



NORTHERN CORRIDOR  
TRANSPORT  
OBSERVATORY

RELIABLE PERFORMANCE DATA

# BIANNUAL REPORT

NORTHERN CORRIDOR  
TRANSPORT OBSERVATORY

JANUARY TO JUNE 2022



TRADE  
MARK  
EAST AFRICA

Growing Prosperity Through Trade



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# Table of Contents

OPPORTUNITIES FOR WOMEN AND YOUTH UNDER AFRICAN CONTINENTAL FREE TRADE AREA . . . . .	1
1.1 Introduction . . . . .	1
1.2 Current status on AfCFTA. . . . .	3
1.3 Opportunities for women and youth . . . . .	4
1.4 Skills transfer and job opportunities . . . . .	5
1.5 Technology . . . . .	6
1.6 Challenges . . . . .	6
VOLUME AND CAPACITY . . . . .	8
2.1 Cargo Throughput . . . . .	8
2.2 Volume per Country Destination through the Port of Mombasa . . . . .	9
2.3 Container traffic (TEUS) through Mombasa port . . . . .	10
MARITIME INDICATORS . . . . .	12
3.1 Ship turnaround time . . . . .	12
3.2 Vessel waiting time before berth at the port of Mombasa . . . . .	14
PORT INDICATORS . . . . .	16
4.1 Containerized Cargo Dwell Time at the Port of Mombasa . . . . .	16
4.2 One Stop Centre Clearance Time at the port of Mombasa . . . . .	18
4.3 Time taken after customs release at the port of Mombasa . . . . .	18
4.4 Time for clearance under the Integrated Customs Management Systems . . . . .	20
CORRIDOR INDICATORS . . . . .	24
5.1 Weighbridge performance in terms of Traffic along the Northern Corridor . . . . .	24
5.2 Weighbridge performance in terms of compliance along the Northern Corridor . . . . .	25
5.3 Transit time in Kenya from the port to the borders . . . . .	26
5.4 Transit time in Rwanda . . . . .	28
5.5 Transit time in Uganda . . . . .	28
5.6 Road Transport survey data analysis . . . . .	29
RECOMMENDATIONS. . . . .	33
REFERENCES . . . . .	34

# List of Figures

<b>Figure 1:</b>	Combined population structure for Northern Corridor Member States . . . . .	2
<b>Figure 2:</b>	Status of AfCFTA Ratification . . . . .	3
<b>Figure 3:</b>	Rwanda ICBT trade Jan to Dec 2021 in USD . . . . .	5
<b>Figure 4:</b>	Average Ship turnaround time at the port of Mombasa. . . . .	13
<b>Figure 5:</b>	Average Vessel Waiting Time before Berth at the port of Mombasa in hours . . . . .	14
<b>Figure 6:</b>	Average containerized import dwell time in hours. . . . .	17
<b>Figure 7:</b>	Customs One Stop Clearance Time at the Port of Mombasa . . . . .	18
<b>Figure 8:</b>	Delay after Customs Release at the port of Mombasa . . . . .	19
<b>Figure 9:</b>	Transit time from Mombasa to Malaba and Busia in hours. . . . .	26
<b>Figure 10:</b>	Transit time from Mombasa to Busia in hours . . . . .	27
<b>Figure 11:</b>	Prevalence stoppage reasons in percentage Jan to Jun 2022. . . . .	30

# List of Boxes

<b>BOX 1:</b>	The case for Kenya on implementation status of AfCFTA . . . . .	4
<b>BOX 2:</b>	Case study: ICBT in Rwanda, in 2021 . . . . .	5





# List of Tables

<b>Table 1:</b>	Mombasa port volume performance for Jan to Jun 2022 . . . . .	9
<b>Table 2:</b>	Throughput as a share of market per destination Jan- Jun 2022 in MT . . . . .	9
<b>Table 3:</b>	Container traffic in TEUs per destination Jan- Jun 2022 . . . . .	10
<b>Table 4:</b>	RRA SCT release at the Port of Mombasa . . . . .	21
<b>Table 5:</b>	Weighbridge traffic through Kenyan weighbridges . . . . .	24
<b>Table 6:</b>	Weighbridge compliance at the Kenyan weighbridges . . . . .	25
<b>Table 7:</b>	Transit time from the port of Mombasa to various destinations . . . . .	27
<b>Table 8:</b>	Average Transit time in Rwanda . . . . .	28
<b>Table 9:</b>	Average transit Time from Kampala in hours . . . . .	29
<b>Table 10:</b>	Average duration per stop in hours . . . . .	31



# Opportunities for Women and Youth Under African Continental Free Trade Area

## 1.1 Introduction

Gender and trade are key issues on the international arena, with significant implications for women entrepreneurs and traders around the world. Presently, **85%** of economic activity in Africa is conducted in the informal sector where women account for nearly **90%** of the labour force, and their specific needs and challenges are not yet adequately considered in trade policy frameworks (AU 2021). Although there exist soft legal foundations on gender inclusivity in trade, for example;

- a) The Beijing Declaration and Platform for Action, adopted unanimously at the United Nations (UN) Fourth World Conference on Women in 1995.
- b) The UN Commission on the Status of Women (CSW) and the UN Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW) expert committee
- c) African Union Agenda (2063) for Gender Equality & Women's Empowerment.
- d) The World Trade Organization, Joint Declaration on Trade and Women's Economic Empowerment on the Occasion of the WTO Ministerial Conference in Buenos Aires in December 2017.
- e) UN Sustainable Development Goals (SDGs), in particular, Goal 5 on Gender Equality.
- f) The African Charter on Human and Peoples' Rights Protocol on the Rights of Women in Africa (Maputo Protocol; also referred to as the AU Protocol on Women's Rights).
- g) The Declaration 2020 to 2030 as the new Decade of Women's Financial and Economic Inclusion where Governments recommitted to scale up actions for the progressive gender inclusion towards sustainable development.

Women are disproportionately affected by complying with legal requirements, accessing market information, training, finance, barriers to cross-border trade and challenges related to working in the informal sector among other issues. The African Continental Free Trade Area (AfCFTA) Agreement<sup>1</sup> serves as an avenue through which opportunities for women and youth will be able to effectively harness productive economic opportunities as well as demographic dividend.

Because of the sheer number of small-scale traders involved, informal trade is a key source of livelihoods of border communities and an invaluable vector for regional integration and cohesion due to its cross-border nature. Data shows that women and youth are major players in informal trade. Evidently, participation of women in informal cross-border trade far outstrips men accounting for **80%** of informal in the Northern Corridor region.

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<sup>1</sup> The AfCFTA agreement was signed on March 18, 2018, and, pursuant to Article 23 of the Treaty, it came into effect on May 30, 2019, after 22 countries submitted the ratified documents to African Union Commission (AUC). Further, the AfCFTA Treaty, Articles 3 and 4 allude to the fact that there should be a single African market to offer free movement of goods and services, businesses, investments, and factor inputs, among others. For details see [https://au.int/sites/default/files/treaties/36437-treaty-consolidated\\_text\\_on\\_cfta\\_en.pdf](https://au.int/sites/default/files/treaties/36437-treaty-consolidated_text_on_cfta_en.pdf).

