



NORTHERN CORRIDOR QUARTERLY PERFORMANCE DASHBOARD

October to December, 2021



Report by the Permanent Secretariat of the
Northern Corridor Transit and Transport Coordination Authority
Transport Observatory Technical Team
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Quarter Summary

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 Mombasa Port and Northern Corridor Charter indicators for the quarter covering October to December 2021. Indicators discussed in the report presents the performance status on the implementation of the Mombasa Port Community Charter on a quarterly basis. In addition, the report also includes a special feature on Covid-19 related non-tariff barriers to trade.

The growth in trade volumes through the seaport of Mombasa has remained resilient and on a growing trajectory over the years. It is projected to be sustained as the world trade recovers from the shock occasioned by the Covid-19 pandemic. This growth is hinged on improved efficiency at the seaport of Mombasa and the Northern Corridor, which is evident as seen in improvements in efficiency indicators since the inception of the Port Charter. Northern Corridor Member States exports to the world increased by **10%** in 2021 compared to 2020 and is projected to grow in 2022.

In the quarter ending December 2021, the Port of Mombasa recorded an average ship turnaround time of **79 hours**, a reduction of **34%** when compared to the corresponding quarter in 2020. Over the same period, the average Container Import Dwell Time, at the Port was recorded at **97 hours** having worsened from **76 hours** in November 2021. However, a comparison with the same quarter in 2020 showed a significant improvement in dwell time for the quarter of 2021 (a reduction of **25%**). This was partly due to the measures put in place to curb the Covid-19 pandemic. Further, data show that the time taken at the port after customs release cargo improved significantly for the quarter of 2021 when compared to the same quarter of 2020. The time for customs clearance at the Document Processing Center (DPC), and customs One-Stop Center Clearance Time posted positive growth during the quarter ending December 2021.

Transit times on most of the routes along the Northern Corridor worsened for the quarter ending December 2021. For instance, the transit time from Mombasa to Malaba increased from **146 hours** in the 2020 quarter to **230 hours** in the 2021 quarter ending December 2021. Similarly, the transit time from Mombasa to Busia increased from **200 hours** in the 2020 quarter to **364 hours** in 2021. This could be attributed to many stops as well as border crossing delays occasioned by Covid-19 testing. Border crossing time at Elegu border post recorded a significant improvement from **14 hours** in 2020 to **5 hours** in 2021.

The abrupt nature of the Covid-19 pandemic, coupled with the absence of tailored strategies, has affected and continued to affect the performance at the Port of Mombasa and the Northern Corridor at large. With the dismantling of trade barriers and the expansion in the volume of trade, policies that remove non-tariff barriers and expedite the movement of goods and services across borders have emerged at the forefront of the trade agenda.

Covid-19 Related Non-Tariff Barriers on Trade among Northern Corridor Member States

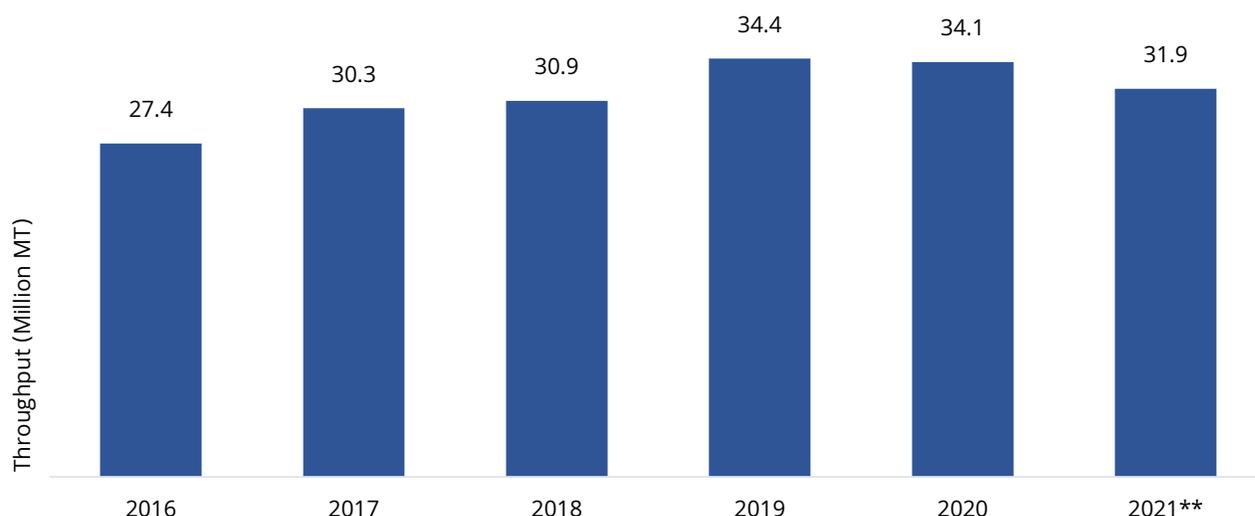
The emergence of the Covid-19 pandemic has unmasked the vulnerability of the global supply logistics chain. At the onset of the pandemic, countries, under the guidance of the World Health Organization (WHO) implemented measures to contain the spread of the virus. The initial measures involved banning or limiting non-essential travel, curfews, lockdowns, social distancing and enhancing sanitation. These measures had an immediate effect on transport and logistics for trade, as transport sector players and governments made efforts to adjust to the requirements. Even though trade goods were declared as essential, the global restriction in the movement had a massive negative impact on the efficiency of trade corridors, resulting in long transit times, increased costs, and slow border crossing times.

Due to its protracted and unpredictable nature, the Covid-19 pandemic has over the last two years led to the emergence of related constraints and barriers to movement of goods and trade in general. The Northern Corridor, in particular, has also borne the brunt of Covid-19 related barriers, recording periodic pile-up of road freight, particularly at the Busia and Malaba border points. In addition, requirements, and regulations in regard to testing for Covid-19, provision of Covid-19-

free certificates at the border crossing points, and requirements for isolation if one tests positive have made turnaround times for Cargo delivery longer and more costly.

As a result, the pandemic has slowed down the contribution of trade to the achievement of the 2030 Agenda for Sustainable Development. International trade is especially hard hit; statistics show that global merchandise trade recorded a decline in the second quarter of 2020, falling **14.3%** compared with the previous period (UNCTAD 2021). Prior to the Covid-19 pandemic of 2020, there was a positive, steady recovery in world seaborne trade since 2008 akin to Northern Corridor Member States (UNCTAD, 2019). For instance, total throughput for the Northern Corridor Member States has been increasing steadily annually from 27 million tons in 2016 to 34 million tons in 2020 with 2019 recording a tremendous increase of **19%** when compared to 2018. Provisional data for 2021 shows a **9%** decline in throughput at the seaport of Mombasa for transit cargo. The decrease was mainly attributed to the disruptions to the supply chain resulting from measures imposed to contain the spread of the Covid-19 pandemic.

