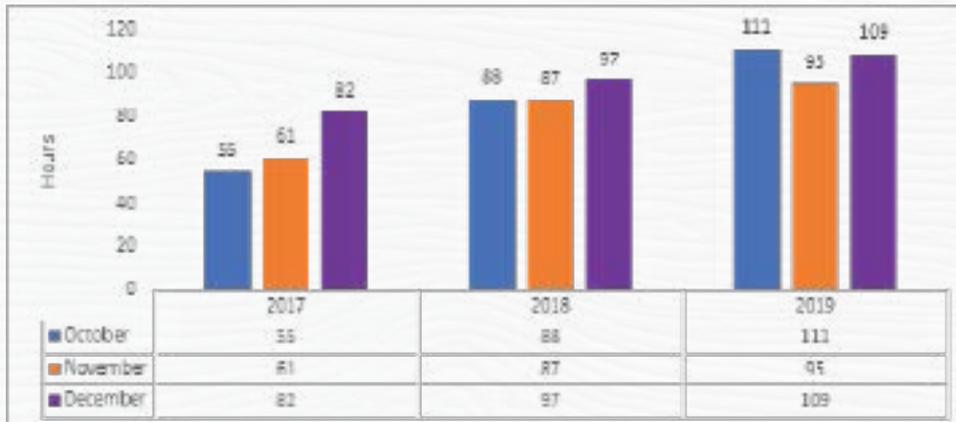
Ship turnaround time refers to the time in days the ship is at pilot station, docks, offloads, loads and drops pilot. Ship turnaround time is a culmination of the following aspects: Ship waiting time, Berthing/un-berthing time, Berth time (Service time). The key drivers of turnaround time are; effective scheduling and allocation of key resources like yard cranes, quay cranes berths, and trucks. This indicator is key in terms of port productivity and efficiency. According to the Mombasa Port and Northern Corridor Community Charter (2018-2024), the set target for vessel turnaround time is 81 hours by December 2020, 75 hours by December 2022 and 67 hours by December 2024. The ultimate goal is to attain the 24 hours ship turnaround global benchmark time. Statistics in figure 4 shows performance for ship turnaround time for the quarter ending December over the period 2017 to 2019. The baseline for December 2018 was established at 90 hours as per the Mombasa Port and Northern Corridor Community Charter. Ship turnaround time at the port of Mombasa increased in the last quarter of 2019, varying widely from a high of 111 hours in October 2019 to a low of 95 hours in November 2019. When compared with previous years, the performance shows an increasing trend in ship turnaround time in 2019.

It is important to note that there has been continuous implementation of initiatives towards port expansion to support the increasing cargo throughput. Relevant stakeholders involved in the implementation of this target, have put in place strategies including; vessel scheduling, availability of quality equipment, construction of Kipevu oil terminal 2 and provision of additional berthing space. Statistics in figure 4 shows performance for ship turnaround time for the quarter ending December over the period 2017 to 2019. The baseline for December 2018 was established as 90 hours as per the Mombasa Port and Northern Corridor Community Charter. Ship turnaround time at the port of Mombasa increased in the last quarter of 2019, varying widely from a high of 111 hours in October 2019 to a low of 95 hours in November 2019. When compared with previous years, the performance shows an increasing trend in ship turnaround time in 2019.

It is important to note that there has been continuous implementation of initiatives towards port expansion to support the increasing cargo throughput. Relevant stakeholders involved in the implementation of this target, have put in place strategies including; vessel

scheduling, availability of quality equipment, construction of Kipevu oil terminal 2 and provision of additional berthing space.

Figure 4: Ship turnaround time at the port of Mombasa in hours



Source: KPA October to December 2017 to 2019

2.2 Vessel waiting time before berthing at the port of Mombasa

This time is measured from the time the vessel arrives at the fairway buoy to the time of its first berth.

High vessel waiting time has a negative bearing on ship turnaround time and may result in a port delay surcharge being imposed on cargo destined for the port, and consequently increasing the cost of goods in the countries served by the port. In this regard, it is critical to ensure that productivity and efficiency in port by all service providers is enhanced.

Figure 5 below, provides performance of vessel waiting time before berthing at the port of Mombasa from 2017 to 2019 during the quarter under review. The Mombasa Port and Northern Corridor Community Charter established a baseline of 12 hours in the year 2018. Analysis shows that the quarter performance has not been steady over the years. Vessel waiting time improved from 45 hours in October 2019 to 27 hours in December. The report notes that introduction of online exchange of documents by stakeholders, increased investment in both shore and offshore equipment, acquisition of modern tugboats and pilot boats will boost berthing operations.



Figure 5: Average Vessel Waiting Time before Berth at the port of Mombasa in Hours

Source: KPA October to December 2017 - 2019

2.3 Vessel Productivity (Gross Moves per Hour)

The indicator focuses on Gross moves per hour on a crane's ability to move containers over the quay wall each hour. Gross moves per hour define the total container movement (on loading, offloading and repositioning) divided by the number of hours for which the vessel is at berth.