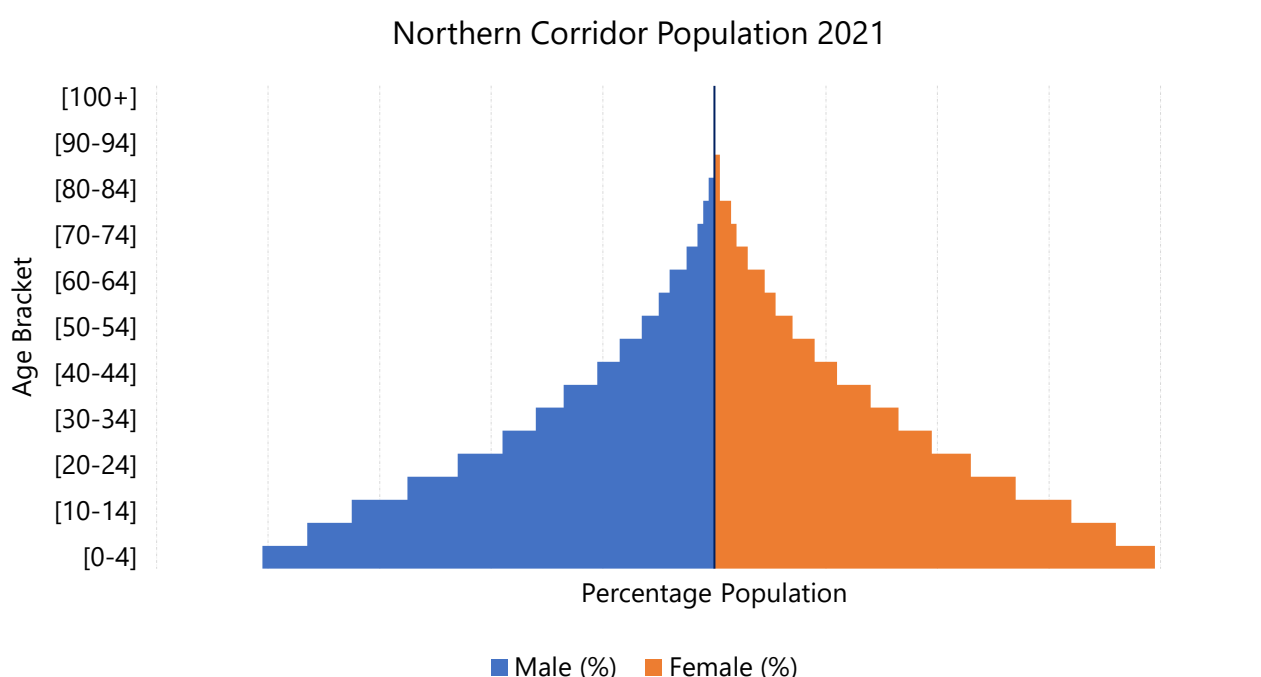
It is important that these regional efforts are escalated through the AfCFTA. The AfCFTA provides a platform to tap into regional export destinations and use regional markets as stepping stones for expanding into overseas markets thus adding impetus to the Agenda 2063 goals of gender equality, women empowerment and youth development.

A gender-focused protocol has been proposed under the African Continental Free Trade Area (AfCFTA) framework as follows. Foremost, as a general objective (3(e)) which looks to promote “gender equality and structural transformation” of the African states. Secondly, as per Article 27 (2) (d) of the Protocol on Trade in Services, recognizes the need to build and improve the export capacity of both formal and informal service suppliers, with particular attention to micro, small and medium size enterprises (MSMEs) in which women and youth actively participate. This is in line with the fact that **80%** of businesses in Africa are categorized as small- and medium-sized enterprises. These two clauses underscore the value of involving and representing the diverse economic needs of the various categories of women in society.

Africa has had rapid and large population expansion in recent years, and the fact that more than **60%** of the population is under 25 suggests that there are tremendous chances to capitalize on the demographic benefits of this youth bulge. Similar to this, the population pyramid in (**Figure 1**) reveals that the Northern Corridor Member States have a youthful population, with an estimated **77.5%** of its population being under 34 years old; out of this, children aged 0 to 14 account for **43.2%**, and young people aged 15 to 34 account for **34.3%** of the total population. Such a high percentage of youth in population statistics mirrors the demographics of Sub-Saharan Africa in general. Thus, the large number of young people offers the potential to be a force for a positive economic future for the region and market for goods and services. **Figure 1**: Combined population structure for Northern Corridor Member States

**Figure 1: Combined population structure for Northern Corridor Member States**

Source: UNCTAD statistics, year 2021



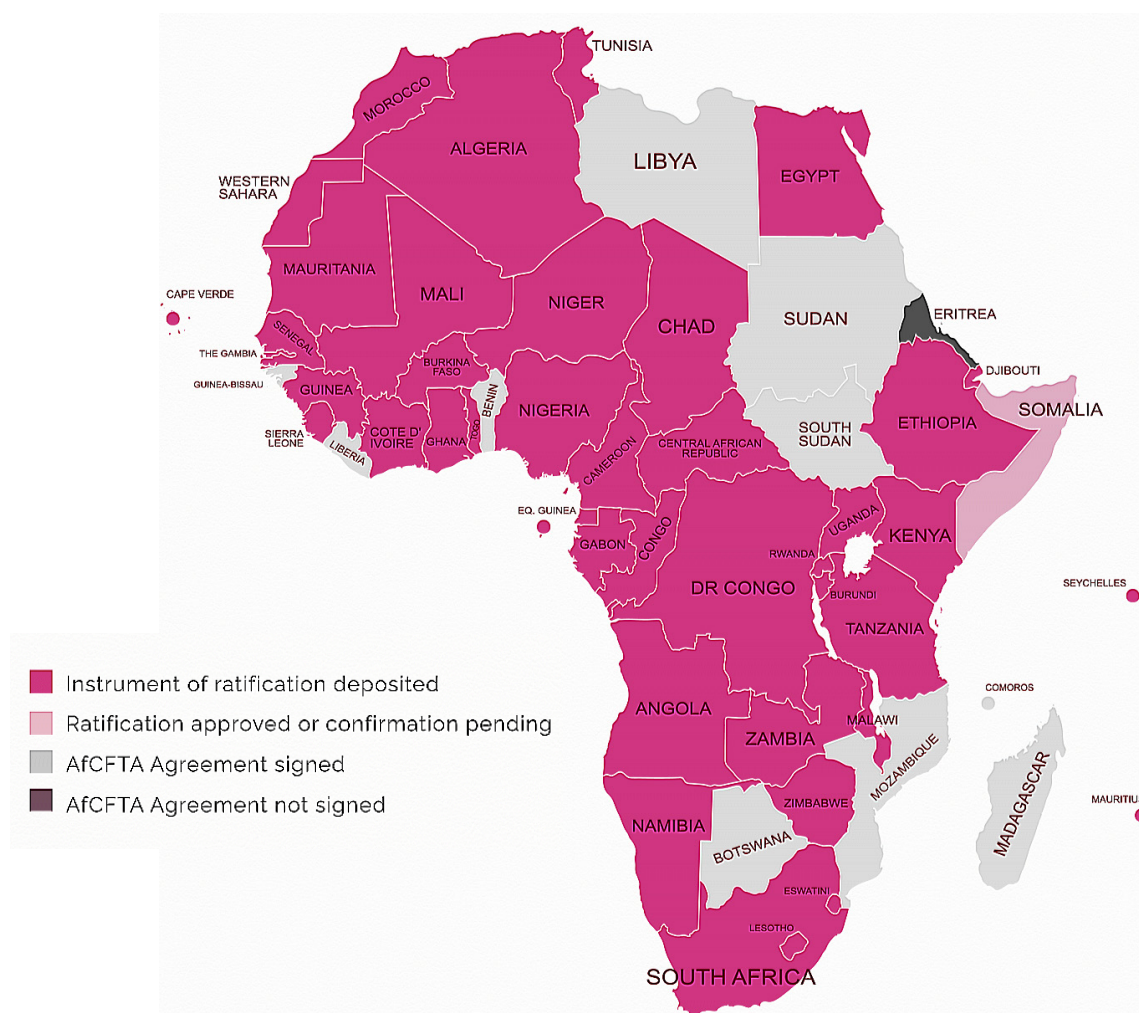
The implementation of AfCFTA Agreement requires Member States to develop national strategies thus it is imperative for Member States to mainstream women and youth in the trade policy analyses, deliberations and negotiations at the national and regional levels.



## 1.2 Current status on AfCFTA

Start of trading under the AfCFTA Agreement began on 1 January 2021, however, no trade has as yet taken place under this regime (African Union, 2021). As at June 2022, 43 of the 54 signatories<sup>2</sup> (equivalent of **80%**) have deposited their instruments of AfCFTA ratification (fig. 2). All Member States of the Northern Corridor have ratified and deposited instruments as of June 2022 except for South Sudan.

**Figure 2: Status of AfCFTA Ratification**



Country	Signed	Date of Signing	Ratified	Date of Ratification	Deposited	Date of Deposit
Burundi	Yes	02/07/2018	Yes	17/06/2021	Yes	26/08/2021
DRC	Yes	21/03/2018	Yes		Yes	23/02/2022
Kenya	Yes	21/03/2018	Yes	06/05/2018	Yes	10/05/2018
Rwanda	Yes	21/03/2018	Yes	25/05/2018	Yes	26/05/2018
South Sudan	No	21/03/2018	No		No	
Uganda	Yes	21/03/2018	Yes	20/11/2018	Yes	09/02/2019

Source: African Union 2019<sup>3</sup>

<sup>2</sup> Presently all African countries except for Eritrea have signed the AfCFTA Agreement

<sup>3</sup> List of countries which have signed, ratified/acceded to the agreement establishing the African continental free trade area 2022 Accessed au.int



With regard to the Operational Instruments, the recent commercial launch of the Pan African Payment and Settlement System (PAPSS) will ease transaction costs across the continent; The roll-out of the Non-tariff barrier online reporting mechanism is currently live ([www.tradebarriers.africa](http://www.tradebarriers.africa)); the dashboard of the African trade observatory is also live and the private sector can start interacting at <https://ato.africa/en>; additionally, the adjustment facility is being championed by the Afrexim bank and the AfCFTA Secretariat.