FIGURE 1: TOTAL CARGO THROUGHPUT IN MILLION MT AT MOMBASA SEAPORT



Source: KPA data various years
 ** Provisional data

Transit volume is the quantity of cargo that is discharged and destined to countries outside the port of loading or discharge. **Table 1** illustrates the share of transit cargo through the port of Mombasa based on the destination

market. From the analysis, Uganda took the largest part of transit traffic through the port of Mombasa accounting for approximately 76% of transit traffic in 2021 followed by South Sudan at 11% and DRC at 8%.

TABLE 1: TRANSIT VOLUME PER DESTINATION COUNTRY THROUGH THE PORT OF MOMBASA IN ('000) MT

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Burundi	-	145	66	5	66	27	76	160	92	119	148	72
D.R.C.	52,376	77,143	86,846	64,062	67,932	51,431	70,783	58,533	55,554	72,566	55,438	61,345
Rwanda	17,179	14,813	16,329	15,148	17,092	9,670	18,020	12,826	17,793	14,139	12,964	15,313
South Sudan	75,936	69,676	111,372	108,993	83,847	77,964	103,166	79,630	80,371	76,002	86,975	89,365
Uganda	531,738	571,400	771,344	657,192	629,930	670,664	586,818	596,796	486,440	530,789	449,495	590,394
Tanzania	17,875	14,472	26,219	20,908	23,176	16,830	20,130	19,467	16,476	13,548	15,188	18,687
Somalia	30	-	12	-	26	-	-	-	-	-	33	-
Ethiopia	-	-	-	15	200	-	28	-	1,140	1,200	250	1,062
Others	63	1,588	20	-	-	-	21	-	425	-	8	19
Total	695,197	749,238	1,012,209	866,324	822,269	826,585	799,043	767,411	658,291	708,364	620,499	776,257
Imports	639,620	683,869	923,901	780,530	765,404	758,147	720,914	685,281	584,610	642,331	550,504	696,021
Exports	55,578	65,369	88,307	85,794	56,865	68,438	78,128	82,130	73,681	66,032	69,995	80,235

Source: KPA data 2021

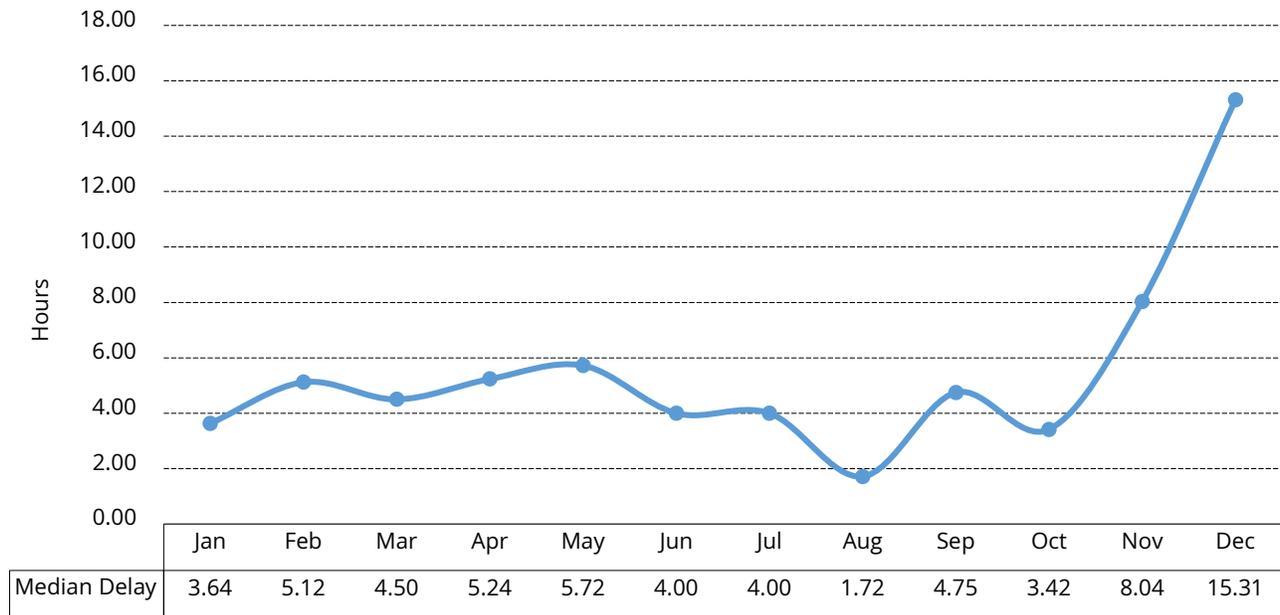
As the infection spread, the Northern Corridor Member States progressively tightened containment measures, including screening at ports of entry, social distancing, curfews, encouragement of teleworking where possible, suspension or limiting of public gatherings, countrywide lockdowns, border closures, limitations on public transportation passenger capacity, the establishment of isolation facilities and mandatory quarantine, among others. Northern Corridor Member States have, therefore, in a measured response, kept their borders open to facilitate the movement of cargo across borders.

These measures helped to slow the spread of Covid-19 but affected trade logistics by introducing non-tariff barriers (NTBs) including; NTBs mandatory Covid-19 testing, presentation of valid Covid-19-free certificates, charges for testing, and phytosanitary requirements.

These measures have had effects on the movement of cargo across the borders, as evidenced by the newly introduced Covid-19 mandatory testing of truck drivers entering or transiting through the Republic of Uganda. The implication of this resolution has led to increased transit times.

Border-crossing delays is one of the major constraints for smooth trade flows, both for regional trade and for international transit. Delays at borders disrupt efficient trade logistics, impacting on the transport costs and prices, and ultimately on trade competitiveness. **Figure 2** illustrates median delays in hours at the Malaba border in 2021. The analysis shows extended delays in the quarter ending December 2021 recording an increase from **3.42 hours** in October to **15.31 hours** in December.

FIGURE 2: MEDIAN DELAY AT MALABA BORDER IN 2021



Across the region, border crossing time has been on the rise since the onset of the Covid-19 pandemic in 2020. For instance, median border crossing times at Malaba and Busia increased from **3 hours** in 2019 to **5 hours** in 2020 and from **4 hours** in 2019 to **6 hours** in 2020, respectively as shown in **Table 2**. With harmonization

of border crossing requirements by Northern Corridor Member States in the end of 2020, border crossing delays reduced considerably in 2021. High border post procedures time was mainly attributable to containment measures to curb spread of the COVID-19 pandemic.