From table 5, the average Gross Moves at the Port of Mombasa for container vessels handled was steady at 33 for the quarter under review. Over the quarter period, a total of 132 ships were recorded and the monthly call varied from a low of 42 ships in November to a high of 46 ships in October 2019 delivering a total of 332,616 TEUs in the review quarter. Productivity in Gross Moves Per hour has slightly reduced to about 33 moves compared to the Mombasa Port and Northern Corridor Community Charter baseline of 36 Gross Moves per hour in 2018. The Charter targets to attain 38, 40 and 42 gross moves per hour for each vessel call recorded by December 2020, 2022 and 2024 respectively. KPA has enhanced investment and utilization of shipyard equipment. This includes an increase in the number of Ships to Gantry cranes, Rubber Tyred Gantry (RTG) cranes, Terminal Tractors among others.

Table 5: Vessel Productivity at the port of Mombasa from July to September 2019

Month	No of ships	Total Moves	Gross Moves per hours	Total TEUs	Average TEUs Per ship
Oct-2019	46	81,139	33.38	116,571	2,534
Nov-2019	42	71,767	33.44	103,295	2,459
Dec-2019	44	80,126	31.76	112,750	2,563

Source: KPA October to December 2019



3 PORT INDICATORS

This section focuses on the performance of time and delays specifically container dwell time, One Stop Centre Clearance Time, Time Taken at the Document Processing Centre (DPC) and Delay to evacuate cargo after customs release at the port of Mombasa for the quarter ending December 2019.

3.1 Containerized Cargo Dwell Time at the Port of Mombasa

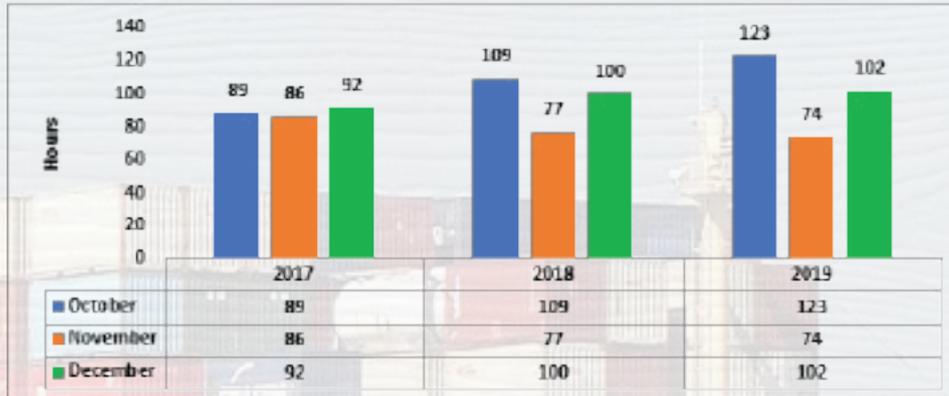
Cargo Port Dwell Time is the measure of time that elapses from the time cargo is offloaded at the Port to the time it leaves the Port premises.

The target for the average cargo dwell time at the port is 78 hours by December 2020 as per the Mombasa port and Northern corridor community charter; 60 hours by December 2022 and 48 hours by December 2024. During the quarter under review, cargo dwell time shows tremendous improvement; decreasing from an average of 123 hours in October 2019 to 102 hours in December 2019; a pointer to enhanced efficiency. However, the performance deteriorated when compared to the Port Charter baseline of 96 hours and when compared to the same quarter in previous years as illustrated in figure 6 below.

Since the ship turnaround time during the review quarter was also high in 2019, the higher dwell time could be attributed to delays suffered after the discharge of the cargo which includes other cargo interveners. When cargo arrives at the port of Mombasa, it undergoes multiple processes that take time. The cargo is unloaded, moved to the customs area, inspected, cleared and finally picked up. Because these procedures take time and their duration is uncertain, they contribute to delays and costs.

It is important to note that, various initiatives have been implemented to improve cargo port dwell time. Among them; implementation of the Standard Gauge Railway and the construction of road infrastructure along the port area is bearing the desired outcomes to improve this indicator.

Figure 6: Average containerized cargo dwell time in hours



Source: KPA October to December 2017 - 2019

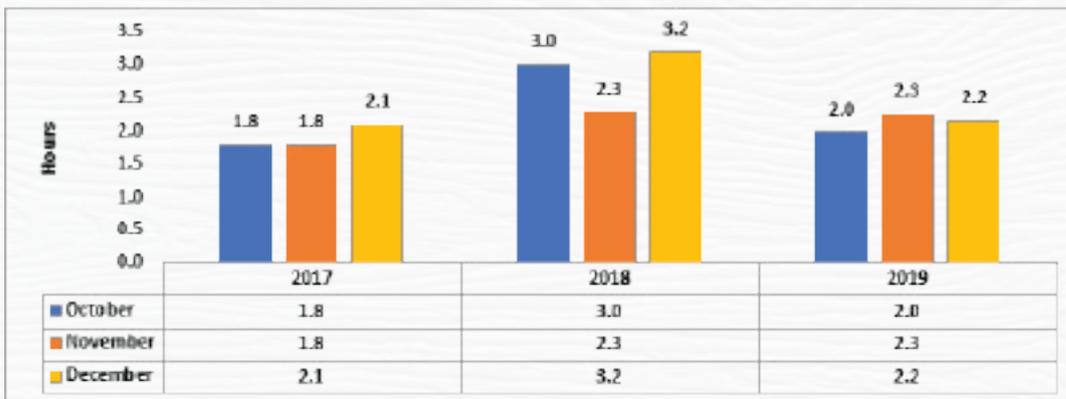
3.2 Time for customs clearance at the Document Processing Centre (DPC)

