



**NORTHERN CORRIDOR  
TRANSPORT  
OBSERVATORY**

**RELIABLE PERFORMANCE DATA**

**JANUARY  
TO MARCH  
2021**

# **NORTHERN CORRIDOR QUARTERLY PERFORMANCE DASHBOARD**

**SPECIAL FEATURE ON SECURITY CONCERNS ALONG THE NORTHERN CORRIDOR**



**Northern Corridor  
Transit and Transport  
Coordination Authority**

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## *1.0 Highlights of the First Quarter Report 2021- Jan to March*

The quarter report provides an analysis of performance indicators that are tracked by the Northern Corridor Transport Observatory on quarterly basis. The indicators are informed by the Mombasa Port and Northern Corridor Community Charter that was reviewed in 2018. The Charter aims to realize increased efficiency in trade logistics and was a culmination of extensive consultations with both private and public sector stakeholders on the upgrading and improved coordination of the monitoring and evaluation of the logistics services. The analysis in this report is based on detailed analysis of data for the quarter covering the period January to March 2021. The report also provides comparison of performance for the similar quarter with that of previous years to understand and track any improvements and challenges along the Corridor. The findings from these reports are often utilized in setting strategic interventions and policy inferences aimed at improving efficiency of the corridor.

The analysis show that port performance has progressively improved over the last years. The Port of Mombasa recorded 10.7 percent growth rate in terms of port throughput for the quarter ending March 2021 compared to 8.62 million tons handled in a similar quarter 2020. In some instances, performance on indicators like those on port indicators surpassed the targets that were set in the charter. The positive achievement was also witnessed for one stop center clearance time at the port of Mombasa and delay after customs release time at the port of Mombasa. The good performance is

attributable to various initiatives initiated by the Port of Mombasa such as, simplification of port clearance procedures and establishment of the Single Customs Territory (SCT) that has seen reductions in time taken to process and clear goods at the Port of Mombasa. The average dwell time also improved in the review quarter. In addition, other initiatives have been implemented towards upgrading and expansion of road, rail and port infrastructure to support trade along the routes.

On maritime front, the performance of vessel waiting time before berth indicator did not meet the set target of 12 hours, however, performance of this target improved significantly from 97 hours to 19 hours in March 2021. The performance of these indicators was partly attributed to inadequate personnel as well as long delays encountered for vessel clearance procedures introduced to meet the COVID-19 health protocols.

Weighbridges recorded a steady performance in terms of compliance levels of over 90 percent performance except for Busia weighbridge whose compliance level was steady at an average of 79 percent in the quarter ending March 2021. Transit time on most of the routes along the Northern Corridor worsened partly due to the border crossing challenges attributable to driver testing requirement for the COVID-19. Drivers were experiencing a long stay at border points as they awaited clearance, with long queues of trucks reported at the different borders of the Northern Corridor.

## 2.0 *Special Feature on Security Concerns along the Northern Corridor*

### 2.1 *Introduction*

The occurrence of recent attacks on truck drivers on Kaya- Yei- Juba route and Nimule-Juba route in the quarter ending March 2021, has raised security concerns for transporters and drivers plying these routes on the northern corridor. These routes were reported with increased incidences of insecurity, murder and violent crimes against truck driver's drivers, such as the killing and burning of drivers and setting ablaze of trucks. Statistics for March 2021 show that at least 10 truck drivers were killed during an ambush by unknown gunmen along the Juba-Yei- Kaya road. Five more drivers were ambushed and burnt to death inside their trucks by unknown gunmen on the Juba-Nimule road in March 2021.

On April, 4, three trucks were ambushed by gunmen and eight traders were shot dead between Ganti and Kulipa on the Yei-Juba road inside South Sudan. Member States countries of the Northern Corridor raised deep concerns with their counterparts from South Sudan over the deadly attacks and transporters issued travel advisories. Notwithstanding this stark scenario, some efforts have been put in place to ensure continuity of trade along the corridor. South Sudan deployed security officers to escort trucks between Juba and Elegu to ensure safe movement of persons, good and services. Further the government has mapped the hotspots along the affected routes and provided road patrols.

[Photo: KTA]



*A torched truck following cases of insecurity along Nimule-Juba road in March*

Road Security can be defined as freedom from intentional harm and tampering that affects both motorized and non-motorized travelers. Road insecurity encompasses a set of possible forms related to; terrorism, robbery, theft, attacks, criminal activities arising from illegal business, smuggling of contraband and drugs among

others. Insecurity is not new in logistics framework and regrettably many countries experience it. Some of the corridor sections prone to insecurity include hilly roads, roads with poor condition, stretches of the corridor that pass through remote areas, roads traversing regions that have general insecurity and political instability.

## 2.2 Trends in Road Insecurity on the Transport Routes

The region has had a relatively long period of political stability, save for pockets of intermittent political upheavals in few member States and suppressed terrorism activities. Road transport sector moves significant amount of cargo in along the Northern Corridor slightly above 60 percent and it is therefore necessary to ensure the regulations and policies regarding road security are fully enforced for seamless movement of goods within the region and eliminate unnecessary delays caused by noncompliance to the regulations. Insecurity was found to be the top three leading form of barriers to free movement of goods after administrative barriers and insufficient transport infrastructure in a 2014 survey by the East African Shipper's Council that surveyed Kenyan counties that lie

along the northern corridor. Cargo theft have thrust the issue of physical security along the Northern Corridor into motion. Indeed, the northern corridor Member States have raised concerns over theft, corruption and cargo diversions on the corridor.

Report of the Coast security committee in 2019 indicated that cargo thefts and fuel siphoning from trucks plying Mombasa-Nairobi highway and the Northern Corridor were threatening the regional trade. Insecurity has been identified as a reason for stoppages by transporters. Some of the areas cited include, Mikindani and Bangladesh areas, Manyani, Salgaa and Nesitu stretches on sections of the corridor.