TABLE 2: BORDER CROSSING TIMES 2019-2021, VARIOUS BORDERS

	BORDERS			
	BUSIA	ELEGU	KAGITUMBA	MALABA
2019	4	21	2	3
2020	6	14	1	5
2021	3	5	1	4

In a nutshell, consequences of Covid-19 related NTBs include; increased transit times, higher costs of transport, mental and psychosocial strain on drivers and workers in the logistic chain, losses in perishable goods, negative impact on informal cross border trade due to curfews and lockdowns, among others.

The disruptive happenings due to Covid-19 brought the efficiency of the transport corridors into sharp focus and highlighted their level of resilience to disruptions. This also implies that Covid-19 is a new NTB) that calls for a concerted response. Some measures to counter these NTBs that have been implemented include:

- I. Trade goods are declared essential: cargo movement was categorized as an essential service to allow for continued supply of essential items, including food, manufactured goods, and vital medical supplies.
- II. Recognition of Covid-19 test certificates across borders, Partner States have agreed to mutually recognize Covid-19 test and vaccination certificates uploaded in the Regional Electronic Cargo and Drivers Trucking System (RECDTS). RECDTS is designed as a mobile phone application that enables the issuance of the East Africa Community (EAC) Covid-19 digital certificates that are mutually recognized by Partner States, thus eliminating the need for multiple testing as well as contributing to alleviating ongoing congestion at the East Africa border crossing points.

FIGURE 3: TRAFFIC JAM EXTENDING FROM THE BORDER



Source: NMG photo, December 2021

- III. Subsidized costs for Covid-19 testing and timely release of certificates.
- IV. Full operationalization of Standard Gauge Railway (SGR) might minimize inconveniences related to Covid-19.
- V. Robust vaccination drives to build back better from the diversifying effects of Covid-19 on both economic and social aspects, there is need for robust vaccination drives.
- VI. Provision of adequate human resources and equipment to expedite the testing and clearance process of goods.

In summary, removing unnecessary barriers to timely delivery is of utmost importance for seamless trade and transport facilitation. Therefore, initiatives to eliminate barriers to free movement along the corridor remains a key agenda. As the Member States of the Northern Corridor continue to implement measures to contain the spread of the Covid-19, it is incumbent upon players in the transport and logistics sector to put in place an elaborated response plan to ensure that the corridor operates at the best possible level, while at the same time safeguarding human resources involved in the freight and logistics sector from contracting the virus.

Maritime Indicators

Maritime transport remains the dominating mode for overseas freight transport. Discussions under this subsection focus on the 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 December 2021. The two key indicators of focus are; vessel waiting times at outer anchorage and ship turnaround time.

1.1 Ship turnaround time

This indicator 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.

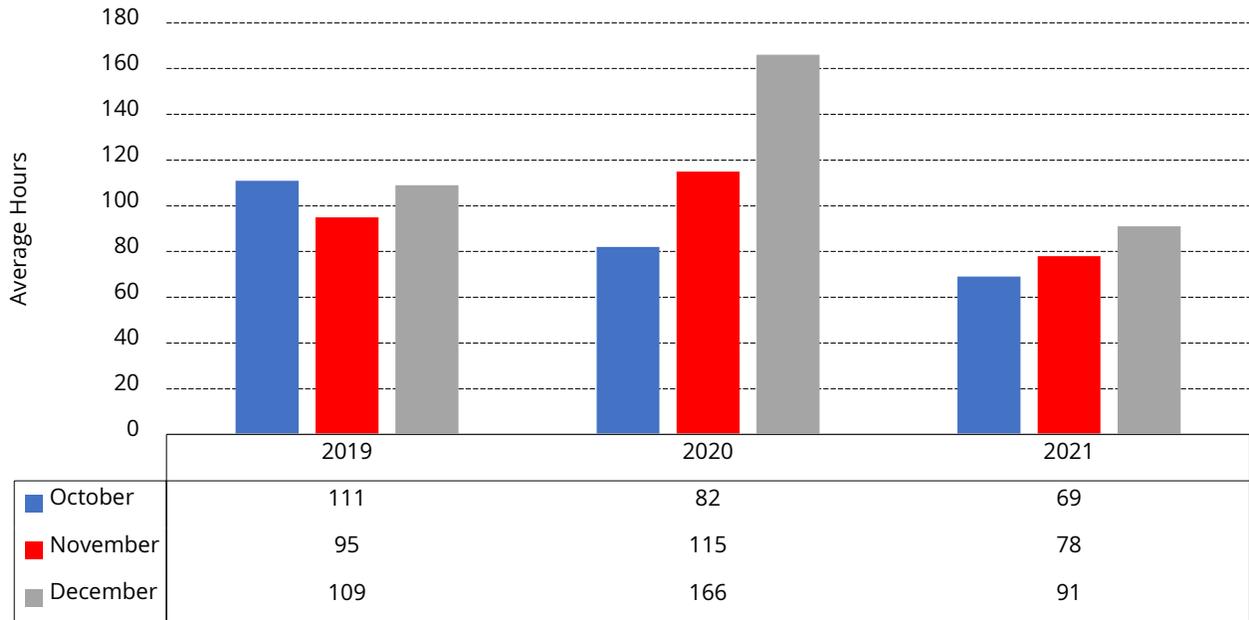


The Mombasa Port and Northern Corridor Community Charter (MPNCCC) set to attain the target for ship turnaround time as **81 hours** by December 2020, **75 hours** by December 2022 and **67 hours** by December 2024. **Figure 4** gives the performance for ship turnaround time for the quarter ending December 2021. A comparison with previous years' corresponding quarters is made.

Statistics indicate that on average **25%** of vessels recorded a turnaround time of **48 hours** in the 2021 quarter compared to **71 hours** in a similar quarter in 2020. The average turnaround time improved significantly from **121 hours** in the quarter ending December 2020 to **79 hours** in the corresponding quarter in 2021. The quarter ending December 2021 was **4 hours** shy of the set target of **75 hours** for ship turnaround time

compared to a variance of **40 hours** from the set target in 2020, because of more operation time for berthing and anchoring activities occasioned by the delays encountered by transporters to meet the Covid-19 health protocols. This indicates progress towards recovery from the effects of Covid-19 pandemic. However, the cooperation among agents involved in cargo handling, investing in large ship sizes and tide restrictions can go a long way in improving ship turnaround time to attain the global benchmark time of **24 hours**.