This refers to the time taken by Customs to pass an entry lodged by a clearing agent. This time bears a proportion to the total port dwell time.

Time taken at document processing centre involves the following processes: first, a manifest is submitted electronically by Ships Agent to Document Processing Center in Nairobi; then the manifest is accepted in DPC and a manifest number is generated; in case there are any enquiries, the Ships Agent is sought for clarification before acceptance; the Clearing Agent submits declaration electronically to the SIMBA system; DPC proceeds with Clearance process; a Lodgment of import declaration is made and finally assessment of duty payable. This target heavily relies on the stability of the SIMBA system, integrity of clearing agents, quality of declaration by the relevant agents and Document volumes waiting for processing.

From figure 7 below, average DPC time for the quarter under review in 2019 remained steady at 2 hours. The performance improved when compared to the quarter in 2018, however, it is still an hour shy from the set target. Delays in customs clearance at DPC during this period are partly attributed to the SIMBA system instability; document volumes awaiting processing in between the shifts; the quality of declaration by the relevant agents and other stakeholders' systems. It is evident that more efforts, including the automation of the DPC processes, should be fast-tracked for speeding-up clearance of cargo processes to realize this target of one hour. Kenya Revenue Authority (KRA) is in the process of implementing an Integrated Customs Management System (ICMS) to replace the SIMBA System to enhance efficient clearance.

Figure 7: Time Taken at the Document Processing Centre (DPC)



Source: KRA, October to December 2017 - 2019

3.3 One-Stop Centre Clearance Time

One-Stop Centre Clearance Time measures the average time between the passing of a registered customs entry and issuance of the release order.

As illustrated in figure 8, the average time spent at One Stop Centre for the period of October to December 2019 shows marginal change when compared to the corresponding quarter previous years. This performance is two and a third times higher against the set target of 24 hours pointing to prevailing inefficiencies. The underperformance is partly attributed to late submission and amendment of customs entries by clearance agents and shortcomings in the coordination of joint verification of cargo. Furthermore, it requires a couple of days before results can be obtained for some of the tests carried out on imported goods by standards agencies. Therefore, mechanisms for speeding-up clearance of cargo processes by all the stakeholders involved to realize the required result of one day is important.

Figure 8: Average Time taken at one stop center clearance in hours



Source: KRA, October to December 2017 - 2019

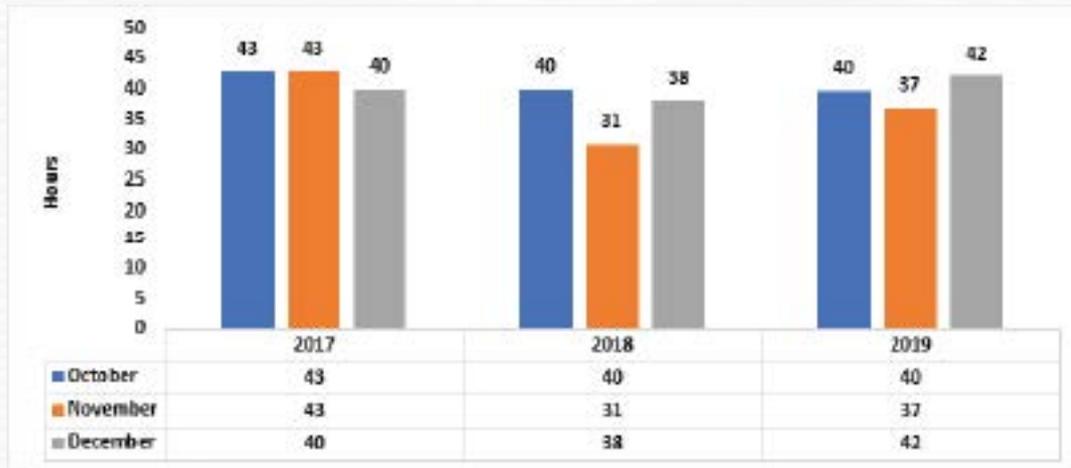


3.4 Delay after customs release

Delay after customs release refers to the period it takes to evacuate the cargo from the port after it is officially released by Customs.