## 2.3 Effects of Road Insecurity

Road insecurity occurrences have negative effects on transport logistics. These include among others:

- Road insecurity can lead to high incidences of re-routing of transporters to other Countries.
- Loss of lives and livelihood
- The theft cases are detrimental to smooth flow of trade in the region while criminal acts such as

siphoning of fuel pose dangers to human lives and can cause disasters

- Threat to trade flows and economic integration
- Scares away investors including importers and transporter. Security is an enabler in supply logistics since no investor will put their resources in an insecure environment.

## 2.4 Existing Mitigation Measures

The occurrence of road insecurity incidences and their negative effects have led to various mitigation measures being put in place. These mitigation measures are combined efforts between revenue authorities, national police service and transporters. Some of the mitigation measures are discussed below.

Tracking devices installed in the trucks have played a very big role in the reduction of diversion of cargo. Regional Electronic Cargo Tracking System (RECTS), is an initiative for real time tracking of transit cargo from the port of Mombasa to its final destination through an online digital platform. Kenya Revenue Authority's decision to implement a cargo tracking and security system was a response to the government's interest in improving tax collection, enhancing enforcement of cargo handling regulations and maintaining Kenya as a preferred trade route for cargo in East Africa. These initiatives were critical to support national initiatives aimed at promoting trade within the region. Since the commissioning of the system, there has been a significant improvement in transit time and a drastic reduction in dumping cases which result in major losses in duty and tax

RECTs provides a system of communication between Revenue Authorities and Police to share and alert on real-time and provide quick response in case cargo is being tampered with.

## 2.5 Policy and Legislative Framework

Cognizant of the importance of the enhanced security, Member Countries have put in place policy and legal frameworks for trade and transport of goods. These agreements establish frameworks to ensure that transport systems operate safely and have protocols that seek to avert disasters or ensure effective response to occurrences among others. Among the frameworks in place is the Northern Corridor Transit and Transport Agreement (NCTTA). The Agreement is a multilateral treaty, with 12 protocols to facilitate transit cargo between the Kenyan Port of Mombasa and

Another mitigation measure is establishment of the Northern Corridor Transit Patrol Unit, a special police unit constituted to combat cargo theft and general crime along the Northern Corridor began its operations in 2016. The unit, which operates between Mombasa and Busia, has been divided into 10 sectors, each headed by a superintendent of police. Contacts of the patrol police officers in each station have been shared to all truck drivers and owners. Furthermore, Kenya National Police Service also has established a mobile patrol unit along the Northern corridor

Further, the Kenya National Police Service conducts 24/7 surveillance to monitor cargo along the Corridor; Security is provided for goods that have left the Port. There is a Northern Corridor Security team which is divided into sectors along the road from Mombasa to Malaba. There are also subsectors within the sectors which facilitates offering effective security for goods in transit.

In addition, police officers are also deployed at hotspot areas to deter breaching of containers when trucks are in transit. They set up impromptu road blocks to check on eventualities and to act as a deterrent for breach of law. The police force also provides escort cargo to curb tax evasion, smuggling of contraband and drugs and diversion of transit cargo.

the hinterland of the Member States of the Northern Corridor. Article 16 of the Northern Corridor Transit and Transport Agreement provides for safety and security measures for trade along the designated routes. The specific measures stipulate is stated as:

- i. The contracting parties shall put in place measures for the safety and security of interstate and transit traffic within or passing through their territories.
- ii. The contracting parties agree that the safety and

security measures put in place shall be designed and implemented without impediments to free trade, transit and interstate transport.

- iii. Contracting parties agree to cooperate in the prevention of cross border crime.

In addition to the NCTTA, Member States of the Northern Corridor are signatories to various regional and global frameworks that ensure safety of cargo and personnel for seamless trade across borders. They include:

World Customs Organization SAFE Framework of Standards to Secure and Facilitate Global Trade updated in 2018 to effectively address new and emerging developments in the international supply chain. The framework offers new opportunities for Customs, relevant government agencies and economic operators to work towards a common goal of enhancing supply chain security and efficiency, based on mutual trust and transparency.

After adoption of World Customs Organization (WCO) SAFE Framework of Standards by the WCO Council in 2005, the Commissioners of Customs of the East Africa

Community (EAC) established Authorized Economic Operator (AEO) program in 2006 to enhance Customs efficiency, increase vulnerability of the international trade supply chain to security threats as well as the use of the international trade supply chain as a conduit for high security risk materials.

The Africa Regional Strategy for Disaster Risk Reduction (2006 - 2015) for improved disaster risk identification, including hazards and sector wide vulnerability analysis, monitoring and early warning systems.

These protocols have been put in place to enhance safety of transport corridors and minimize the effects for potential disasters. The Enabling Trade Index (ETI) is prepared by the World Economic Forum annually in the context of the Global Competitiveness Network for the Logistics and Transport Industry. The ETI has four sub-indexes that analyze the different aspects of trade facilitation including physical security that analyses the level of violence in a country and its impact on trade, in terms of the costs of both general crime and threats from terrorism, as well as the reliability of police services and their ability to enforce law and order.

## 2.6 Policy Recommendations

In view of the above and seeking to add impetus to enhancing security of the Northern Transport Corridor, the following policy strategies are recommended:

- i Mapping out of security hotspot areas along the Northern Corridor clearly indicating the nature of risks and providing appropriate security response measures;
- ii Deploy more police officers for effective and adequate coverage of the corridor route.
- iii Sensitization, awareness and information sharing on exposure to insecurity;
- iv Improve road conditions.
- v Provide surveillance and research to identify emerging trends in security and propose appropriate response

## 3.0 Maritime Indicators

Discussions under this sub section focuses on performance on container vessel movement from the arrival of the ship at the outer port waiting area, the beginning of its entrance into the port, the arrival at berth, the departure from berth and the release of the ship at the port of Mombasa for the quarter ending March 2021. Specific indicators analyzed include ships turnaround time and vessel waiting time before berth at the port of Mombasa. A comparison is done with same quarter previous years.