FIGURE 4: AVERAGE SHIP TURNAROUND TIME AT THE PORT OF MOMBASA IN HOURS



Source: KPA data October – December various years

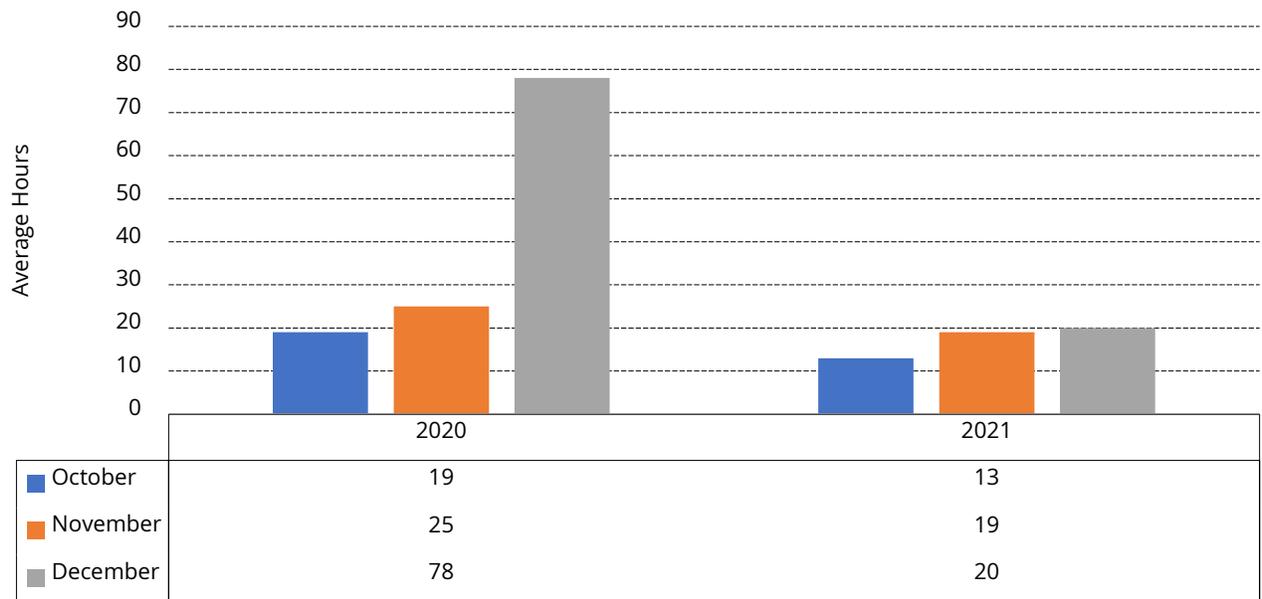
1.2 Vessel waiting time before berth at the Port of Mombasa

This time is measured from the time the vessel arrives at the port area, demarcated by the fairway buoy, to the time of its first berth.

The ship’s preferred departure time and the value of time for schedule delay matter in the choice of the countermeasures against ship traffic congestion. Long waiting times have a negative impact on the port terminal efficiency. The ship preplanning serves as a buffer that hedges against delayed arrival times of ships at the port. The daily operations of the port consist of pre-planning safe ship schedules for ships traversing the Port of Mombasa before their expected time of arrival.

Based on the Mombasa Port & Northern Corridor Community Charter, the set target for this indicator is **12 hours**. **Figure 5** shows that the average vessel waiting time improved significantly from an average of **42 hours** in the quarter of 2020 to **17 hours** in 2021 similar quarter. This improvement is attributed to the implementation of fixed Berthing Window to allow shipping lines to plan their time, improved crane productivity, enough terminal capacity and acquisition of modern tugboats and pilot boats that have boosted berthing operations.

FIGURE 5: AVERAGE VESSEL WAITING TIME BEFORE BERTH IN HOURS AT THE PORT OF MOMBASA



Source: KPA data October – December 2020 and 2021



Port Indicators

This section focuses on performance at the port in terms of time and delays, specifically Container Import Dwell Time, One-Stop Center Clearance Time, Time Taken at the Document Processing Center (DPC) and Delay after Customs Release at the Port of Mombasa for the quarter ending December 2021.

2.1 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 exits the port premises

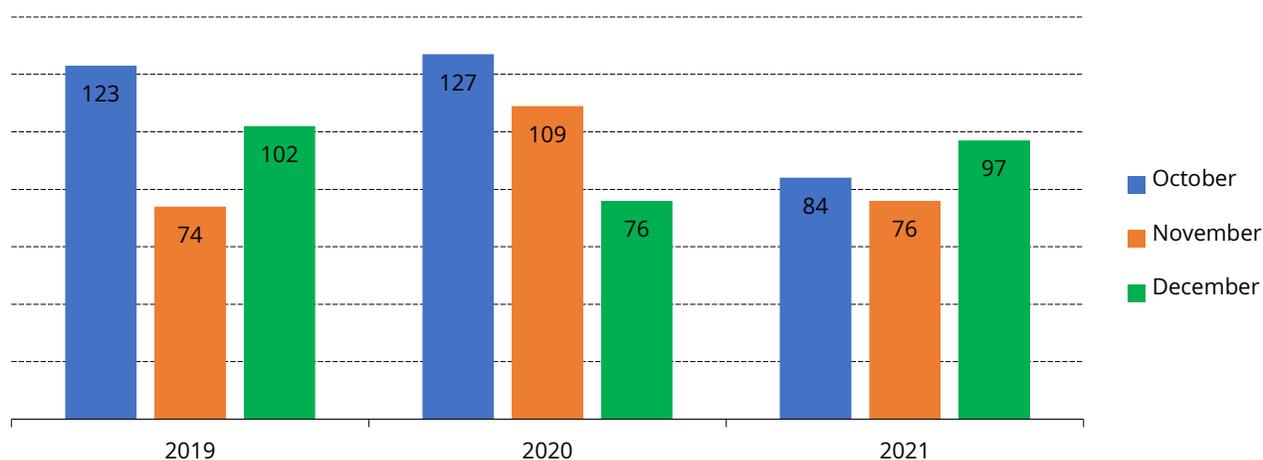
Dwell time analysis considers cargo that has arrived during a calendar month (i.e., based on the date of entry inward). For the analysis, outlier cases of consignments held from clearance for more than 21 days due to non-compliance issues, court matters, among others, are excluded. The report uses the 'out date' to group the data monthly, with the last day of the month being the

cut-off day (at midnight); 21 days' grace period is applied to filter out outliers. Further, dwell time assessment is done separately for Green Channel (Facilitated) and Red Channel (Non-facilitated) cargo. For this purpose, cargo that is not subjected to Customs examination is considered as Green Channel cargo.