Figure 9 shows the time taken after customs have issued the transporter with a release order to actual exit from the Port for the quarter ending in December from 2017 to 2019. This time varied over the review period ranging from 31 hours to a maximum of 43 hours. Some of the commitments aimed at improving performance for this target include: automating gate clearance procedures and ensuring 24-hour operations which have been fully implemented. In addition, there have been great improvements in road infrastructure around the seaport and the corridor together with the implementation of Standard Gauge Rail which are bearing the desired outcomes to improve this indicator.

Figure 9: Average time taken after customs release



Source: KRA, October to December (2017- 2019)

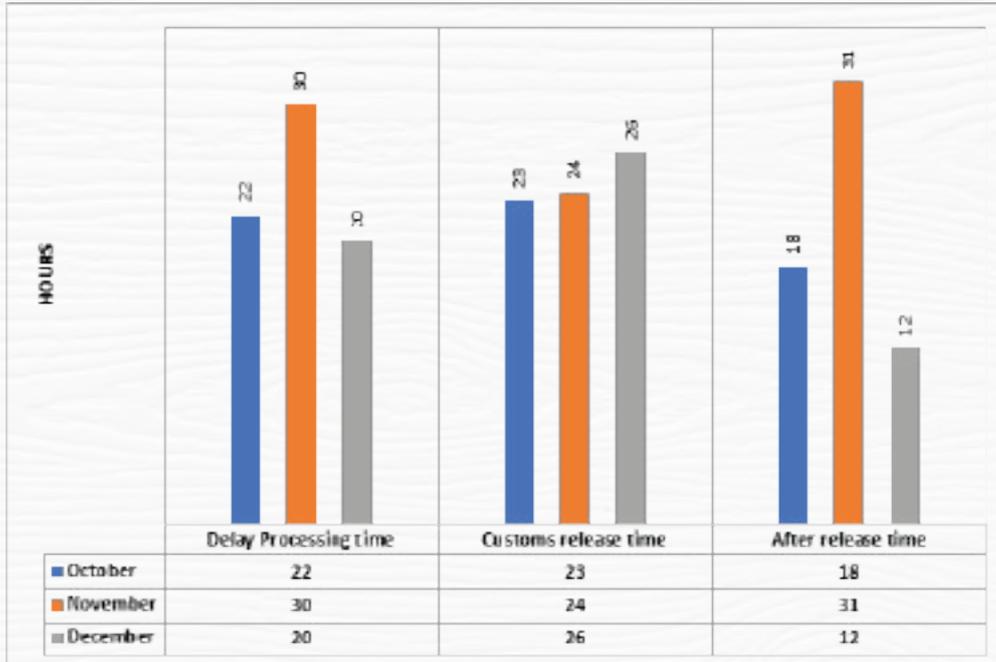
3.5 Rwanda Revenue Authority customs averages at Mombasa port

Figure 10 presents the time taken for Single Custom Territory procedures for the quarter ending December 2019. The average time between custom release order to the exit i.e. evacuate the cargo from the port after it is officially released by Customs improved from 18 hours in October to 12 hours in December 2019. Contrary, the average time between passing/acceptance of customs entry registration and issuance of customs release order increased marginally from 23 hours to 26 hours in December 2019 during the quarter. Delay in processing time was not steady during the review quarter as shown in the figure below.

Generally, the average time taken for SCT processes at the port of Mombasa was high for the month of November 2019. There is still prevails a challenge of automated exchange of data among the Member States participating in the SCT framework of clearing goods, the said interface/platform for the exchange of data on goods being cleared is not efficient. There is a need to adopt a single transit business system for the Northern Corridor for the clearance of internationally traded goods in order to address this problem.



Figure 10: RRA SCT release at the Port of Mombasa



4. CORRIDOR INDICATORS

Corridor Indicators cover the period from the time goods are released up to exit at the border and final destinations. In this category, the indicators of interest are compliance levels at weighbridges, the volume of traffic and transit time along the Northern Corridor.