### 3.1 Ship Turnaround Time at the Port of Mombasa

*Ship Turnaround Time is measured from the time the vessel arrives at the Port area (Fairway Buoy) to the time it leaves the port area demarcated by the fairway buoy*

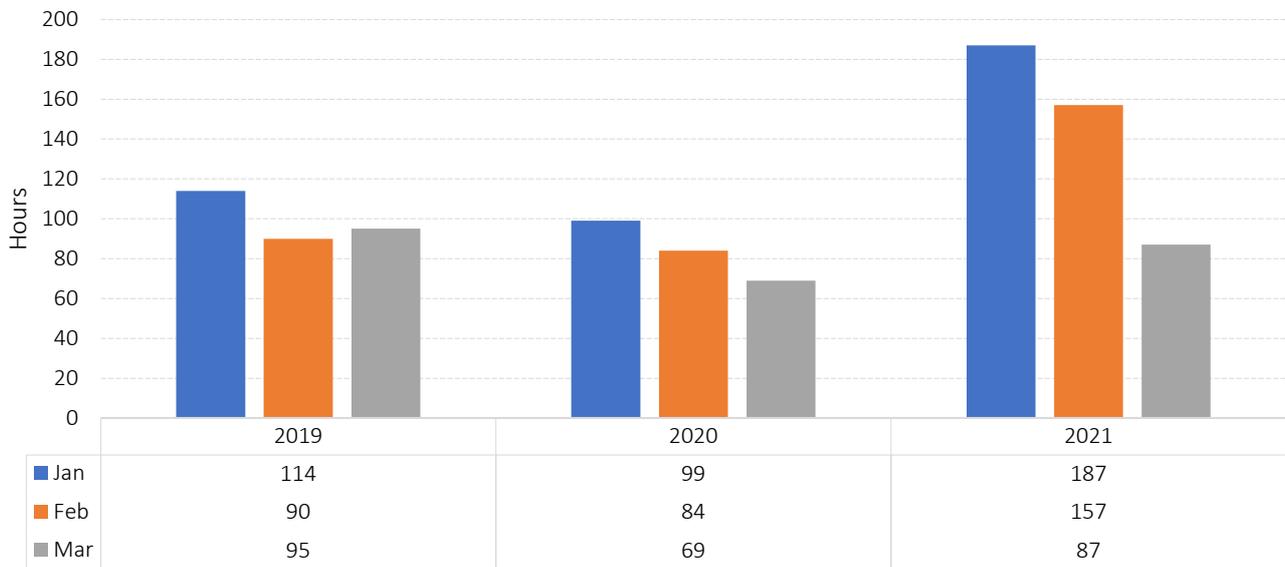
The Mombasa Port and Northern Corridor Community Charter aims to attain the target for vessel turnaround time as 81 hours by December 2020, 75 hours by December 2022 and 67 hours by December 2024. Globally, the ultimate goal is to attain the 24 hours (1 day) ship turnaround global benchmark time. In 2020, the average turnaround time was 94 hours falling short of the set target of 81 hours (TOP data 2020).

It is worth noting the improved performance at the port of Mombasa despite the unprecedented disruption of global maritime trade by the Covid-19 pandemic. For

instance, according to KPA data, the port of Mombasa handled approximately 9.54 million tonnes of cargo for the quarter ending March 2021 compared to 8.62 million tonnes in a similar period in 2020. This is a 10.7 per cent growth (KPA 2021).

Figure 1 presents the time the vessel took from arrival at the Port area (Fairway Buoy) to the time it left the port area demarcated by the fairway buoy. During the review quarter average ship turnaround time registered an upsurge compared to similar quarters previous years. Furthermore, the performance was shy away from the set target of 75 hours. The poor performance was partly attributed to inadequate labour on-hand as well as long delays encountered for vessel clearance procedures introduced to meet the COVID-19 health protocols.

Figure 1: Average Ship Turnaround Time before Berth at the Port of Mombasa in hours



Source: KPA data 2019, 2020 and 2021

[Photo: KPA]



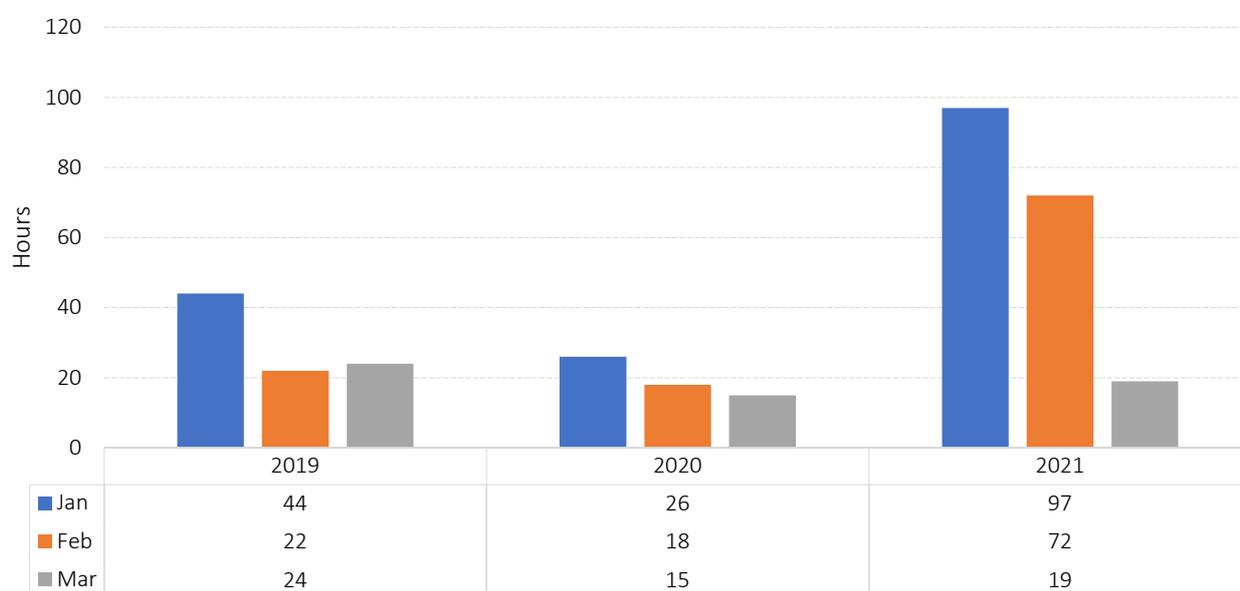
### 3.2 Vessel Waiting Time before berth (hours)

This time is measured from the time the vessel arrives at the fairway buoy to the time at its first berth, including waiting at their own convenience.