To fast-track the start of trading under the AfCFTA, there is need for the Member States to conclude the outstanding phase I negotiations. Phase I of the AfCFTA negotiations covers areas of trade in goods and services. Negotiation on Rules of origin currently stands at **87.7%** (covers **70%** of Intra-Africa trade). Conclusion of tariff offers where out of the 44 offers submitted, only 29 have been verified to be technically sound. Further, there is need for a speedy conclusion of the harmonized rules of origin to facilitate the business community to trade within the AfCFTA market. Currently, 46 offers submitted on conclusion of specific schedule of commitments on trade in services and member states are in the process of exchanging requests and offers. The start of Phase II negotiations issues on Investment, Competition, and Intellectual Property were delayed due to COVID-19 pandemic, However, the negotiations kicked off later and are currently ongoing.

#### **BOX 1: The case for Kenya on implementation status of AfCFTA**

*The National AfCFTA Implementation Strategy has been developed to expedite the implementation of the AfCFTA - The strategy is at finalization stage. The Strategy is aligned to the national development goals, and it identifies Kenya's priority export sectors and markets for both goods and services. The strategy also includes a clear work plan for implementation of the strategic intervention activities identified and a communication strategy to reach out to all traders especially those at the grassroots level.*

*Kenya has an active National Trade Facilitation Committee anchored under the WTO whose mandate is to enhance trade. The country has been conducting awareness creation campaigns on the AfCFTA targeting the private sector including Women and Youth in trade as well as to bridge the existing information gaps.*

*Kenyan schedules of concessions for Trade in Goods and Schedule of Specific Commitments on five priority sectors on trade-in Services have been prepared and submitted to the EAC Secretariat. National Monitoring Committee on NTB is in place*

### **1.3 Opportunities for women and youth**

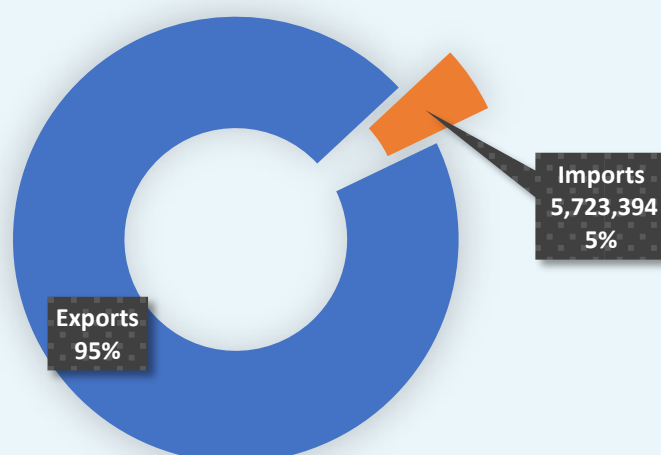
The benefit of free movement is twofold: in the first instance will be seen through the seamless mobility of youth and women traders across borders and secondly the movement of goods and services. Opening up the continent will facilitate access to a larger market for women involved Informal Cross-Border Trade (ICBT), skilled development and transfer for youth in the region. The larger trading bloc will enlarge the scale in which cross border trade occurs. Women feature significantly in cross border trade in Africa: they produce agricultural crops such as maize, cassava, cotton, and rice that have enormous potential for increased trade between African countries and with the global market. Therefore, opportunities for agro-processing and packaging; establishment of trade facilities for storage in readiness for export will improve the productive capacities of ICBT. Estimates suggest that ICBT contributes substantially to the economies of many African countries and is a source of income for about **43%** of the total African population (Afrika and Ajumbo 2012). ICBT is important because this form of trade accounts for a significant portion of intra-African trade but varies in size and proportion by region and country;



## BOX 2: Case study: ICBT in Rwanda, in 2021

The total volume of informal cross border trade in the year 2021 (Jan to Dec) is shown in Figure. Total ICBT trade was recorded at UDS 118.5 Million. Informal Exports took the largest share with value of USD 112.8 Million which was 95% of all recorded informal trade in Rwanda. The Democratic Republic of Congo (DRC) is the largest ICBT partner for Rwanda accounting for over 90% of all trade while Uganda and Burundi share the 10% of informal exports.

Figure 3: Rwanda ICBT trade Jan to Dec 2021 in USD



Top ten ICBT export products for Rwanda include live pig, cattle, beef meat, live goat and Irish potatoes with DRC taking up the largest share of these products. The other products were dried beans, fish and live poultry is notable that the top ten informal exports from Rwanda were mainly agricultural and livestock products with DRC being the main market.

Analysis of the 2021 data on Rwanda ICBT reveals that women form majority of those recorded as having crossed the borders while engaged in informal trade indicating that ICBT is an important source of employment to women Rwanda. While these statistics may seem encouraging, further analysis of the data shows that the large numbers of women are mainly concentrated in ICBT imports and have very low turnover in terms of trade value compared to men who dominate high value exports.

## 1.4 Skills transfer and job opportunities

By integrating African economies, the African Continental Free Trade Area (AfCFTA) Agreement has the potential to unlock a market of 1.3 billion people. It is an important step towards Africa's economic transformation. Removing barriers to intra-continental trade is critical for incentivizing the production of goods and services, and creating market opportunities and much needed jobs for Africa's youth. Africa's youth are critical to the success of the AfCFTA. An inclusive 'behind the border' agenda should take into account their interests and voices, from the design of AfCFTA-related interventions to their implementation and monitoring.

## 1.5 Technology

There have been concerted efforts to include women and youth in trade policies. In addition to the dialogues and training sessions, value chains with a high potential for women to flourish will be analysed in depth to identify women's current roles, barriers and opportunities, and potential synergies. Afreximbank is partnering with the International Trade Centre (ITC) to train small business owners and young entrepreneurs in Africa to trade with other African countries as part of the AfCFTA. The Digital AfCFTA dubbed the African Trade Gateway being developed in collaboration with the AfCFTA Secretariat offers a window for market Access, cross-border payment through PAPSS, (Payments and Settlement System) Customer Due Diligence, and e-logistics services, among others. In addition, an SME Development programme was launched targeting the youth for training, access to markets and access to finance

## 1.6 Challenges

Under the AfCFTA context, stiff competition from cheap imports originating in the developed nations and stagnation of infant industries was brought forwards as major issue.

Implementation of the AfCFTA is an opportunity to turn the youth bulge into a dividend. However, the following challenges persist particularly for women in informal trade;

- Limited access to credit and finance
- Inadequate gendered data, in particular, for policy makers:
- Barriers related to access to information on trade, customs, and border regulations:
- Lack of skills and capacity to trade competitively
- Poor transport and communications infrastructure
- Inefficient customs procedures
- Low level of manufacturing in some countries
- Low agricultural productivity and investment
- Historic challenges including Africa's poor road and rail links, political unrest, excessive border bureaucracy and NTBs

There is need to deepen regional integration, specifically between EAC, COMESA and SADC regions, as most of the EAC member countries belong to the three blocs and because the regions are increasingly becoming important markets in Africa. Hence, they should leverage on global economic trends such as the growth of outsourcing and increased demand for raw materials, which would lead to greater competition in previously non-tradeable service sectors, higher quality standards in export markets, and higher import prices for raw materials. Specific recommendations are presented at the end of the report.





# Volume and Capacity

Kenya Ports Authority (KPA) investment in modern infrastructure, equipment and automated port operations over the last decade aims to establish a world-class regional hub. Further, the port has expanded capacity in line with the increment of port throughput. The seaport of Mombasa handles about **60%** of the regional transit traffic on the ports annually compared to Dar es Salaam port which handles the remaining **40%**. The section looks at the following indicators:

- Cargo throughput through Mombasa port
- Volume per country destination through the port of Mombasa
- Container traffic (TEUS) through Mombasa port



Photo: KPA

## 2.1 Cargo Throughput

*Cargo throughput measures the total volume of cargo discharged and loaded at the port. It includes break-bulk, liquid bulk, dry bulk, containerized cargo, transit cargo, and transshipment.*

**Table 1** describes volume of cargo in tones through the port of Mombasa. The Mombasa Port and Northern Corridor Community Charter target to attain a throughput of 41.37 million tons by December 2022. Total cargo throughput at the port of Mombasa for the period January to June 2022 stood at 17,474,311 tons having dropped by **4.7%** from 18 million tons over the same period in 2021. The throughput comprised of **54.6%** non-containerized cargo and **37.6%** containerized cargo. Transshipment accounted for 7.5% while restows were insignificant accounting for **0.3%**. This outlook remains largely dependent on subsiding pandemic restrictions and global price stabilization.