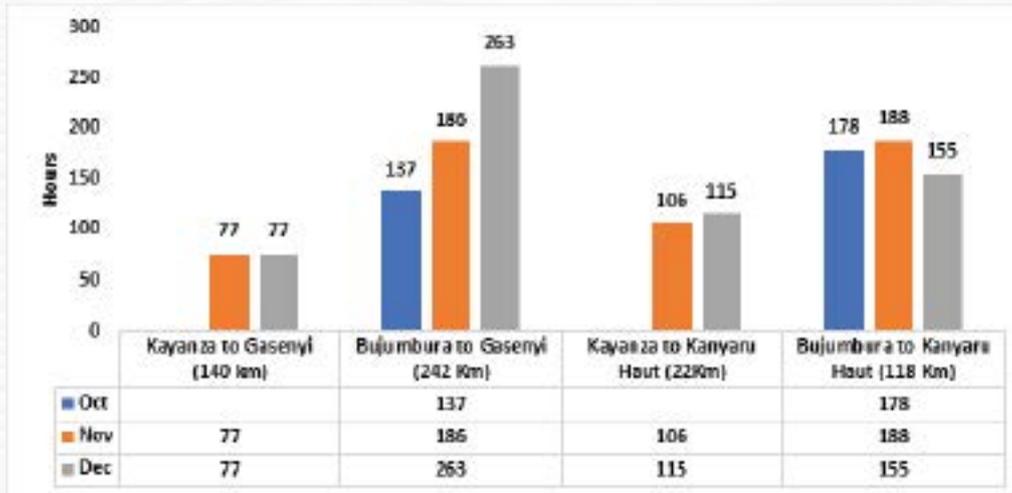
4.1 Transit Time in Burundi

Burundi is bordered by Rwanda, Tanzania, and the DRC. The main borders linking Burundi to the Northern Corridor include Kanyaru-Haut and Nemba/Gasenyi connecting with Rwanda; and the Gatumba border connecting with DRC. Based on available data, transit time in Burundi was measured from Kanyaru Haut and Gasenyi to the major nodes and customs border points of Bujumbura Port and Kayanza.

Figure 11 shows transit time from October to September 2019 in Burundi. Analysis shows that Kayanza to Kanyaru-Haut was the slowest route averaging at a speed of 0.2 kilometres per hour despite the short distance compared to Kayanza- Gasenyi route which had a much faster favourable speed of 1.8 kilometres per hour. The time taken is significantly high considering the distance of 24 kilometres suggesting that barriers to cargo movement still exist along the route pointing to prevailing inefficiencies. However, the high transit time on Kayanza to Kanyaru-Haut route was attributed to the poor road condition.

Generally, average transit time from Kayanza-Gasenyi (140Km); Bujumbura-Kanyaru Haut (118Km); and Gasenyi-Bujumbura (242 Km) was inconsistent over the period under review. The long transit delays on the routes were attributable to the steep terrain and road conditions.

Figure 11: Transit Time in Burundi along the Northern Corridor



Source: OBR, July - September 2019

4.2 Transit time in Kenya

4.2.1 Transit Time in Kenya using SIMBA System Data

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

The discussions focus on transit time for a truck travelling from the port of Mombasa to the key borders in Kenya along the designated Northern Corridor transit routes. The main northern corridor route runs from the port of Mombasa to Malaba and Busia borders.

The target transit time for cargo from Mombasa to Malaba (covering a distance of 933 Km) is 72 hours. The performance on transit time has improved greatly on both routes as seen in figure 12 below suggests enhanced efficiency along the route over time. The improved performance could be attributed to the infrastructure improvement along the route including construction of Port Reitz-Moi International airport access road, Miritini–MwacheKipevu links road, Nairobi Southern by-pass, and Nairobi Eastern by-pass, construction of 3 interchanges at Nakuru, Njoro and Mau Summit which have succeeded in diverting traffic from congestion in the major urban areas along the Corridor.

Furthermore, in line with maintaining a 24-hour safe and free flow of traffic along the corridor, Kenya National Police Service has also enhanced more patrols along the corridor and in major towns. A designated officer from the office of Deputy Inspector General, Kenya Police operations has been appointed to coordinate investigations of any incidents/complaints raised by stakeholders.



Figure 12: Transit time from Mombasa to Malaba and Busia in hours



Source: KRA Oct-Dec 2019

4.2.2 Transit time under the RECTs regime

Figure 13 gives trends of transit time from Mombasa port to Malaba and Busia borders from October to December in 2019 for the trucks that were armed with RECTs. The average transit time target for trucks plying these routes is 3 days. Over the review period, average transit time from Mombasa to Malaba for the quarter under review was within the 72 hours target. This performance suggests an enhanced efficiency along the route over time. The use of the SGR has also helped to decongest the road between Mombasa and Nairobi. However, it is important to note that sometimes it takes longer for the RECTs gadgets to be disarmed when a truck has already arrived which may contribute to an increase in transit time.

The average transit time from Mombasa to Busia increased from 69 hours to 86 hours during the same review period. Traffic on this section goes through four weighbridges (Mariakani, Athi River, Gilgil and Busia). The report notes poor road condition between Kisian and Busia (101 km) however, the ongoing improvements along the Mombasa – Busia stretches are ongoing and herald smooth cargo movement in the coming months.

Figure 13: Transit time from Mombasa to Malaba and Busia borders in Hours in 2019