Figure 2 illustrates time taken by the vessel at the fairway buoy to the time at its first berth for the quarter ending March 2021. The set target is 12 hours as per the Mombasa port & Northern Corridor Community Charter. During the review quarter, average waiting time

improved significantly from 97 hours in January 2021 to 19 hours in March 2021. However, the performance for the quarter ending March 2021 exceeds the set target of 12 hours. According to KPA, a slight resurgence in the Chinese and global economy for the quarter ending December 2020, led to increased vessel traffic, subsequent queuing and poor ship waiting time (KPA 2021).

Figure 2: Average Vessel Waiting Time before Berth in hours at the Port of Mombasa



Source: KPA data 2019, 2020 and 2021

## 4.0 Port Indicators

This section focuses on performance at the port in terms of time and delays specifically container dwell time, One Stop Centre Clearance Time, Time Taken at

the Document Processing Centre (DPC) and Delay after customs release at the port of Mombasa for the quarter ending June 2020.

[File Photo: NCTCA]



### 4.1 Containerized Cargo Dwell time at the Port of Mombasa

Containerized cargo Dwell Time is the measure of time that elapses from the time a container is offloaded at the port to the time it leaves the port premises.

The analysis of this indicator is based on containerized cargo dwell time for import containers. The methodology applied in dwell time analysis is the cargo that has arrived during a calendar month (i.e., based on the date of entry inward). For the analysis, outlier cases of consignments held from clearance for more than 21 days due to non-compliance issues, court matters, among others, are excluded. The report uses the 'out date' to group the data on a monthly basis, with the last day of the month being the cut-off day (at midnight); 21 days' grace period is applied to filter out outliers.

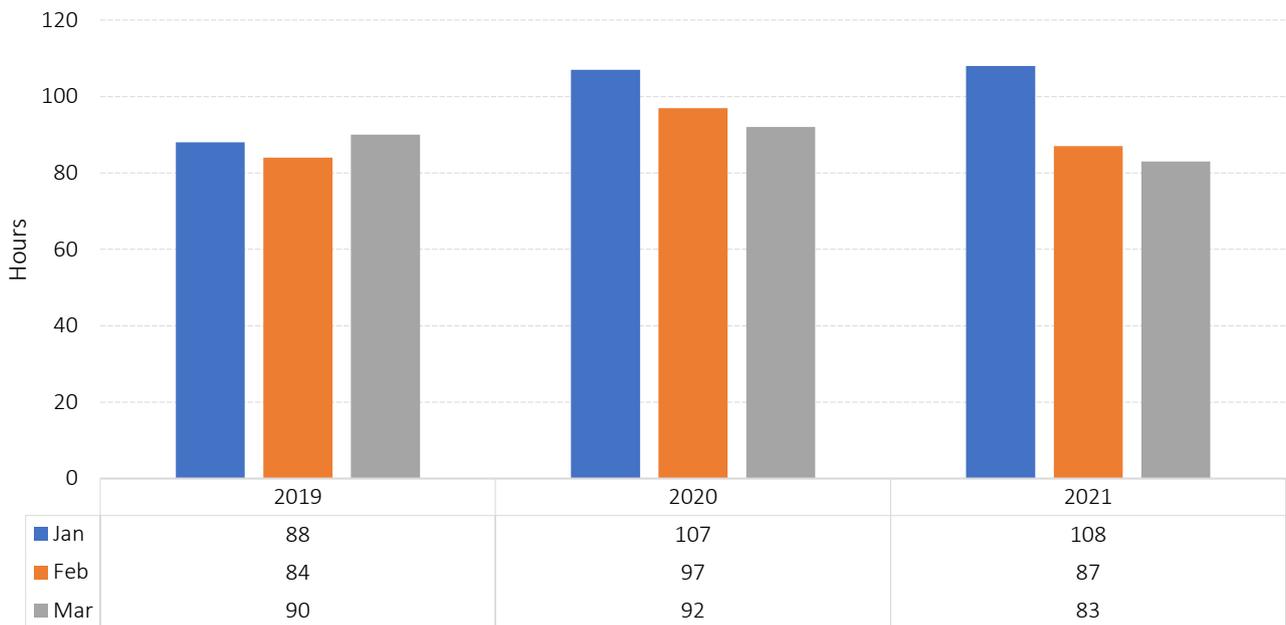
Statistics from KPA indicate that container traffic grew by 14.3 per cent between January and March 2021. The port of Mombasa received 389,515 Total Equivalent Units (TEUs) for the quarter ending March 2021 compared to 340,812 TEUs handled similar quarter last year, which is an increase of 48,703 TEUs (KPA 2021). Total containerized imports during the quarter recorded 162,504 TEUs up from 151,998 TEUs in the corresponding period January-March 2020. Equally, exports by 6.8 per cent from 146,049 TEUs in 2020 to 156,007 TEUs during a similar period in 2021. In transshipment business, container traffic grew by 68.4 per cent between January and March.