The Mombasa Port and Northern Corridor Community Charter set a target for average cargo dwell time at **78 hours** by December 2020, **60 hours** by December 2022 and **48 hours** by December 2024. Based on the statistics, dwell time for containerized import cargo at the seaport of Mombasa, has shown significant improvement in the quarter ending December 2021 to **86 hours** from **115 hours** in 2020 as presented in **Figure 6**. Although there was a significant improvement in 2021, the performance was not within the target range of below **78 hours**. Cargo Port Dwell Time was affected longer times to complete cargo clearance formalities and temporary increase in storage time from 9 to 14 days for transit import during the Covid-19 period.

FIGURE 6: AVERAGE IMPORT CONTAINERIZED CARGO DWELL TIME

Average Hours

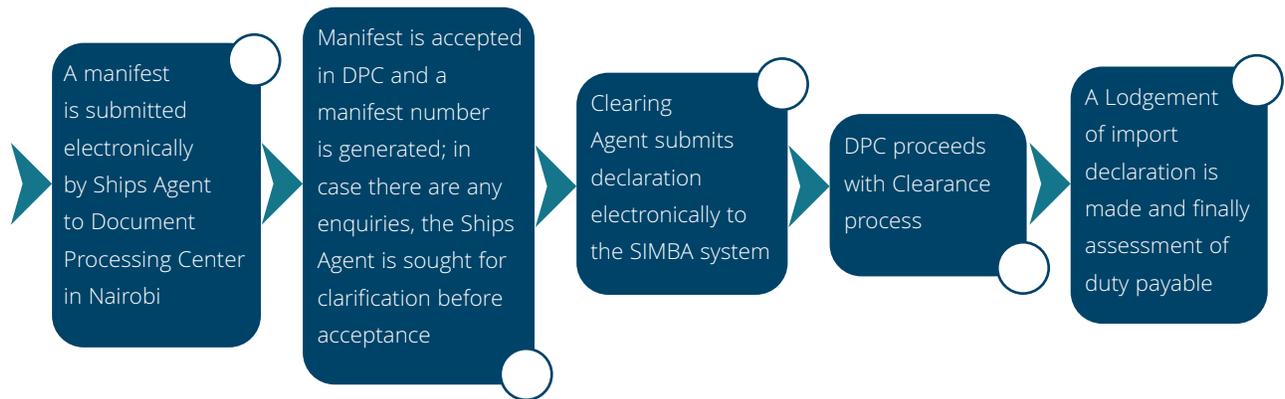


Source: KPA data October – December various years

2.2 Time for customs clearance at the Document Processing Center (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.

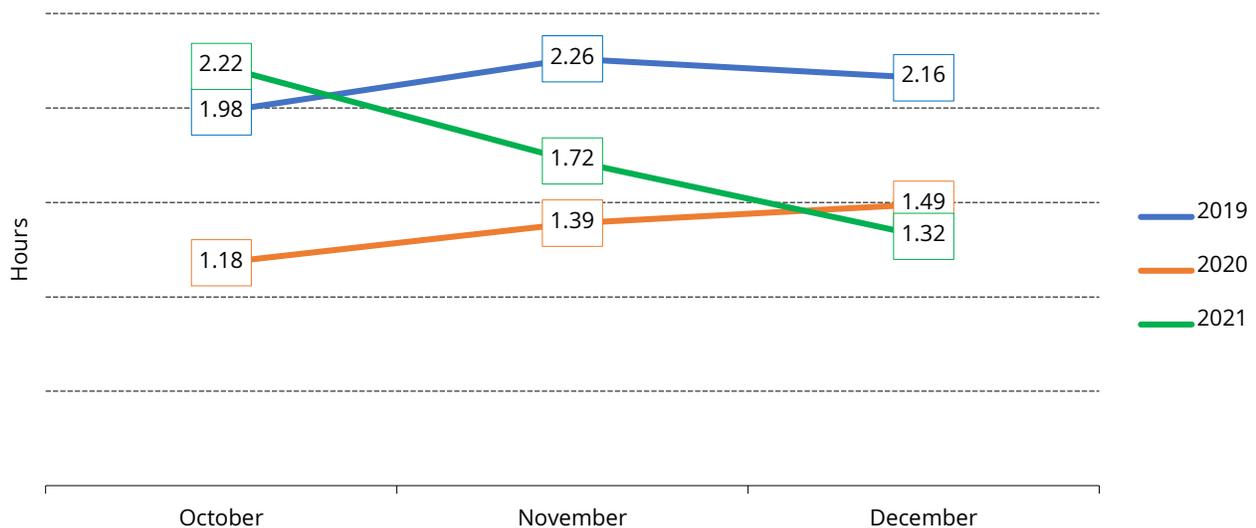
The time taken at document processing center involves the following processes:



The Mombasa Port and Northern Corridor Community Charter aims for this target to be real-time/instant. The performance of this target for the quarter ending December 2021 is illustrated in **Figure 7**. A total of 37,898 entries were lodged and cleared during the quarter under review. From the analysis, half of the entries lodged and cleared registered DPC time of 1.1

hours. Compared with the previous year, statistics presented show positive performance in DPC, from an average of 1.79 hours in 2020 to 1.66 hours in 2021. Presently, 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.

FIGURE 7: AVERAGE TIME TAKEN AT THE DOCUMENT PROCESSING CENTER (DPC)



Source: KRA data October – December various years

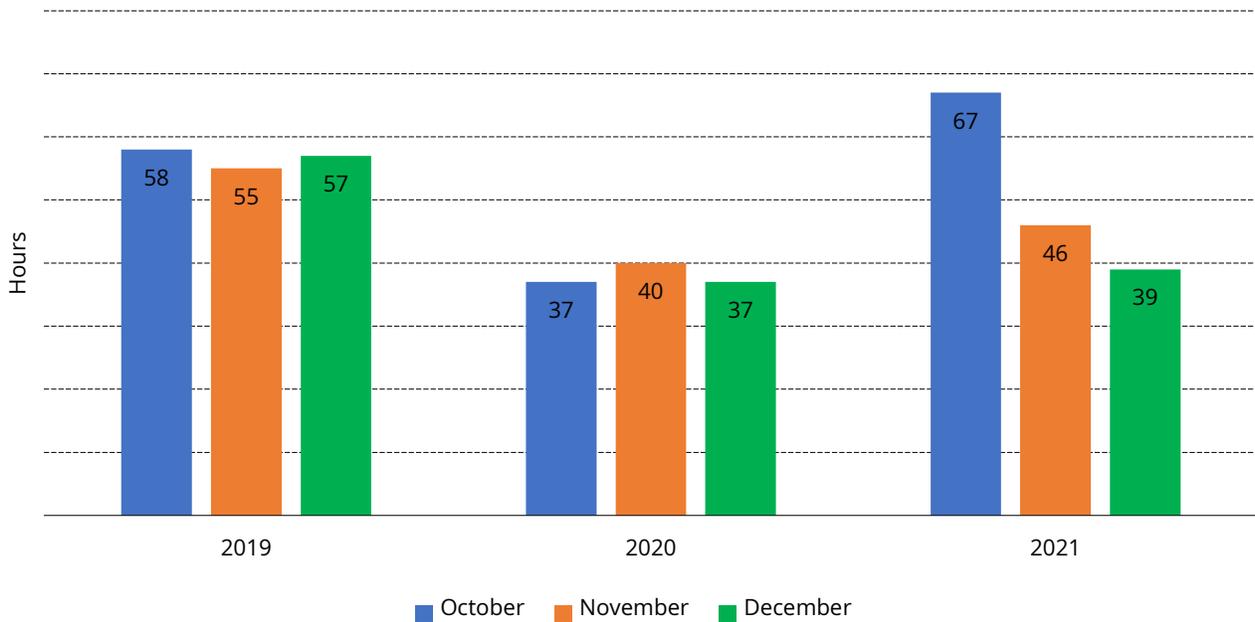
2.3 Customs One-Stop Center Clearance Time at the Port of Mombasa