Source: URA, RECTs October to December 2019

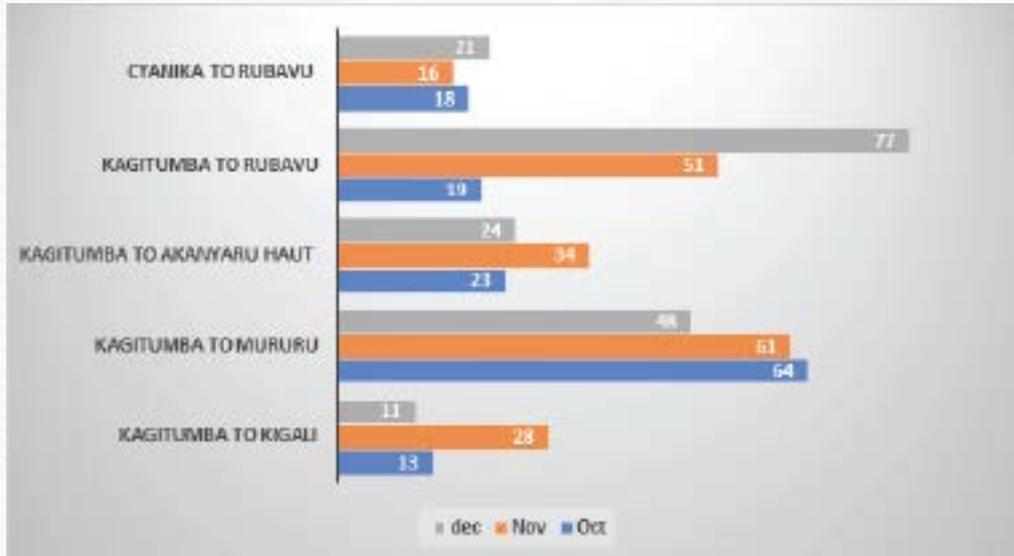
4.3 Transit time in Rwanda

Transit time in Rwanda is the time duration from the time a truck is allowed (electronically in Rwanda Revenue Authority's system) to commence the transit journey to the time the bond is cancelled on the exit border. Rwanda is bordered by Uganda, Tanzania, Burundi, and the DRC. Entry borders to Rwanda are; Kagitumba, Gatuna and Cyanika whereas exit Borders from Rwanda include; Rubavu; Akanyaru-Haut; Mururu and Nemba.

Figure 14 below shows the transit times in Rwanda on various routes for the quarter ending December 2019 using the Regional electronic cargo tracking system. Kagitumba-Mururu route witnessed tremendous improvement in transit time reducing from 64 hours in October to 48 hours in December 2019. The improved performance is partly attributed to; the road condition which is mostly good or fair except for a few sections which are either under development or rehabilitation; implementation one-stop border points and implementation of the Single Customs Territory (SCT). However, Kagitumba-Rukavu route saw an increase in transit time which was attributed to a highly winding terrain and the speed limit is 60km/hr. for trucks.



Figure 14: Mean Transit time from Kagitumba to other destinations bordering Rwanda 2019



Source; RRA-RECTs October to December 2019

4.4 Transit time in Uganda

Transits time in Uganda tracks the time taken to move cargo between Kampala and various borders between Uganda and Northern Corridor Member States of Rwanda, South Sudan, Kenya and DRC as illustrated in table 6 below. Uganda borders South Sudan through the Elegu/Nimule border and Oraba/Kaya. Uganda borders DRC through Ntoroko, Bunagana, Ishasha River, Goli, Vurra, and Mpondwe.

From the analysis all routes witnessed unsteady average transit time and time taken varies depending on the distance. It can be noted

that Kampala to Oraba and to Elegu was the fastest routes averaging 16 and 14 Kms per hour respectively compared to Kampala to Mpondwe and Ntoroko routes that averaged 9 Kms per hour over the review period. This good performance could be attributed to good road condition by tarmacking of Vurra-Arua-Koboko-Oraba road. It is also expected that the implementation of one stop border post (OSBP) at Elegu should herald to decrease in transit time.

However, Kampala to Ntoroko being the slowest route during the review quarter was attributed to a lot of traffic which could have attributed to long transit time by congestion. Furthermore, Ntoroko route and the Fort Portal–Ntoroko road passes through a mountainous area thus the winding terrain. some stretches from Mbarara to Kasese-Mpondwe junction and around Lakes Edward and George are still in bad condition but they are being rehabilitated.

Table 6: Transit time from Kampala CBD in hours to various borders

Transit time in Uganda in hours- 2019	October	November	December
Kampala to Mombasa	113	120	117
Kampala to Elegu	31	33	32
Kampalato Mpondwe	49	51	42
Kampala to Oraba	31	38	44
Kampala to Goli	41	45	40
Kampala to Padea	48	51	48
Kampala to Ntoroko	39	39	41
Kampala to Madi opei	95	106	83
Kampala to Mirama Hills	35	42	39