[File Photo: NCTTCA]

The set target for cargo dwell time for import containers at the port of Mombasa is set at 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. Figure 3 presents quarter analysis of average import containerized cargo dwell time at the port of Mombasa. The Average Container Dwell Time at the Port has seen a steady improvement from 108 hours in January 2021 to 83 hours in March 2021 against the set target of 60 hours. When compared to same quarter in 2019 and 2020, there was an increase in

Figure 3: Average Import Containerized Cargo Dwell Time



Source: KPA data 2019, 2020 and 2021

dwell time for the quarter of 2021. This is partly due the measures put in place to curb the COVID 19 pandemic. KPA reported that there were inadequate personnel to operate equipment leading to transfer delays and a poor cargo Dwell time within the Port. These measures have had effects on the movement of cargo within

the Member States and across their borders. Further, it can be noted that expansion in port infrastructure, automation of services and use of SGR are some of the measures that have led to improvement in containerized cargo dwell time.

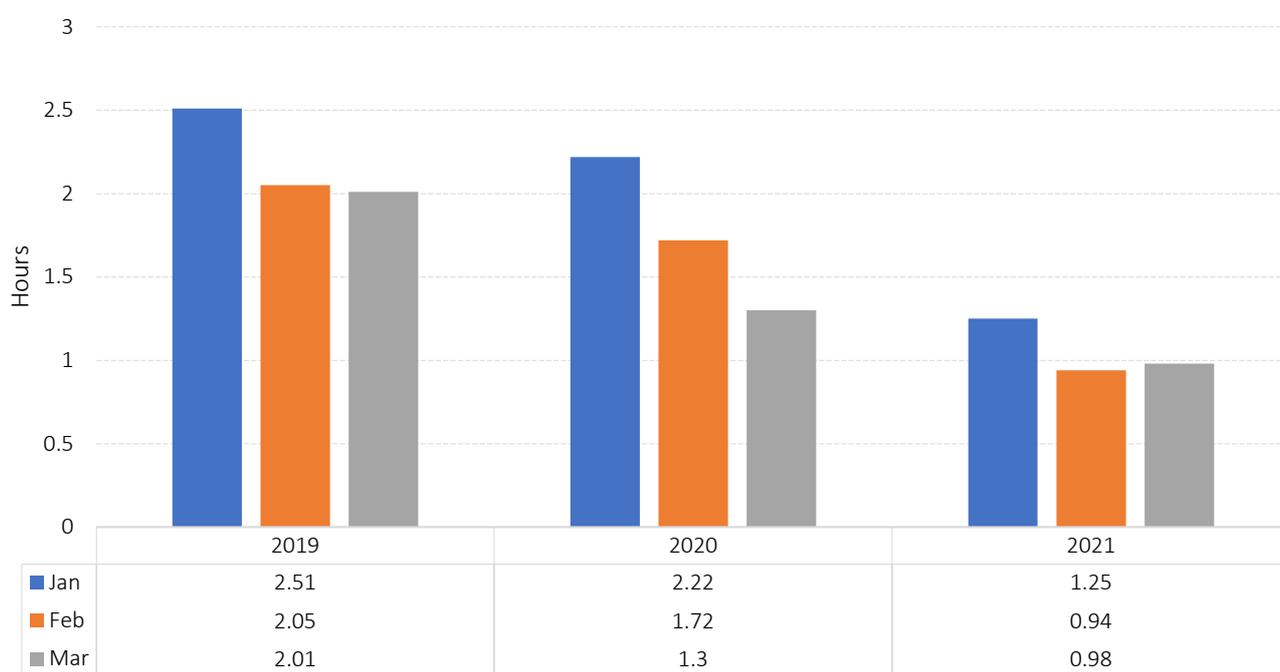
## 4.2 Time for Customs Clearance at the Document Processing Centre (DPC)

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.

Figure 4 provides performance of time taken for customs clearance at the DPC for the quarter covering January to March 2021. Performance of similar quarter previous

years is also compared. Data indicates an improved when compared to the same quarter of 2019 and 2020 respectively. Stability of SIMBA system, integrity of clearing agents, quality of declaration by the relevant agents and Document volumes waiting processing are key factors that affect this target.

Figure 4: Average Time taken at the Document Processing Centre (DPC)



Source: KPA data 2019, 2020 and 2021

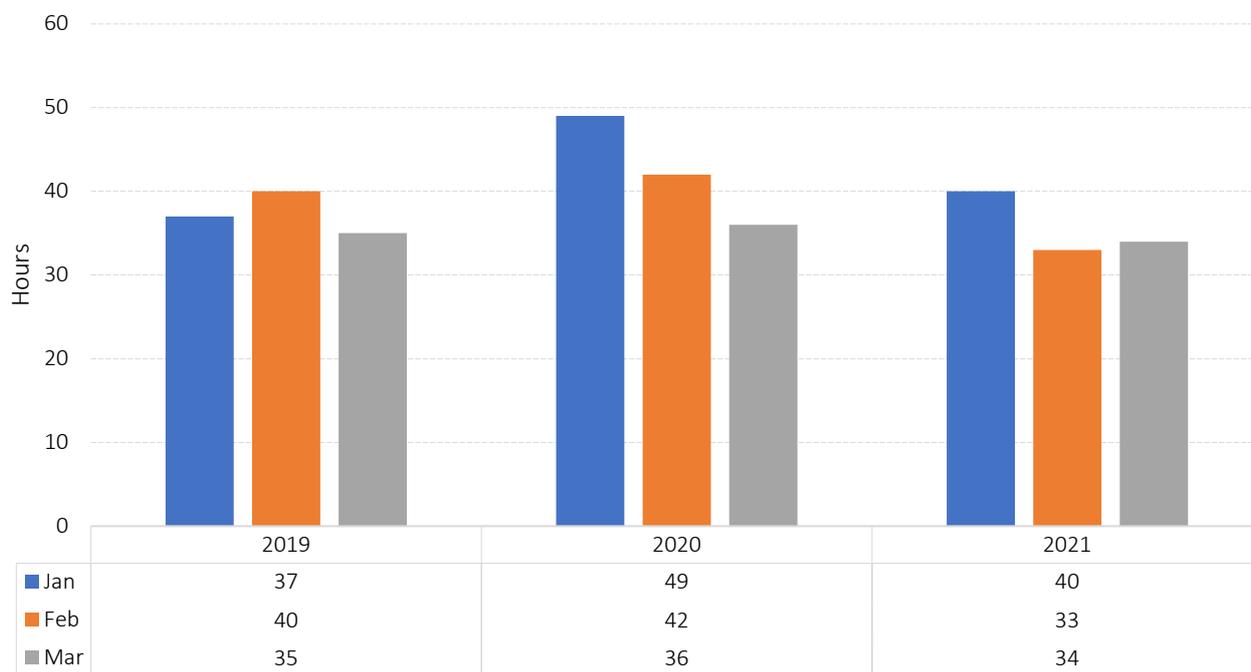
## 4.3 Delay after Customs Release at the Port of Mombasa