**17,474,311**  
**TONNES**

Total Cargo Throughput  
Jan to June 2022

**4.7% ↓ DROP**



Further analysis show that countries using the Port of Mombasa are net importers with imports accounting for **78%** of all the volume compared to **14%** for exports. Significant increase was also recorded in the volume of transshipment cargo. The main destination for transshipment cargo was: Dar-es-salaam, Pemba, Mogadishu and Mauritius. Transshipment is the off-loading a container from one ship and loading it onto another ship to be further carried to the final destination.

**Table 1: Mombasa port volume performance for Jan to Jun 2022**

Source: KPA data 2022

Type of Cargo	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total (Jan to Jun)
Containerized	1,108,012	1,159,498	995,766	1,071,729	1,015,276	1,213,370	6,563,652
Dry Bulk	498,764	542,932	774,904	682,995	925,878	555,520	3,980,995
Conventional	158,883	130,549	241,647	211,437	233,681	179,081	1,155,278
Liquid Bulk	737,599	748,484	905,849	608,872	817,312	594,758	4,412,875
Transshipment	155,951	208,876	242,379	260,539	305,630	139,223	1,312,598
Restows	7,595	7,806	12,428	8,329	5,832	6,924	48,914
<b>Throughput Total</b>	<b>2,666,804</b>	<b>2,798,146</b>	<b>3,172,973</b>	<b>2,843,902</b>	<b>3,303,610</b>	<b>2,688,877</b>	<b>17,474,311</b>
<i>All Imports</i>	<i>2,131,018</i>	<i>2,211,554</i>	<i>2,437,498</i>	<i>2,223,812</i>	<i>2,589,096</i>	<i>2,115,352</i>	<i>13,708,329</i>
<i>All Exports</i>	<i>372,240</i>	<i>369,910</i>	<i>480,669</i>	<i>351,222</i>	<i>403,052</i>	<i>427,378</i>	<i>2,404,470</i>

## 2.2 Volume per Country Destination through the Port of Mombasa



**5,195,114**  
TONNES

Transit Volume  
Jan to June 2022

Cargo in Transit is the movement of cargo that is discharged at a gateway seaport or cargo originating from a country within a union across international borders to another country where the final destination is mainly a landlocked country. **Table 2** illustrates the share of throughput of the port of Mombasa based on the destination market. The transit countries include all the six Member States of the NC, Tanzania, Somali and Ethiopia. The half year ending June 2022 recorded total transit throughput of 5,195,114 tones which translates to volume change of **10%** compared to 2021 same period. Growth in volumes shows expansion of trade in all transit countries plying the Northern Corridor. Rwanda volume grew two-fold when compared to 2021. Uganda remains the top destination accounting for over **76%** of all transit traffic through the Port of Mombasa.

**Table 2: Throughput as a share of market per destination Jan- Jun 2022 in MT**

Source: KPA data 2022

TRANSIT (TONS)	TOTAL (Jan to Jun 2021)	TOTAL (Jan to Jun 2022)	Volume Change	% Change
UGANDA	3,615,847	3,948,290	332,443	9%
SOUTH SUDAN	522,309	544,830	22,521	4%
D.R.C.	378,854	410,133	31,279	8%
TANZANIA	124,280	111,273	-13,007	-10%
RWANDA	88,843	171,840	82,997	93%
BURUNDI	335	3,103	2,768	826%
ETHIOPIA	215	4,679	4,464	2076%
SOMALIA	69	77	8	11%
OTHERS	83	890	807	973%
<b>TOTAL</b>	<b>4,730,834</b>	<b>5,195,114</b>	<b>464,280</b>	<b>10%</b>

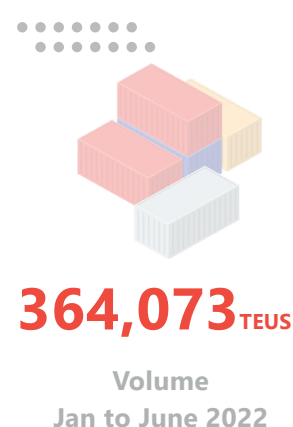




## 2.3 Container traffic (TEUs) through Mombasa port

Containerized shipment ensures cargo safety; reduces transit time; and minimizes financial expenses during loading, discharge and trans-shipment. Data on containerized cargo is provided in Twenty-Foot Equivalent (TEUs) which is a globally recognized unit of measurement for container movements and container ship capacity. According to UNCTAD data, Kenya ranks among the top ten countries in Africa on container traffic.

Majority of seaports globally saw their container throughput plunge in 2020 due to the disruptions to the supply chain because of global lockdowns imposed due to the raging COVID-19 pandemic. Nevertheless, the total volume of containers at the port of Mombasa registered 364,073 TEUs between January and June 2022 as shown in the table below. Deeper analysis reveal that Kenya accounted for over half of the containerized cargo handled at the Mombasa Port. This trend indicates the increasing importance of the port of Mombasa in the region.



**Table 3: Container traffic in TEUs per destination Jan- Jun 2022**

Source: KPA data 2022

Country	Total TEUs	Export (TEUs)	Import (TEUs)
KENYA	233,452	56,949	176,503
UGANDA	91,550	18,070	73,480
TANZANIA	7,254	1,534	5,720
RWANDA	6,315	430	5,885
DRC	8,604	2,619	5,985
S. SUDAN	16,575	3,291	13,284
BURUNDI	181	32	149
SOMALIA	27	0	27
OTHERS	115	22	93
<b>Total</b>	<b>364,073</b>	<b>82,947</b>	<b>281,126</b>







# Maritime Indicators

Maritime transport remains the dominating mode for overseas freight transport. Evidence has shown that maritime transport carries about **80%** of the world trade for instance, according to the United Nations Conference on Trade and Development (UNCTAD), the annual volume of international maritime trade is expected to increase by **3.5%** over the 2019–2024 period (UNCTAD, 2019). With its total 2.1 million TEUs annual capacity currently the Port of Mombasa remains among the top five ports in Africa (KPA, 2022).

**2.1**  
million TEUs  
Port of Mombasa  
annual capacity

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 period January to June 2022. The two key indicators of focus are vessel waiting times at outer anchorage and ship turnaround time.



Photo: KPA

## 3.1 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 aims to attain the target for ship turnaround time as 75 hours by December 2022 and 67 hours by December 2024. **Figure 4** gives a performance for ship turnaround for the quarter ending December 2021. A comparison with previous years' similar quarter is made.