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

A total sample of 20,349 observations was analyzed to determine the average time after customs release for the quarter ending December 2021. The Mombasa Port and Northern Corridor Community Charter set 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 8**, performance over the 2021 quarter recorded positive achievement within the set target of **48 hours**, except for October 2021. Some commitments aimed at improving performance for this target; include automating gate clearance procedures and ensuring 24-hour operations. Further, the performance improved when compared to the similar quarter of the previous year of 2019.

FIGURE 8: AVERAGE CUSTOMS ONE STOP CLEARANCE TIME AT THE PORT OF MOMBASA



Source: KRA data October – December various years

2.4 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.

The Mombasa Port and Northern Corridor Community Charter sets to achieve a target of **36 hours**.

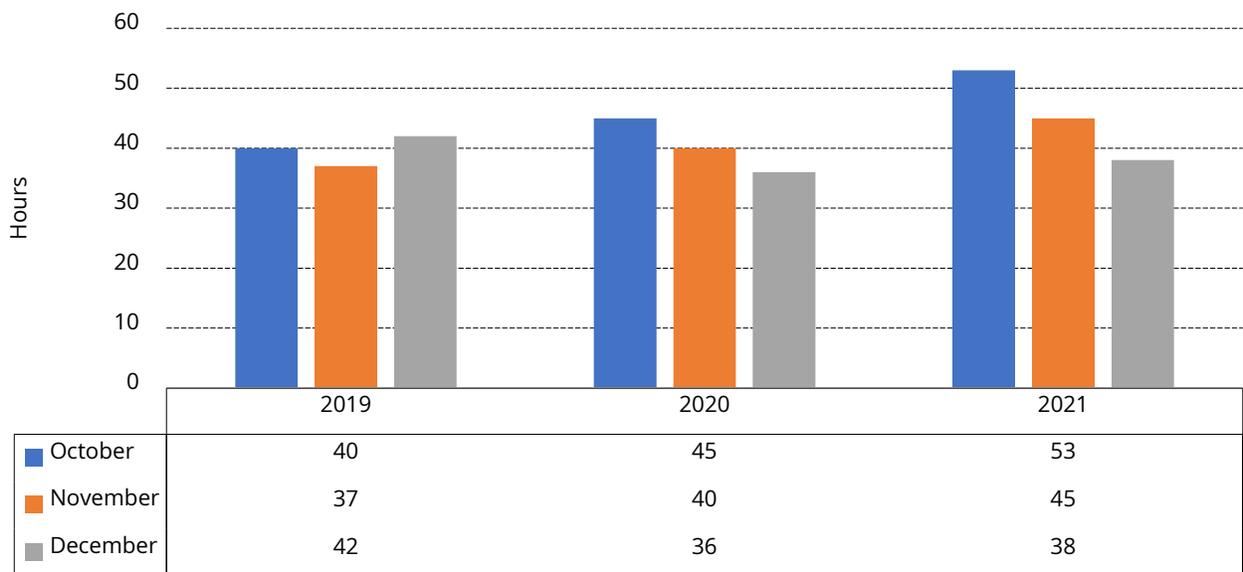
As presented in **Figure 9**, the time taken after customs have issued the transporter with a release order to actual exit from the seaport improved significantly from **53 hours** in October to **38 hours** in December 2021 and was within the set target of **36 hours** as per the Mombasa Port and Northern Corridor Community Charter. The positive performance can be attributed to automating gate clearance procedures, dedicating



special gates to Container Freight Stations (CFSs) and ensuring 24-hour operations. In addition, there have been great improvements in road infrastructure

around the seaport and the corridor at large as well as the implementation of Standard Gauge Rail which are bearing the desired outcomes to improve this indicator.

FIGURE 9: AVERAGE AFTER RELEASE CUSTOMS TIME AT THE PORT OF MOMBASA



Source: KRA data October – December various years

2.5 Rwanda Revenue Authority (RRA) customs release time and delays

The Mombasa Port and Northern Corridor Community Charter commits the Rwanda Revenue Authority to facilitate fast processing release of transit cargo and to reduce clearance times for transit cargo. An important method to evaluate Customs clearance procedures between the arrival of cargo and its release is to measure the time taken at each stage. This helps in identifying both the problem areas and potential curative actions to enhance the efficiency of the clearance process.

Customs release time is the average time between passing/acceptance of customs entry registration and

issuance of customs release order.

Document passing is the average time between customs entry declaration/ registration and payment is made by Agent.

After Release Time is the average time between issuance of customs release order and exit time.

Table 3 presents the time taken for SCT procedures for the quarter ending December 2021 for Rwanda.

TABLE 3: RRA SINGLE CUSTOMS PROCESSING AND RELEASE TIME IN HOURS (2020 AND 2021)

	Delay Processing time (Hours)		Customs Release time (Hours)		RRA After Release time (Hours)	
	2020	2021	2020	2021	2020	2021
October	37	39	58	31	24	36
November	31	38	51	30	14	17
December	30	31	35	24	10	13
Quarter Average	33	36	48	28	16	22
Percentage change	10		(41)		37	

Source: RRA data Oct-Dec 2020 and 2021

As shown, the average customs release time improved significantly from **48 hours** in 2020 to **28 hours** in 2021 during the quarter covering October to December. On the contrary, delay processing time and RRA after release time witnessed deterioration in performance by **10%** and **37%**, respectively. There is still 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 system for the Northern Corridor for clearance of internationally traded goods as recommended by earlier Northern Corridor Transport Observatory studies to address this problem.

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 axle load compliance, border crossing time, weighbridge traffic and transit time along the designated routes of the Northern Corridor.