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 5 presents time taken to pick the cargo after Customs release at the port of Mombasa for the quarter ending March 2021. The Mombasa Port and Northern Corridor Community Charter sets to achieve a target of 36 hours. Statistics show that after release

time worsened for the quarter of 2020 when compared to same quarter of 2019 but improved in the quarter for 2021. The improved performance comes in the wake of automating gate clearance procedures, dedicating special gates to Container Freight Stations (CFSs) and ensuring 24-hour operations. Despite challenges experienced due to the Covid 19 pandemic, performance of this indicator is within the set target of 36 hours.

Figure 5: Average After Release Customs Time at the Port of Mombasa



Source: KPA data 2019, 2020 and 2021

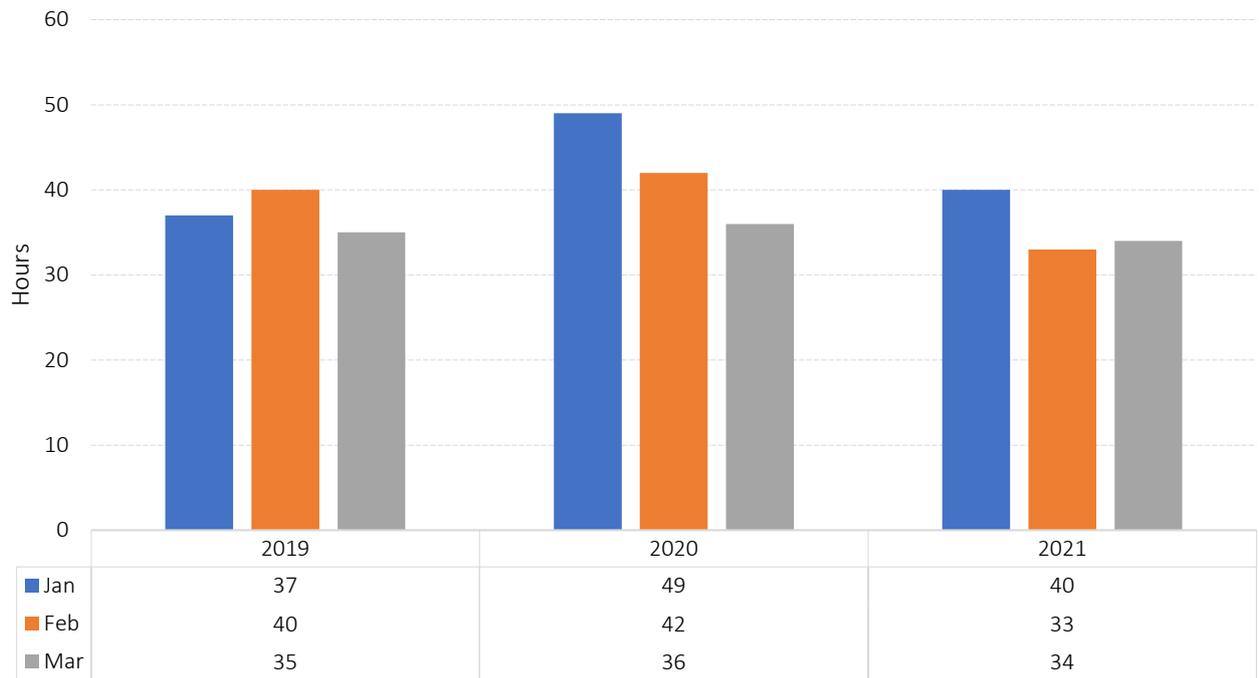
#### 4.4 Customs One Stop Centre Clearance Time at the Port of Mombasa

One Stop Centre Clearance Time is measured as the average time taken from passing a registered customs entry to issuance of release order by customs.

The Mombasa Port and Northern Corridor Community Charter sets to achieve 64 hours by December 2020; 48 hours by December 2022 and then 24 hours by December 2024 as the target for this indicator. As

presented in Figure 5 below, performance for the quarter covering January to March 2021 recorded positive achievement within set target of 48 hours. Performance improved significantly from 37 hours in January 2021 to 27 hours in March 2021. The statistics shows positive improvement in the quarter of 2021 compared with previous year similar quarter.

Figure 6: Customs One Stop Clearance time at the Port of Mombasa 2021



Source: KRA data 2019, 2020 and 2021

## 5.0 Corridor Indicators

Corridor Indicators cover the period from the time goods are released at the port/ inland container depots 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 respective routes on the Northern Corridor.

### 5.1 Weighbridge Traffic

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

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. There are five weighbridges along the northern corridor in Kenya; out of which 4 weighbridges

have implemented High Speed Weigh in Motion and multi deck scales at: Mariakani, Athi River, Gilgil and Webuye which are fully automated. Results from the data analyzed for the quarter ending March 2021 show that Busia and Athi River registered the least and highest average number of traffic weighed respectively in the quarter of Jan-Mar 2021 as demonstrated in Table 1 below.