**4.4** days

Average Ship  
Turnaround Time  
Jan to June 2022

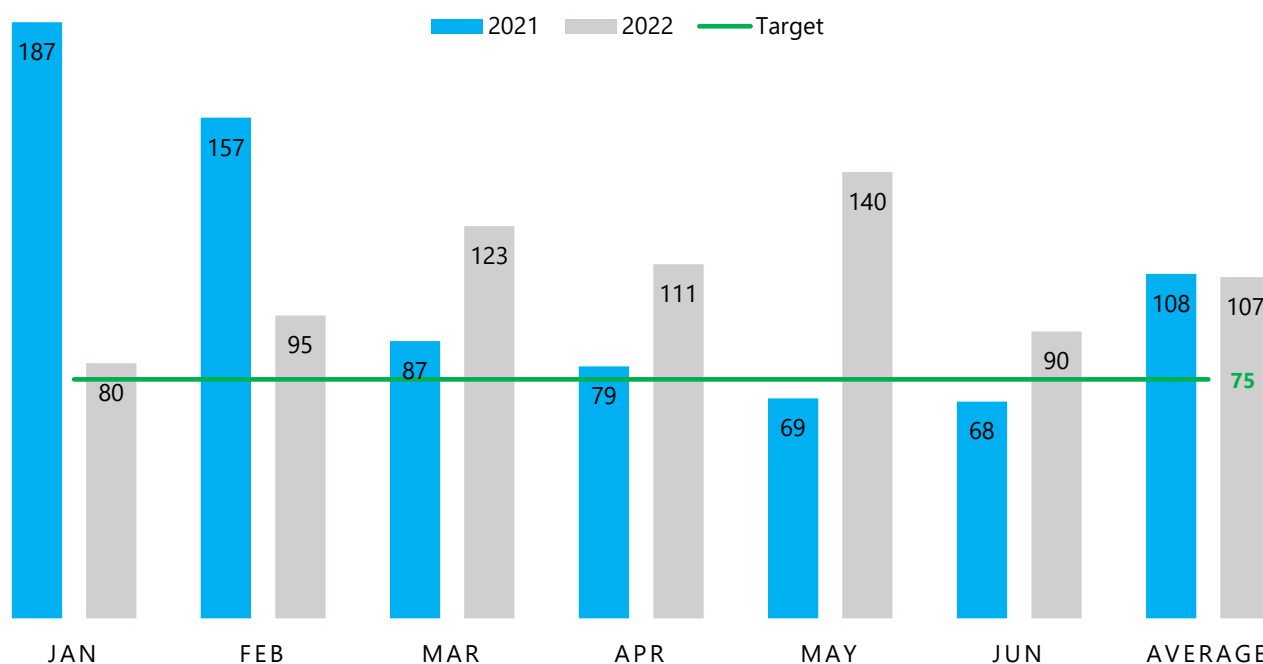
Target: **75** hours

The port of Mombasa recorded most port calls of ships in 2022 with a total of 262 ships for the half year ending June 2022 compared to 259 in 2021. On average, cargo-carrying ships departed from Mombasa port within 4.4 days after their arrival in 2022 during the period under review. It can be noted that ship turnaround time was not steady over the months with the month of May 2022 registering the highest turnaround of 140 hours whereas January 2022 registered the lowest of 80 hours. However, the target of 75 hours is yet to be attained indicating existence of inefficiencies on the part of multiple stakeholders involved in servicing the vessels and clearing the cargo from the port. It is important to note that some vessels wait at their convenience which contribute to high ship turnaround time. However, the completed phase two of the Second Container Terminal at the Port of Mombasa with an additional annual capacity of 450,000 TEUs is expected to enhance efficiency at the port and improve performance on this target. The project which commenced in September 2018, was done by the Japanese contractor, Toyo Construction Company. The terminal comprises of 300 m long berth number 22 and other administrative facilities. Of equipment, includes four Ship to Shore Gantry (SSG) and 12 Rubber Tyred Gantry (RTG) cranes which are in full use.

Additionally, berth planning and ship scheduling with channel restrictions as well as construction of an offshore Single Buoy Mooring among others will see attainment of this target.

**Figure 4: Average Ship turnaround time at the port of Mombasa**

Source: KPA data January to June 2021 and 2022



## 3.2 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.*

Ship waiting time reflects the qualification of the service of the container port. High ship waiting figures may result in a port delay surcharge being imposed on cargo destined for the port, and consequently increase the cost of goods in the countries served by the port. Various factors influence the waiting times of vessels at anchorage including occupied berths or tide dependencies are just some of the factors leading to long waiting times before entering the port. Terminal operators cannot allocate the berths efficiently and hinterland transports cannot plan ahead due to the often incorrect information regarding vessels' time of arrival.

Overall ship waiting time shows an improvement from 39 hours in 2021 to 33 hours in 2022 over the half year period under review as illustrated in **Figure 5** below. The positive performance for this target is attributed to the introduction of an online exchange of documents by stakeholders as well as acquisition of modern tugboats and pilot boats that have boosted berthing operations at the port of Mombasa. Furtherance to this, pre-planning at the berth is crucial since any changes to which might result in extra expense for the entire systems.

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

Source: KPA data January to June 2021 and 2022







# Port Indicators

Photo: KPA

This section focuses on performance at the port in terms of time and delays specifically container import 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 six-month period ending June 2022. A comparison with the previous year is made.

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

*Dwell time is the measure of the time elapsed from the time the cargo arrives in the port to the time the goods leave the port premises after all permits and clearances have been obtained*

For the purpose of this report, the dwell time discussed is for import containers. The methodology applied in dwell time analysis, is the cargo that has arrived during a calendar month (i.e., based on date of entry inward) is considered. For the purpose of 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 of 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 be applied to filter out outliers.

As stipulated in the Mombasa Port and Northern Corridor Community Charter, the set target for cargo dwell time for import containers at the port of Mombasa is set at 60 hours by December 2022. From the analysis, it took cargo on average 87 hours to be evacuated from the port of Mombasa in the period January to June 2022. This performance is still below the port charter target of 60 hours dwell time and 48 hours international benchmarking standards. This was attributed to the longer time to complete cargo clearance formalities and a temporary increase in storage time from 9 days to 14 days for transit import. Statistics also show that dwell time for containers cleared by rail was faster when compared to containers evacuated by road.

.....

**87** hrs

Import cargo  
Dwell time

Target: **60** hours







It is important to note that various initiatives have been implemented to improve cargo port dwell time including implementation of standard gauge rail, road infrastructure construction along the port area, expansion and construction of additional terminals, improvements in documentation and clearance processes and automation of container handling processes.

To further improve dwell time indicator, there is need for creation of dedicated yards for rail bound containers to minimize delays in evacuation of containers and investing in equipment and labour to achieve operational efficiency.