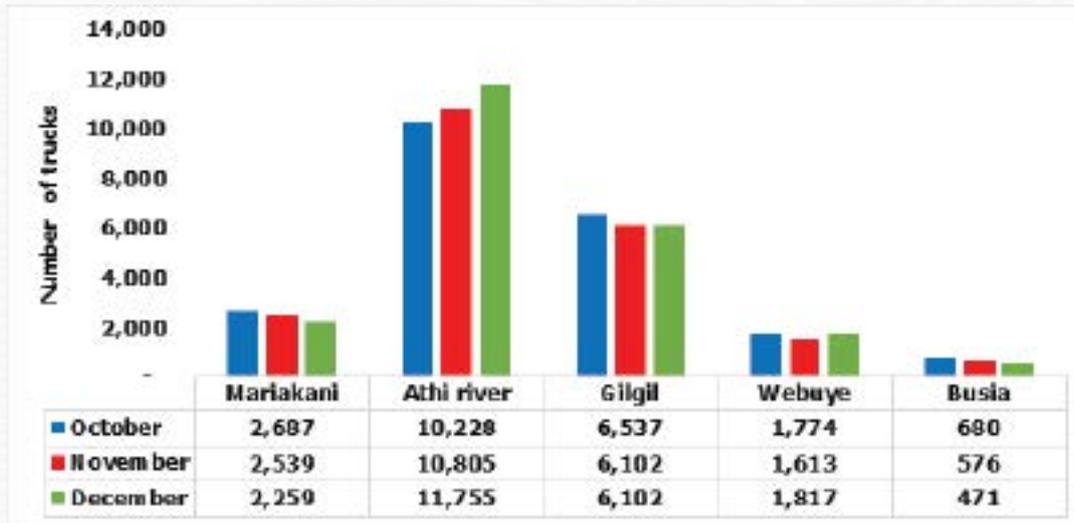
Source: URA-RECTs 2019

4.5 Weighbridge Traffic in Kenya along the Northern Corridor

The indicator measures the average number of trucks weighed per day at the various weighbridges in respective countries of the Northern Corridor.

The efficiency of the weighbridge station is measured through time taken for trucks to cross. Long queues and high service time leads to congestion which is a pointer to inefficiency. Data on average daily traffic at weighbridges captures traffic information on both inbound and outbound trucks. During the quarter under review, Mariakani weighbridge recorded average daily traffic of around 2,495 as shown in figure 15 below. This is traffic that mainly originates from the Mombasa Port and is comprises of both Local and transit cargo. Athi-River weighbridge recorded four-fold traffic when compared to Mariakani weighbridge. The highest traffic at Athi River weighbridge includes traffic originating from the Port of Mombasa, Nairobi surrounding environs and Namanga Border Point.

Figure 15: Monthly average daily traffic October-December 2019



Source: KENHA data Oct-Dec 2019



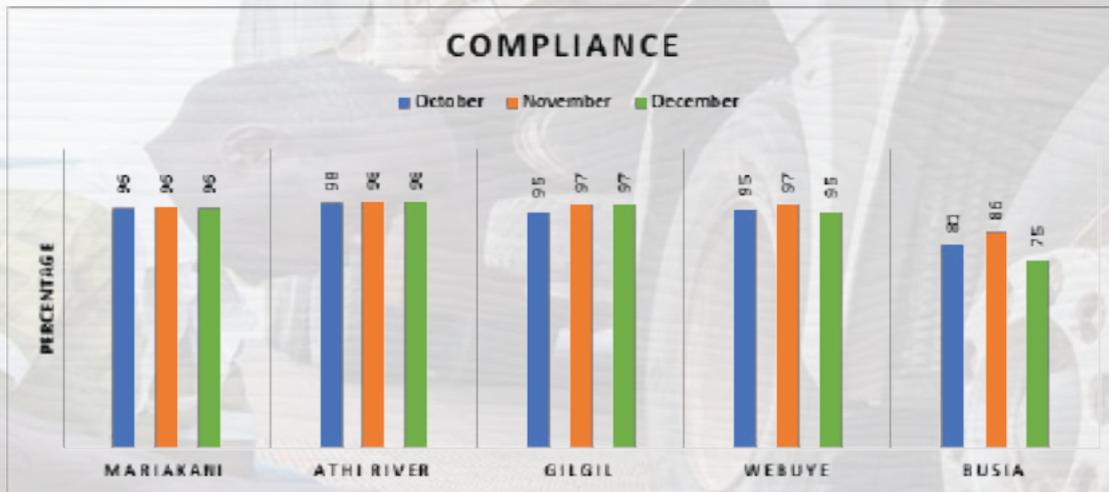
This traffic reduces by almost 50 per cent at Gilgil weighbridge since some of it was destined for Nairobi and its environs. Webuye and Busia Weighbridges recorded lower traffic which comprises of transit cargo heading to the border points of Malaba and Busia.

4.6 Weight Compliance at the Weighbridge

Weight compliance measures the percentage of trucks that comply with the vehicle load limits before and after redistribution of the weights.

Weighbridge compliance is a key indicator for tracking corridor performance and is a measure of axle load compliance. Axle load compliance is important because non-compliance to set loads damages roads and compromises vehicle safety. Data for the period October to December 2019 show that compliance is high at Mariakani, Athi River, Gilgil and Webuye Weighbridges with compliance of above 95 per cent as presented in figure 16 below. However, compliance at the Busia weighbridge was the lowest at 81 per cent in October decreasing to 75 per cent in December 2019. Busia weighbridge is a Single axle scale as opposed to multideck scales at other weighbridges which give compliance on axle group weights.