Table 1: Weighbridge Traffic through Kenyan Weighbridges

Month	Mariakani			Athi River			Gilgil			Webuye			Busia		
	2019	2020	2021	2019	2020	2021	2019	2020	2021	2019	2020	2021	2019	2020	2021
Jan	2,445	2,321	6,747	9,356	7,093	7,173	4,479	5,942	3,715	2,412	1,721	2,931	535	601	696
Feb	1,811	2,039	6,452	11,789	9,563	8,276	4,206	3,921	3,921	1,664	941	2,271	406	408	704
Mar	2,093	2,321	6,641	9,528	7,754	8,139		4,112	3,400	2,519	894	2,223	422	391	788

Source: KeNHA, 2019, 2020 and 2021



Highest traffic recorded at the Athi River weighbridge was attributable to additional cargo originating from Namanga route, Nairobi City and its environs. This traffic is reduced by around 50 percent at Gilgil weighbridge given that some of it was destined for Nairobi and its environs as one of the main destination centres. Webuye and Busia Weighbridges recorded lower traffic which majorly comprises of transit cargo heading to the border points of Malaba and Busia respectively.

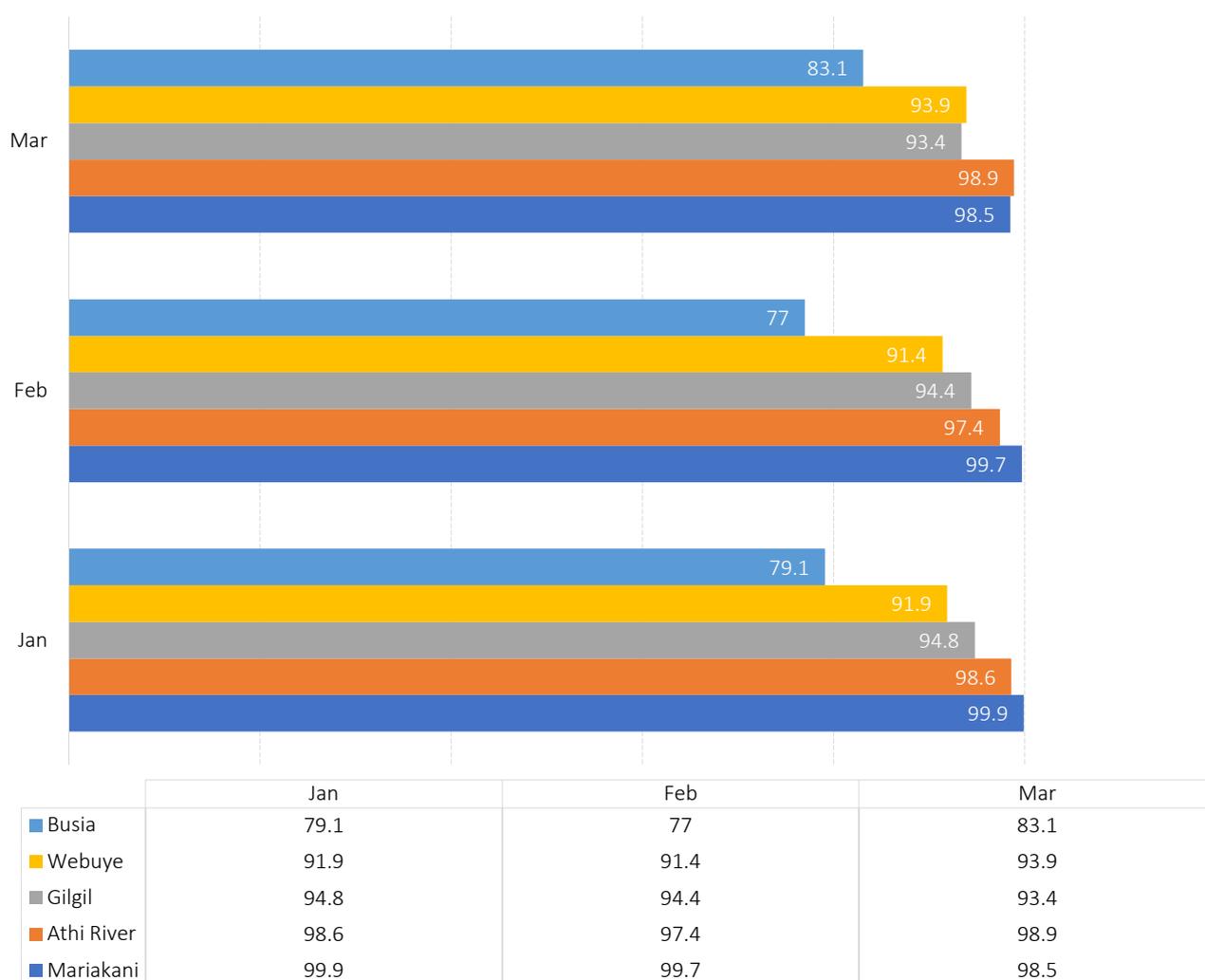
## 5.2 Weighbridge Compliance along the Northern Corridor in Kenya

The indicator measures the percentage of trucks that comply with the gross vehicle weight and the vehicle axle load limits before and after re-distribution of cargo as stipulated in the EAC Vehicle Load Control Act 2016.

Figure 27 presents level of compliance at Kenyan weighbridges along the northern corridor for both inbound and outbound trucks. Kenya National Highway Authority (KeNHA) has installed High Speed Weigh in Motion (HSWIM) and multi deck scales at: Mariakani; Athi River; Gilgil and Webuye which are fully automated. The target for this indicator is 100% compliance level.

During the review quarter, weighbridges recorded a steady performance in terms of compliance levels of over 90 percent performance except for Busia weighbridge whose compliance level was steady at an average of 79 percent in the quarter ending March 2021. Compliance level at Mariakani weighbridge is high. Low compliance at the Busia weigh weighbridge could be attributed to the weighbridge not implementing the high-speed weigh -in- motion. In addition, there is a possibility that the Busia weighbridges handle cargo that originates from the environs and has not been weighed elsewhere.

Figure 7: Weighbridge Compliance at the Kenyan Weighbridges



Source: KeNHA data, 2021

### 5.3 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.

Based on the Mombasa Port and Northern Corridor Community Charter, the set target for transit time from Mombasa to Malaba is 60 hours by December 2020; 40 hours by December 2022 and 36 hours by December 2024. On the other hand, the Charter target for transit time from Mombasa to Busia is 65 hours by December 2020; 45 hours by December 2022 and 36 hours by December 2024. Both borders are the first exit points from Kenya to Uganda along the Northern corridor.