**Figure 6: Average containerized import dwell time in hours**

Source: KPA data January to June 2021 and 2022

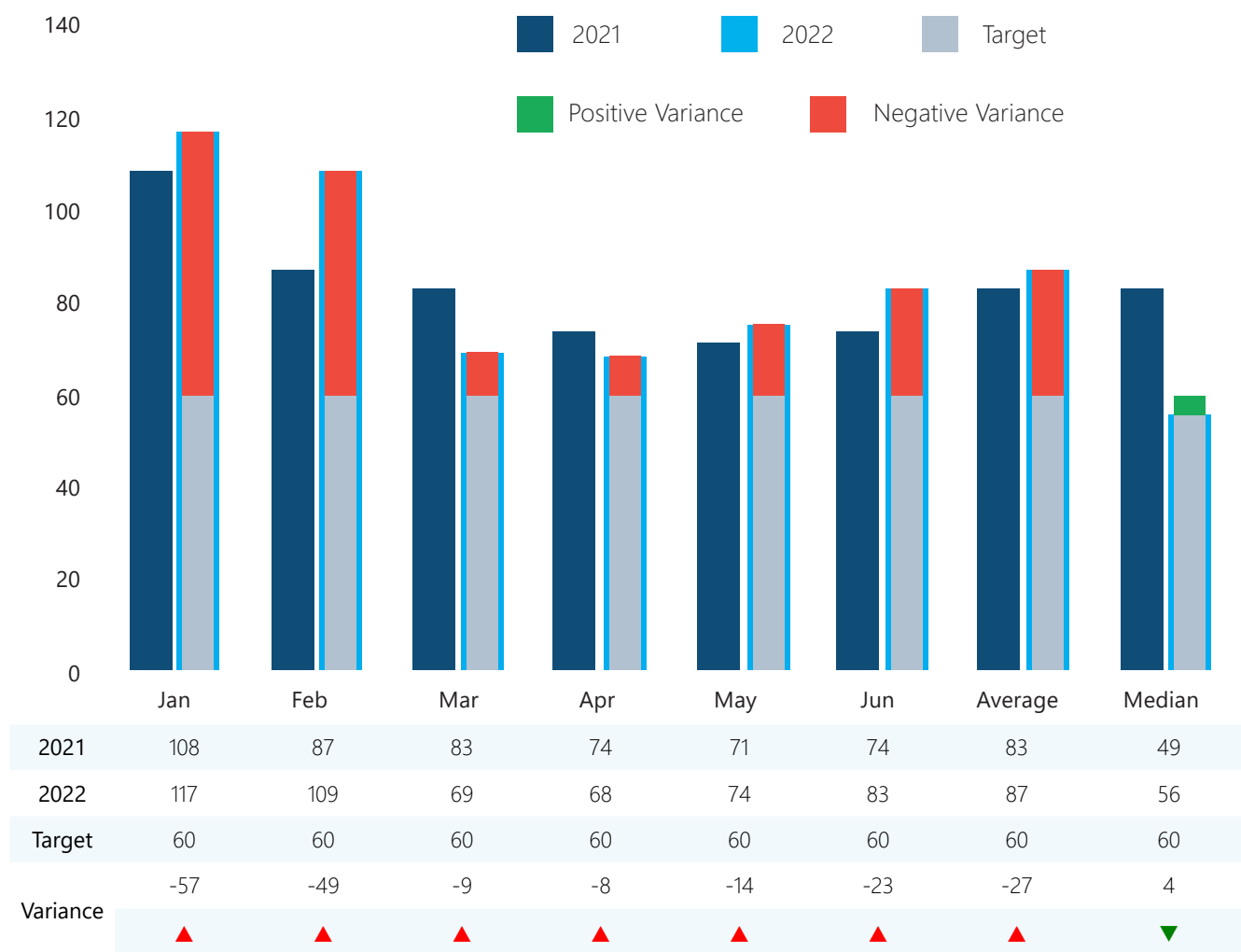


Photo: KPA



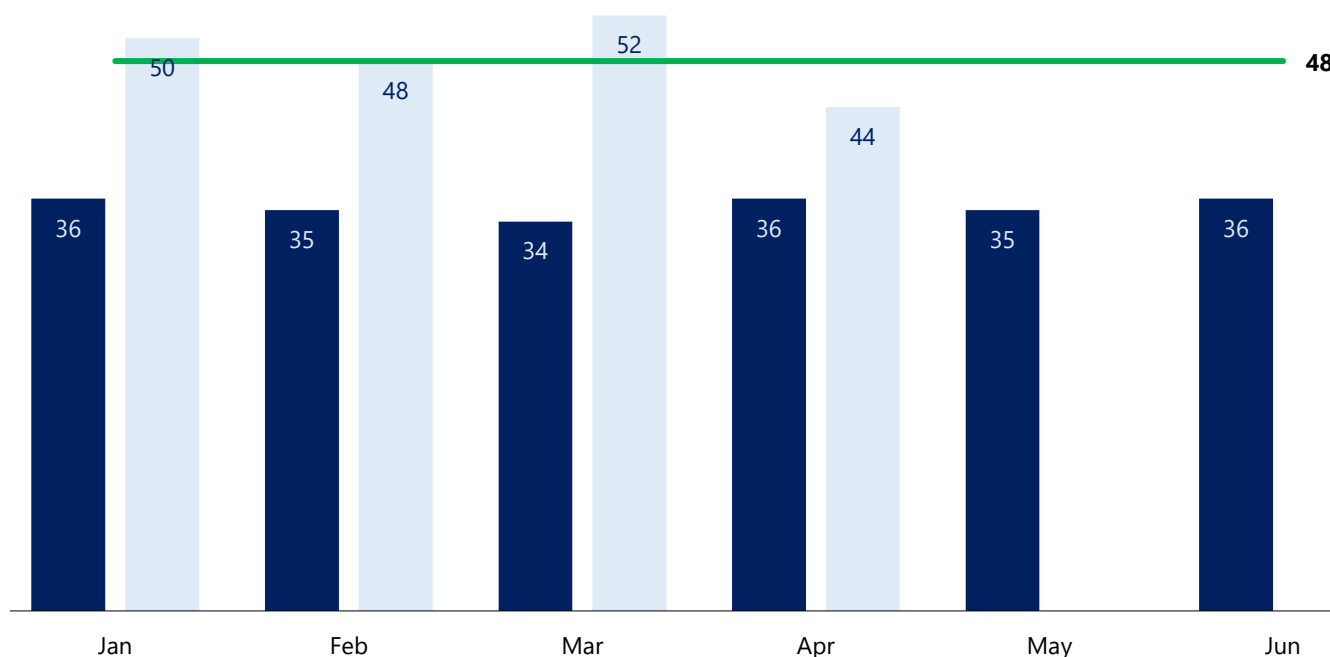
## 4.2 One Stop Centre Clearance Time at the port of Mombasa

*One Stop Centre Clearance Time measures the average time between passing of customs entry registration and issuance of release order.*

The Mombasa Port and Northern Corridor Community Charter envisages 48 hours as time taken at one stop centre by December 2022. As presented in **Figure 7**, the average time spent at One Stop Centre during the half year of 2021 and 2022 was within the set target of 48 hours which is a pointer to improved efficiency at the port of Mombasa. The performance may be partly attributed to automation of documents by clearance agents and coordinated joint verification of cargo targets.

**Figure 7: Customs One Stop Clearance Time at the Port of Mombasa**

Source: KRA data January to June 2021 and 2022



## 4.3 Time taken after customs release at the port of Mombasa

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

Customs services in international trade make an important contribution to the competitiveness trade performance. It is essential to ensure that customs services are provided on time and to a high standard. The International Convention on the simplification and harmonization of Customs procedures (as amended), known as the Revised Kyoto Convention is the blueprint for modern and efficient Customs procedures in the 21st century. The Convention elaborates several key governing principles- chief among these are the principles of: transparency and predictability of Customs actions; standardization and simplification of the goods declaration and supporting documents; simplified procedures for authorized persons; maximum use of information technology; minimum necessary Customs control to ensure compliance with regulations; use of risk management and audit-based controls; and coordinated interventions with other agencies.





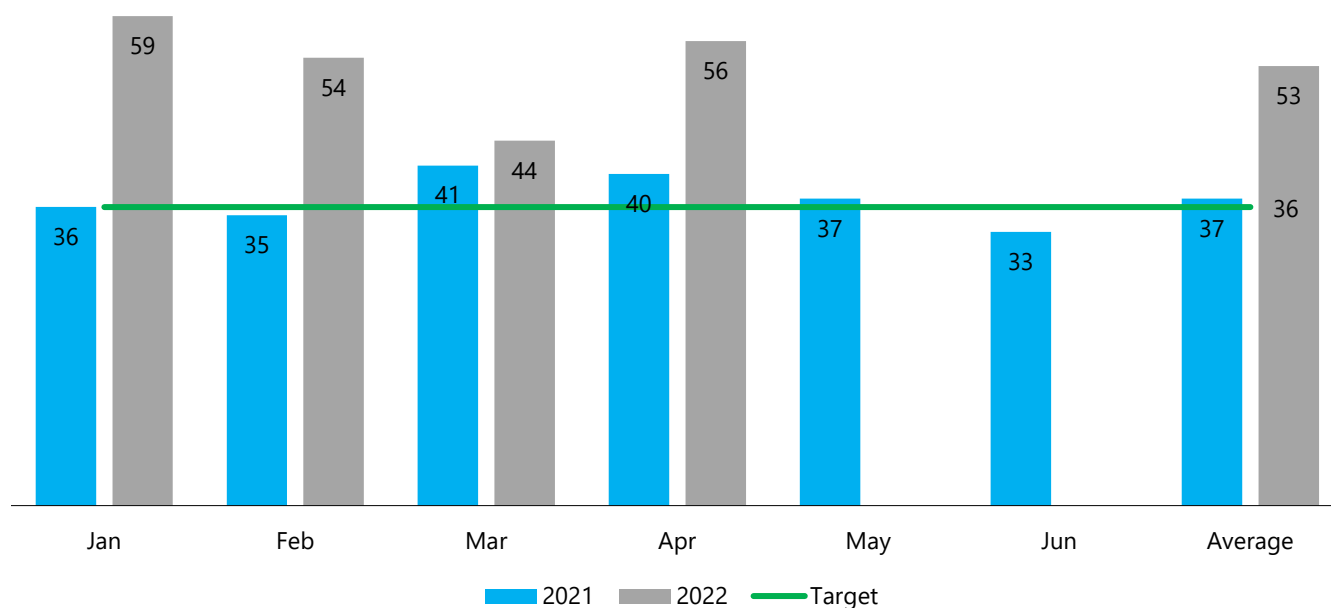
Photo: KPA

It can therefore be expected that delays have stronger effects on the cost of goods. The time in delay after customs release worsened in 2022 when compared to the same period in 2021 (**Figure 8**). The 2022 performance is way above the set 36 hours' target suggesting that existence of bottlenecks that cause the long after release time are yielding positive results. The initiatives implemented include ensuring 24-hour port operations and automation of clearance system. Further, the customs administrations have endeavoured to harmonize and simplify their procedures through international standards such as the World Customs Organization's Revised Kyoto Convention and adoption of information and communications technology. Indeed, the trading community is increasingly working in partnership with Customs to deliver common solutions in response to these critically important trade facilitation objectives.

It is important that there is timely exchange of information especially exit notes, between Revenue Authorities to facilitate faster evacuation of transit cargo from the port.