Figure 16: Weighbridge Compliance October-December 2019



Source; KENHA data Oct-Dec 2019

INDICATIVE ROAD DISTANCES IN KILOMETERS BETWEEN THE NORTHERN CORRIDOR TRANSIT SECTIONS

	Bujumbura	Bukuru	Busia	Edooret	Gasenyi	Goma	Guba	Juba	Kampala	Kanyara Hout	Katana	Kaya	Kigali	Kiungani	Kiungu	Leta	Muhugi	Mujoba	Murikani	Mbarara	Mombasa	Mpondwe	Nadajal	Nainobi	Nimule	Yamko	Yel
Bujumbura		545	960	1140	252	431	1134	1443	790	118	945	1373	279	864	1105	1496	1059	1028	1925	525	1940	700	1749	1480	1249	1741	1451
Bukuru	545		901	1150	349	784	1135	1448	793	157	941	1343	280	898	1120	1398	894	1029	1926	526	1942	701	1750	1481	1250	1551	1241
Busia	960	901		148	780	867	409	720	198	842	633	686	711	1495	119	829	585	33	905	448	941	683	768	660	524	1074	764
Edooret	1140	1150	148		599	1036	503	963	157	1021	789	780	870	1654	158	903	539	121	736	634	812	799	636	515	618	1168	858
Gasenyi	252	345	780	148		225	524	1233	182	172	230	1363	69	1345	899	1188	1062	838	1215	325	1250	400	1559	1176	1039	1551	1241
Goma	431	184	847	1026	225		1011	1122	648	1027	212	979	256	1124	984	1120	710	905	1860	432	1838	438	1812	1352	1136	1362	1262
Guba	1134	1135	409	1031	504	1001		318	942	1006	214	967	855	1342	528	490	248	382	1279	626	1315	794	606	834	115	755	445
Juba	1443	1448	720	963	1235	1122	511		453	1312	1085	284	1186	1399	839	221	527	651	1626	520	1662	1205	943	1345	198	466	156
Kampala	790	793	198	157	182	649	342	459		664	432	582	513	1292	812	204	480	238	1233	247	1169	442	848	488	412	969	639
Kanyara Hout	118	157	861	1021	172	307	1006	1312	664		232	1245	252	1422	982	1368	1023	900	2792	337	1813	572	1812	1352	1324	1633	1323
Katana	360	361	630	789	150	230	774	1393	432	232		1053	81	1135	749	1138	791	668	1245	185	1900	340	1389	1320	889	2401	1391
Kaya	1373	1343	684	780	1163	979	362	234	540	1245	1013		1094	1145	800	122	249	638	1324	948	1192	1533	1111	430	888	78	
Kigali	279	280	711	870	68	236	855	1368	113	112	81	1094		1276	630	1212	872	789	1645	186	1682	421	1461	1200	920	1882	1172
Kiungani	864	899	1405	1954	1245	1134	1062	1390	1292	1422	1195	1165	1176		1008	1388	896	1319	2433	3330	2406	805	2245	1395	1272	1513	1242
Kiungu	1105	1120	119	158	899	984	148	839	312	982	749	805	830	1608		828	224	134	752	184	828	719	728	147	643	1293	883
Leta	1496	1280	829	903	1286	1301	490	208	208	1308	1336	323	1212	1288	828		882	782	1679	921	1215	843	544	1234	392	305	45
Muhugi	1059	894	581	119	1062	716	268	172	480	1023	791	269	822	896	204	292		118	1455	747	1491	481	872	1816	381	612	242
Mujoba	1028	1029	33	121	818	905	392	683	236	900	668	509	1033	124	282	108		107	100	933	678	741	452	492	1042	732	
Murikani	1925	1926	905	776	1215	1802	1229	1626	1331	1292	1545	1646	2400	292	1679	2405	802		1800	36	1575	1396	445	1394	1044	1634	
Mbarara	525	526	463	624	325	601	609	930	267	392	265	948	246	1630	584	921	747	503	1400		1438	175	1223	955	734	1226	926
Mombasa	1941	1942	941	812	1251	1838	1315	1462	1319	1831	1891	1582	1682	2406	828	1235	1493	933	36	1436		1611	1432	481	1430	1880	1670
Mpondwe	700	701	640	795	490	419	788	1201	442	122	343	1021	421	855	759	843	851	678	1375	126	1611		1393	1130	899	1208	798
Nadajal	1749	1750	718	620	2158	1612	608	343	948	1832	1380	572	1491	2245	728	544	822	741	1399	1215	1432	1390		851	881	809	689
Nainobi	1480	1481	460	331	1220	1352	834	1343	688	1252	1120	1131	1291	1595	342	1334	2020	452	440	905	481	1130	951		949	1499	1389
Nimule	1249	1250	124	618	1039	1126	115	106	452	1321	849	430	926	1222	641	102	381	482	1384	724	1430	899	491	949		662	352
Yamko	1741	1551	1024	1168	1551	1262	755	466	968	1631	1401	886	1482	1553	1153	355	652	2042	1944	1236	2980	1108	805	1499	662		315
Yel	1451	1241	764	858	1245	1052	445	124	638	1323	1091	78	1122	1243	881	45	342	732	1634	926	1620	798	499	1188	352	330	



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