Figure 10 presents transit time measure under the SIMBA system from the port of Mombasa to the borders of Malaba and Busia respectively for the quarter of Jan-Mar 2021. A total of 28,524 trucks were sampled to analyse the transit time from the port of Mombasa

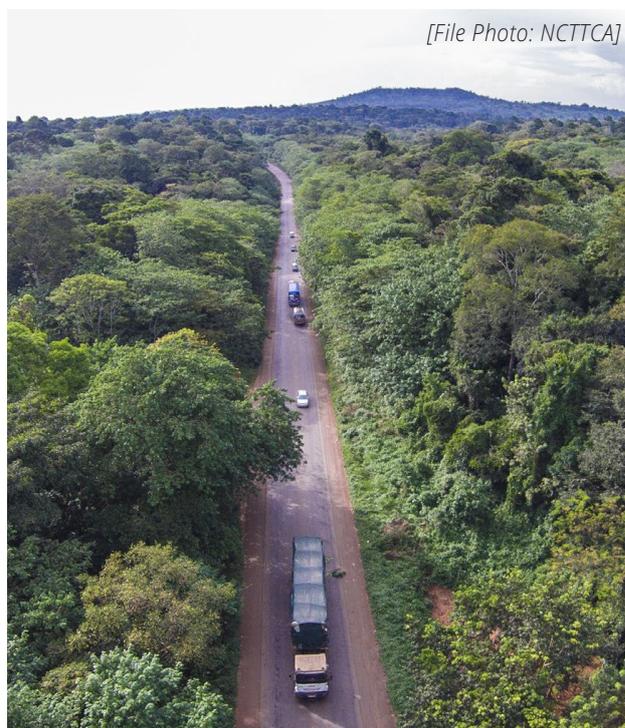


Figure 8: Transit Time from Mombasa to Malaba and Busia in hours



Source: KRA Jan-Mar 2021

to Malaba border whereas a total of 519 trucks were sampled for the Mombasa- Busia route during the same review period. All these trucks were issued with a certificate of export at the respective borders.

Busia and Malaba covers a distance of 947 Km and 933 Km from Mombasa respectively. From the analysis, transit time worsened on Mombasa-Busia route during the quarter ending March 2021. The poor performance on all routes is way far from the Charter set target as

illustrated in the figure below. This could be partly attributed to delays encountered by transporters to meet the COVID health protocols. Requirements for social distancing and enhanced sanitation has undoubtedly result in slowing traffic as transport providers struggle to comply with the new regulations. Furthermore, transporters were expected undergo COVID 19 tests and access the borders on condition they are COVID free.

### 5.4 Transit Time in Uganda

Transit time in Uganda tracks the time taken to move cargo between Kampala and various borders between Uganda and Northern Corridor Member States, as illustrated in table 2 below. The transit time varied on different routes depending on a number of factors such as distance, the status of the road, non-tariff barriers, among others. All these borders are one-stop-border-post expected to reduce transit time for smooth cargo

flow. Over the review quarter period, traffic on Kampala to Elegu route was the highest with about 1,183 trucks followed by Kampala to Mpondwe with about 420 sampled trucks armed with the RECTS gadgets. Analysis reveals that Kampala to Busia was the slowest route averaging 6 Kms per hour despite the shorter distance compared to Kampala- Elegu route that averaged 13 Kms per hour during the review quarter.

**Table 2: Transit time from Kampala to Various destinations in hours**

Route	Kampala to Elegu	Kampala to Mpondwe	Kampala to Malaba	Kampala to Busia
Jan-2021	36	44	25	
Feb-2021	38	45	100	19
Mar-2021	36	41	47	36
Number of trucks	1,183	420	18	6
Distance (Km)	457	442	236	198

Source: URA (RECTS) Jan-Mar 2021



## 5.5 Transit Time in Burundi

The main Northern Corridor route runs from Kanyaru-Haut/ Akanyaru Haut to Bujumbura and connects with DRC through the Gatumba/Kamvira border post.

Under the ASYCUDA system, the average transit from Bujumbura to Kanyaru-Haut and Nemba/Gasenyi is analyzed in table 3 below. Average transit time on these routes was inconsistent over the period varying

from as high as 292 hours to a low of 225 hours on Bujumbura-Gasenyi route. Similarly, truck drivers from Bujumbura to Kanyaru-Haut border took an average of 99 hours to 180 hours during the same review period. The performance points out that barriers to cargo movement still exist along these routes, resulting in prevailing inefficiencies.

**Table 3: Average Transit Time in Burundi in hours**

Route	Bujumbura to Gasenyi	Bujumbura to Kanyaru-Haut	Kayanza to Gasenyi
Jan-2021	225	99	28
Feb-2021	280	117	64
Mar-2021	292	180	170
Number of trucks	96	59	433
Distance (Km)	242	118	148

Source: OBR, Jan-Mar 2021

The movement of goods along the corridor routes has been slowing down partly due to the COVID pandemic effects. Statistics show that transit time worsened on most of the routes which was occasioned by long time taken for processing of driver COVID-19 test results as a requirement for the COVID-19 health protocol. It was observed that the truckers could not get a customs release to proceed on their journeys without a valid COVID-19 certificate. As stakeholders adopt alternative and safe measures to ensure business continuity, the onus is upon players in the transport and logistics

sector to put in place an elaborate mitigation plans to ensure that the Corridor operates at the best possible level in keeping the transport sector afloat at the height of the business pandemic. Further, as stakeholders put in place measures to contain the Coronavirus disease, particular attention needs to be paid to categories of people who are most vulnerable to exposure and the effects of the pandemic. Some of the most vulnerable include drivers and their assistants who have to cross borders and through urban areas that are marked as hotspots for infections.



## 6.0 References

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