### Figure 8: Delay after Customs Release at the port of Mombasa

Source: KRA data January to June 2021 and 2022



## 4.4 Time for clearance under the Integrated Customs Management Systems

The Integrated Customs Management Systems (iCMS) is a modern, robust and efficient system that runs on the latest technological platforms which seamlessly connects with KRA's internal systems and external stakeholder's stakeholders' systems to achieve faster cargo clearance. The rollout of the system has seen improvement in cargo clearing processes.

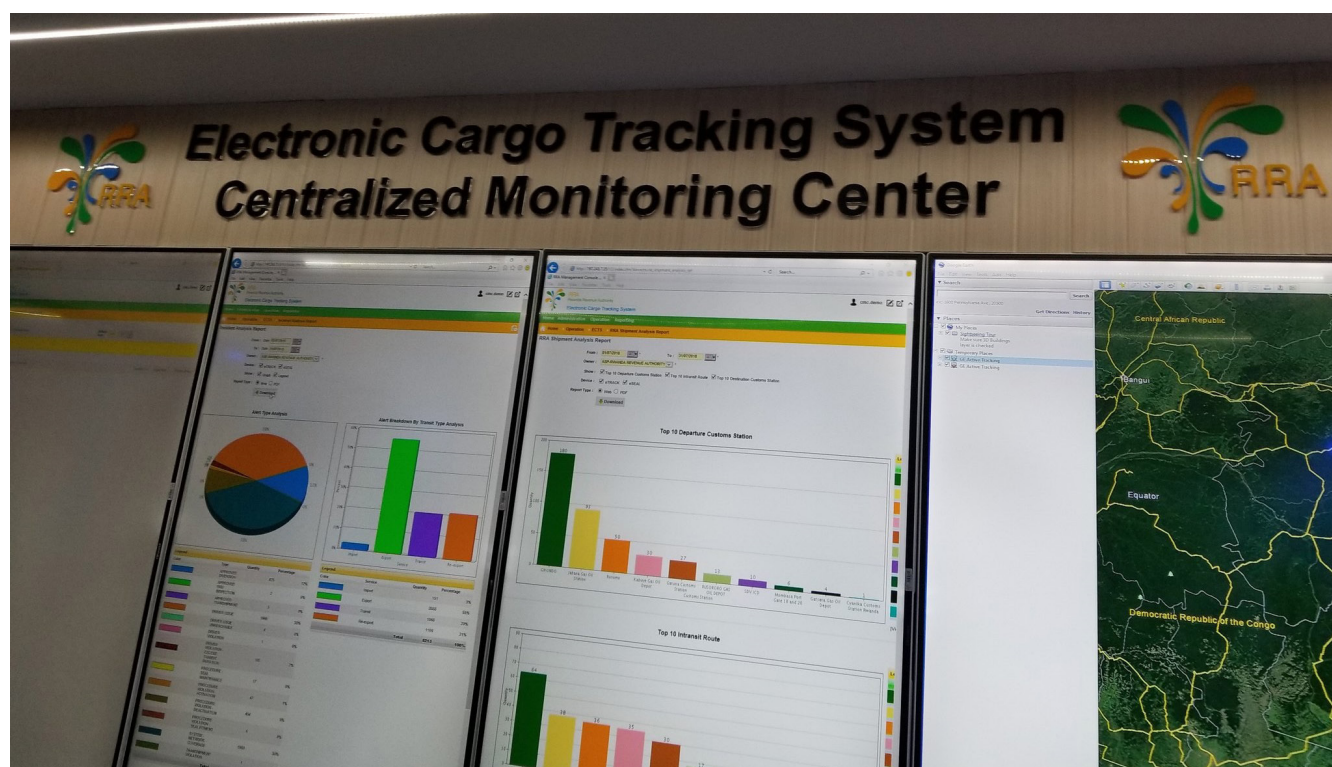
However, given that there are multiple interveners in the cargo clearance process, there is need for development of Service Level Agreements among Government Agencies to ensure that consignments under their control are processed in time.

## 4.5 RRA Rwanda Revenue Authority (RRA) customs time and delays

The Mombasa Port and Northern Corridor Community Charter commits Rwanda Revenue Authority to facilitate fast processing for the release of transit cargo and 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 in clearance process

Table below presents the time taken for Single Custom Territory (SCT) procedures for the half year ending June 2022 for Rwanda. The indicators analyzed include customs release time, delay processing time and after release time. The process of clearance under SCT is as follows:

- The clearing agent lodges an entry into ASYCUDA which is interfaced with other agencies under a single window system (Rwanda Electronic Single Window) that allows all the border agencies to interface with ASYCUDA when a consignment is dealt with at Mombasa.
- Seals are applied at Mombasa and the other agencies conduct their procedures when the truck/goods arrive at the trader's premise in Rwanda.





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 widely varied over the year with a high of 49 hours in April and a low of 15 hours in January 2022. Similarly, the average time between passing/acceptance of customs entry registration and issuance of customs release order deteriorated during the review period. Performance for delay processing time averaged 41 hours during the period under review.

Overall, 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 exchange of data on goods being cleared is not efficient.

**Table 4: RRA SCT release at the Port of Mombasa**

Source: RRA data Jan-Jun 2022

Month	After release time	Customs release time	Delay processing time
Jan	15	28	46
Feb	22	26	47
Mar	24	32	38
Apr	49	33	37
May	24	30	46
Jun	16	30	35
Sample	19,024	19,331	19,260
<b>Average</b>	<b>25</b>	<b>30</b>	<b>41</b>





SIGINON  
GLOBAL LOGISTICS

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WARNING  
PROPER TIE DOWNING NOT  
ALLOWED TO EXCEED  
UNAUTHORIZED WEIGHTS  
OR LOADS





# Corridor Indicators

The main objective of the Northern Corridor is to facilitate seamless trade flow among the Member States. The discussion presented in this section examines transit time in respective Member States of the Northern Corridor, weighbridge performance in terms of traffic and compliance, border crossing times, stoppage locations, causes and delays time at major nodes of the corridor. Data sources are from road survey data using ArcGIS Mobile application, electronic systems of Revenue Authorities namely; Regional Electronic Cargo Tracking System (RECTS), ASYCUDA and Single Custom Territory (SCT).

## 5.1 Weighbridge performance in terms of Traffic 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.*

Data on average daily traffic at five weighbridges captures traffic information on both inbound and outbound trucks as presented in **Table 5** below. Analysis shows that Athi River weighbridge witnessed a drop in traffic by **6%** in 2022 which could be due to implementation of standard gauge railway line. When compared to other weighbridges, Athi River weighbridge recorded the highest traffic that was attributed to traffic originating from/to the port of Mombasa both local and transit cargo and traffic originating from/to Namanga Border Point. However, this traffic reduced slightly by **50%** at Gilgil weighbridge given that some of it was destined for Nairobi and its environs. Webuye and Busia Weighbridges recorded lower traffic which majorly comprises of transit cargo heading to the border points of Malaba and Busia respectively.

**Table 5: Weighbridge traffic through Kenyan weighbridges**

Source: KeNHA, data Jan-Jun 2021 and 2022

	Mariakani		Athi River		Gilgil		Webuye		Busia	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
January	6,747	4,290	7,173	6,937	3,715	2,931	2,931	2,984	696	876
February	6,452	5,442	8,276	7,861	3,921	3,042	2,271	2,594	704	923
March	6,641	6,811	8,139	6,932	3,400	4,046	2,223	3,018	788	782
April	7,107	7,403	6,733	6,043		5,044	3,402	3,592	673	542
May	5,110	7,372	9,162	8,553	3,841	4,803	2,964	3,103	782	792
June	4,920	5,802	8,502	8,801	3,793	4,733	3,075	2,635	712	801
Total	36,977	37,121	47,985	45,128	18,670	24,599	16,866	17,926	4,355	4,718







## 5.2 Weighbridge performance in terms of compliance along the Northern Corridor

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

Overloading by trucks has been one of the major causes of rapid deterioration of the Kenyan road network especially the Northern Corridor road which has the largest percentage of truck traffic in Kenya. Weighbridges serve as check points to enhance compliance with the vehicle load limits. The East Africa Commission Vehicle Load Control Act, which was gazetted in 2016, limits weights on the roads with tough penalties prescribed against those found guilty of contravening the laid down regulations. Vehicles with a gross weight of 3.5 tonnes and over have to be weighed at



Photo: Octagon Data Systems Ltd

weighbridges they pass through and any transporter who bypasses, absconds or evades a weighing station is liable for prosecution. The weight in the axle of super single tyres has been lowered to 8.5 tonnes, from 10 tonnes. The law puts the maximum axle load <sup>4</sup> at 56 tonnes.