3.1 Transit Time in Burundi

The main borders linking Burundi to the Northern Corridor include Akanyaru Haut/Kanyaru –Haut and Nemba/ Gasenyi connecting with Rwanda; and Gatumba border with DRC. **Figure 10** presents average

transit times from Kanyaru-Haut and Nemba/Gasenyi (import routes) to Bujumbura. The transit time on the Gasenyi – Bujumbura route was inconsistent over the two quarters, increasing from **34 hours** in 2020 to **46 hours** in 2021. The transit time on Gasenyi- Bujumbura route was significantly high considering the distance is shorter compared to the Bujumbura-Kanyaru Haut route. The performance indicates that barriers to cargo movement still exist along the route, pointing to prevailing inefficiencies. Some barriers pointed out were steep terrain and road conditions resulting from rains and overloaded vehicles. In addition, the

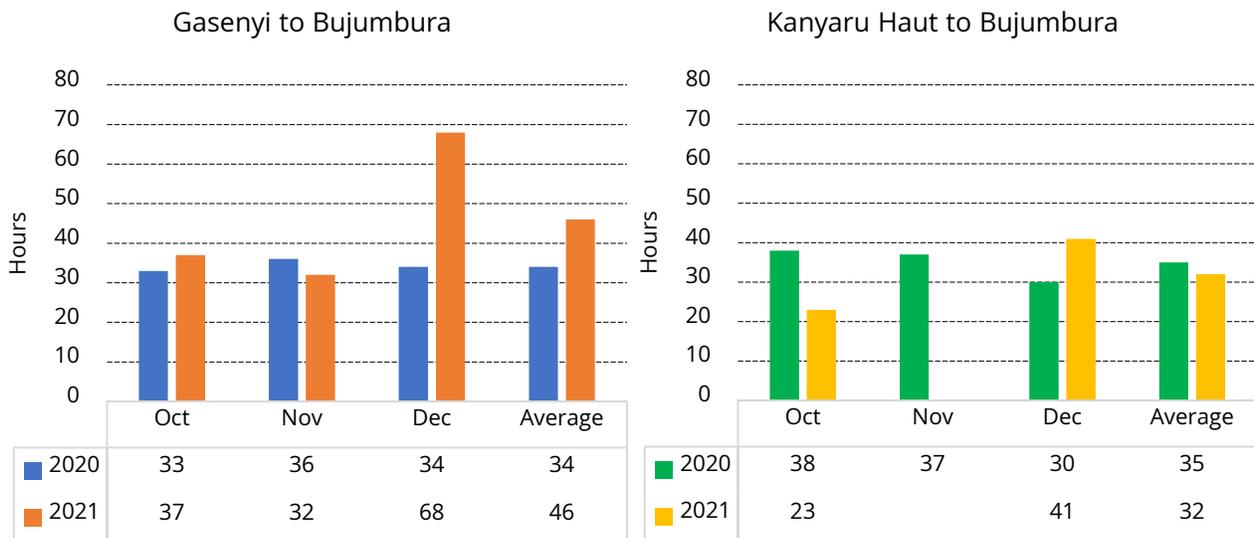


Photo: The New Times

Covid-19 pandemic has presented a major challenge for the movement of goods from the port after health authorities developed protocols requiring truck drivers

to be tested. Requirements for a Covid-19 free certificate at the borders are resultant factors that impinge on transit time.

FIGURE 10: AVERAGE TRANSIT TIME IN BURUNDI: GASENYI AND KANYARU HAUT TO BUJUMBURA



Source: OBR, Oct to Dec 2020 and 2021

3.2 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, Busia or Taveta for goods exiting Kenya by road.

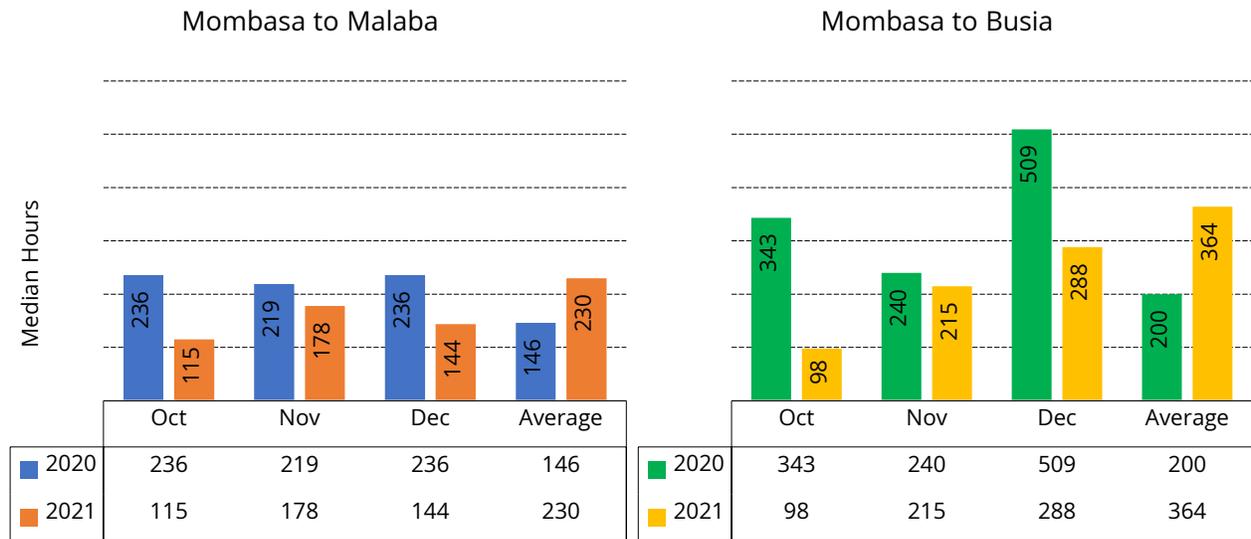
Mombasa to Exit borders on the Northern Corridor

Mombasa Port and Northern Corridor Community Charter set the target for transit time from Mombasa to Malaba as **60 hours** by December 2020; **40 hours** by December 2022. Similarly, the set target for transit time from Mombasa to Busia by December 2020 was **65 hours** and sets to attain **45 hours** by December 2022 as

stipulated in the Mombasa Port and Northern Corridor Community Charter.

During the review quarter, average transit time on both routes worsened in the 2021 quarter when compared to 2020 as shown in **Figure 11** below. This performance suggests that barriers to cargo movement still prevail. The long delays were partly attributed to delays occasioned by long time taken for processing of driver Covid-19 test results as a requirement for the Covid-19 health protocol particularly at the borders, road conditions, inspections, road accidents, insecurity, driver resting time, among others.

FIGURE 11: TRANSIT TIME FROM MOMBASA TO MALABA AND BUSIA IN HOURS



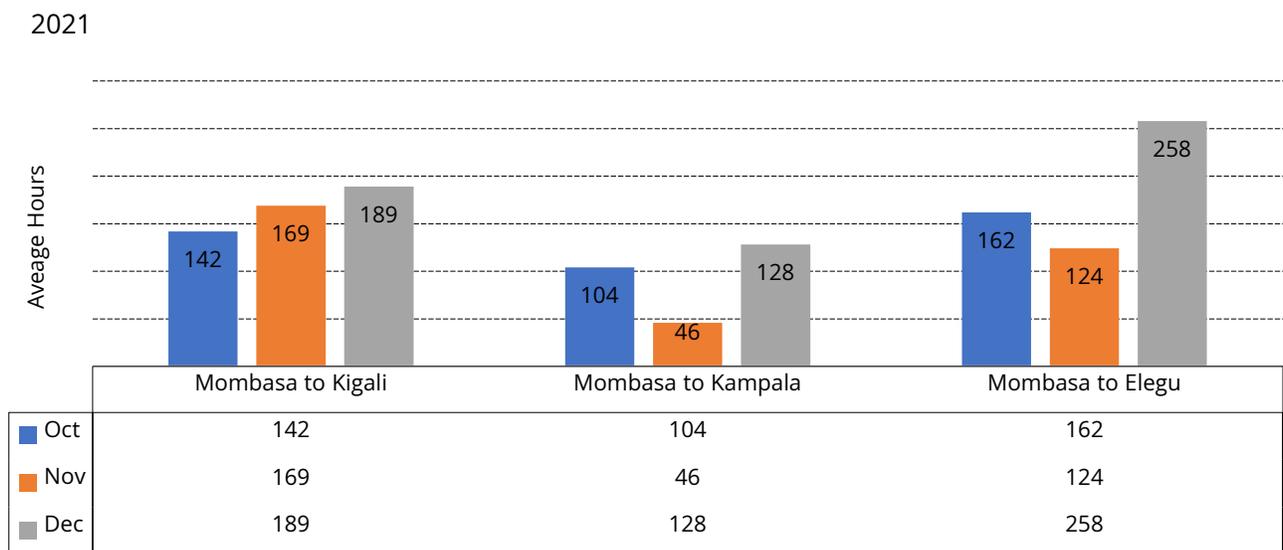
Source: KRA- RECTS data Oct-Dec 2020 and 2021

Origin (Mombasa port) to Destination

Figure 12 provides transit time from the Port of Mombasa to Kigali (Rwanda), Kampala (Uganda, and Elegu -Nimule border (South Sudan) for the quarter ending December 2021. The route from the Port of Mombasa to Kigali, and Mombasa to Elegu covers; 1,169 Km to Kampala, 1,682 Km to Kigali, and 1,430 Km respectively. 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. Statistics show a higher transit time for December 2021 which was due to delays occasioned by long time taken for processing of driver Covid-19 test results as a requirement for the Covid-19 health protocol.

FIGURE 12: TRANSIT TIME FROM THE PORT OF MOMBASA TO VARIOUS DESTINATIONS





3.3 Transit Time in Rwanda

Rwanda has three entry borders, namely: Kagitumba/Mirama Hills; Gatuna/Katuna and Cyanika/Cyanika. The exit borders from Rwanda include from Rubavu/Goma; Akanyaru-Haut/Kanyaru Haut; Mururu/Rusizi and Nemba/Gasenyi.

Table 4 shows the transit times in Rwanda from Kagitumba and Cyanika borders to Kigali, Mururu and Rubavu for the quarter ending December 2021 using ASYCUDA System. From the analysis, average transit time varied across the routes depending on the distance and measures put in place to cope with the Covid-19 pandemic. The slow speed is partly attributed to the winding terrain of the roads.

TABLE 4: AVERAGE TRANSIT TIME IN RWANDA IN HOURS

	Kagitumba to Kigali	Kagitumba to Mururu	Kagitumba to Rubavu	Cyanika to Mururu	Cyanika to Rubavu
Oct	29	58	39	28	31
Nov	29	65	58	30	53
Dec	51	61	59	25	76
Average time	36	61	52	28	53

Source: RRA- ASYCUDA data Oct-Dec 2021

3.4 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. **Table 5** presents a summary of average transit time in hours on these routes from Kampala using the Regional Electronic Cargo Tracking System (R-ECTS). From the analysis, the

time taken varied depending on the distance. Data reveals that all the routes under review saw an increase in transit time for December 2021 suggesting that factors constraining cargo movement on these routes were prevalent over the review period. The use of harmonized Covid-19 protocols will go a long way in the reduction of transit time.

TABLE 5: TRANSIT TIME FROM KAMPALA TO VARIOUS ROUTES IN UGANDA IN HOURS

	Kampala to Elegu	Kampala to Bunagana	Kampala to Mpondwe	Kampala to Mirama Hills	Kampala to Malaba
Oct	38	38	40	39	9
Nov	36	35	43	56	14
Dec	39	49	49	45	19

Source: URA- RECTS data Oct-Dec 2021

3.5 Border crossing time

Freight transportation by trucks plays a vital role in maintaining the economic growth of Northern Corridor Member States. Over a thousand trucks cross the Malaba border daily, accounting for a significant portion of the regional trade among the member countries. Analysis of the mobile survey data for the quarter ending December 2021 reveals that the frequency of stoppages by drivers along the corridor is occasioned by various factors. Most of the stops occur due to Rest /Meals, stops at the weighbridge and border checks as well as police security checks.

The key locations for stoppages along the corridor were; Mtito Andei, Busowa, Kikohey, Maungu, Longonot, Cheptiret, Salгаа, Bukembe, Kimaeti, Masimba, Jua Kali, Mbiko, Machakos junction, Salama, Kwa DC, and Malili, among others. Fast-tracking the implementation of Roadside Stations would significantly reduce the frequency of unnecessary stops, in addition to other benefits such as road safety and health. Further, harmonizing procedures to curb the spread of Covid-19 disease will also reduce the non-tariff barriers along the corridor.



Trucks queue to cross Elegu/Nimule border between Uganda and South Sudan

Photo: Uganda Radio Network

The effectiveness of trade between Northern Corridor Member States relies heavily on efficiency at the borders. Statistics reveal that all borders witnessed an improvement in crossing time for the quarter ending

December 2021 as shown in **Table 6** below. This is attributed to implementation of one stop post borders along the corridor.

TABLE 6: BORDER POST CROSSING TIME IN HOURS

	Busia	Malaba	Elegu	Kagitumba
2019	4	3	21	2
2020	6	5	14	1
2021	3	4	5	1

Source: Mobile survey data



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