From **Table 6** the weighbridges in Kenya recorded a steady performance in terms of compliance levels of over **93%** performance except for Busia weighbridge. Low compliance at the Busia weighbridge could be attributed to the fact that most of the cargo through Busia are exports originating from Kenya and the Busia weighbridge offers the first opportunity for the loaded trucks to be weighed. Low compliance at the Busia weighbridge suggests that trucks plying the Busia route could be exceeding axle load limits. Further, Busia Weighbridge has the lowest traffic and does not use the HSWIM technology which reduces its efficacy. Strategies have therefore to be put in place to ensure truckers are able to verify load limits at the point of loading trucks.

**Table 6: Weighbridge compliance at the Kenyan weighbridges**

Source: KeNHA data 2022

	Mariakani		Athi River		Gilgil		Webuye		Busia	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Jan	99.92	98.21	98.6	97.45	94.82	98.65	91.94	92.12	79.07	85.3
Feb	99.73	97.21	97.43	99.12	94.36	96.01	91.39	96.42	77.04	84.45
Mar	98.54	99.45	98.86	98.42	93.36	97.34	93.87	95.45	83.11	83.21
Apr	99.01	98.89	98.3	99.02		93.75	92.11	90.56	83.47	87.43
May	99.52	98.87	98.01	97.33	97.73	94.12	94.71	92.12	80.31	83.98
Jun	99.01	99.43	99.23	99.32	95.09	97.02	94.01	95.43	79.53	84.32
<b>Average</b>	<b>99.29</b>	<b>98.68</b>	<b>98.41</b>	<b>98.44</b>	<b>95.07</b>	<b>96.15</b>	<b>93.01</b>	<b>93.68</b>	<b>80.42</b>	<b>84.78</b>

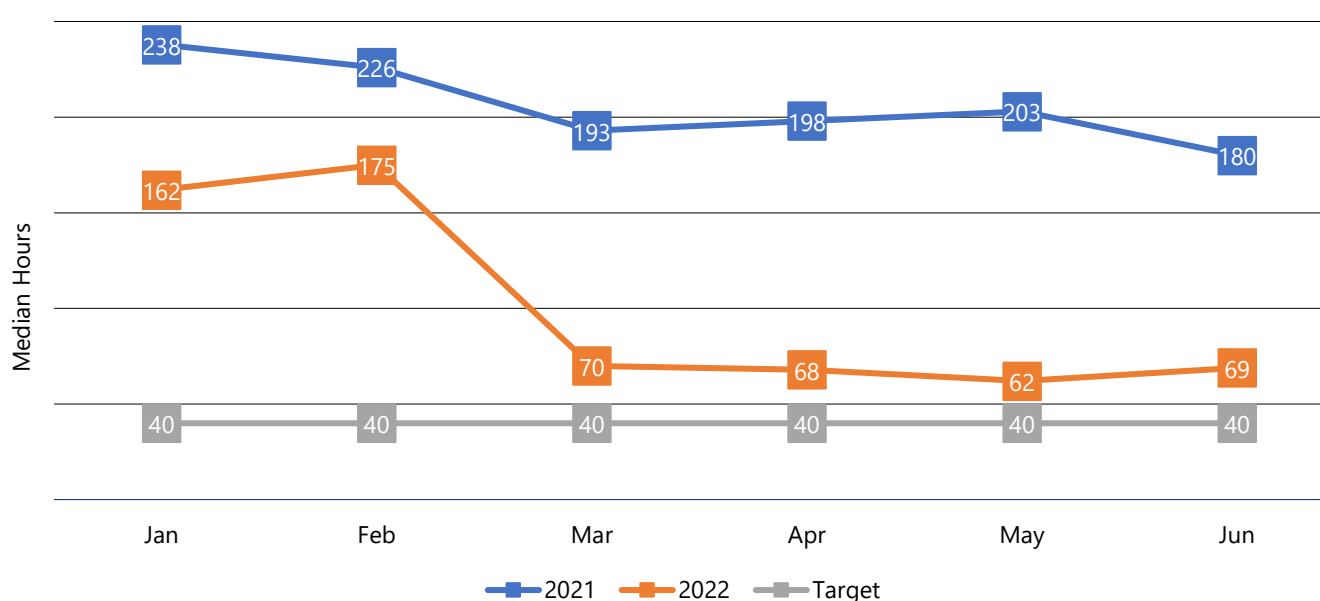
<sup>4</sup> axle load" means the sum of the wheel weight loads of all wheels on any axle.

## 5.3 Transit time in Kenya from the port to the borders

Using RECTS data, this indicator is measured as the time out of the port gates to the time truck lodges customs clearance documents at the Malaba or Busia border post. Malaba and Busia borders are the main exit borders for Kenya.

The set target for transit time from Mombasa to Malaba is 40 hours by December 2022 as stipulated in the Mombasa Port and Northern Corridor Community Charter. From the analysis, transit time on Mombasa-Malaba route covering the period January to June 2022 improved significantly when compared to the same period in 2021. Although the set target of 40 hours as presented in **Figure 9** below is yet to be realized suggesting that there still exist barriers to cargo movement along this route. Transit time is greatly affected by stoppages along the Corridor. Some of the main stoppage reasons include; drivers' personal reasons, police checks, weighbridges, company checks, road conditions, custom checks among other reasons.

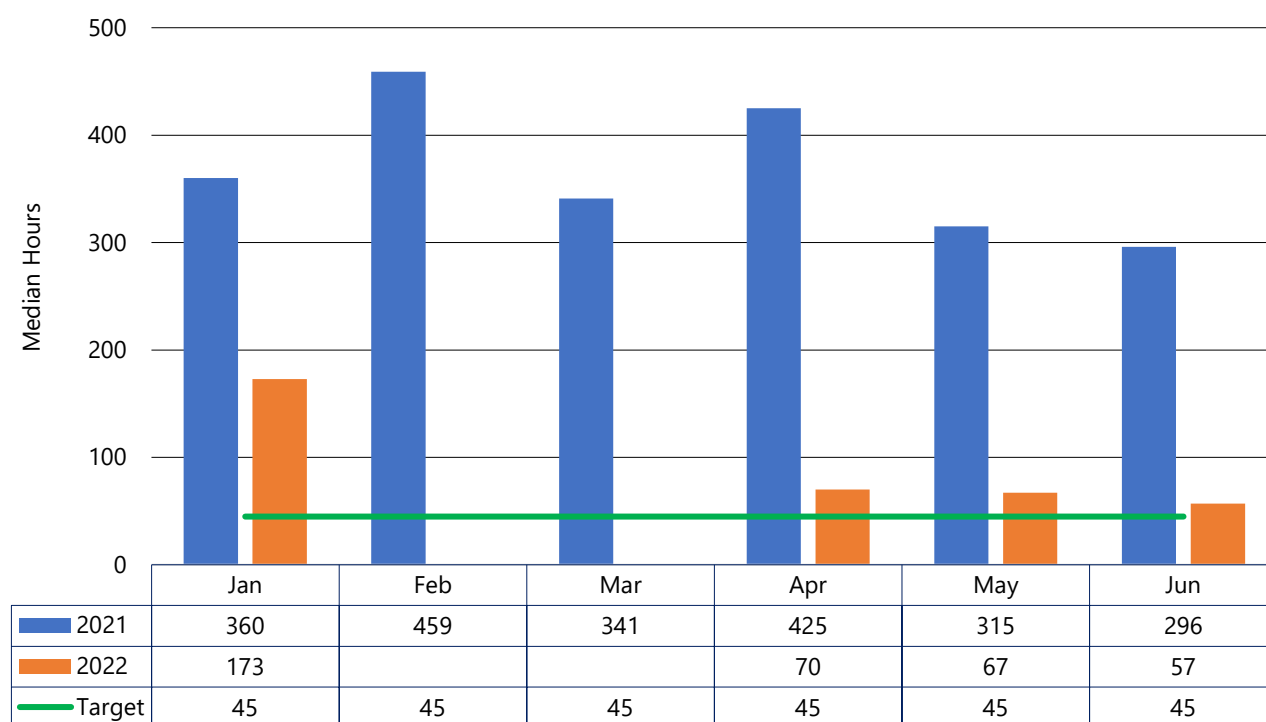
**Figure 9: Transit time from Mombasa to Malaba and Busia in hours**





The performance on the Mombasa – Busia route indicates that there still exist barriers to cargo movement along the corridor route. In the period under analysis vehicle movement along the route could be due to delays encountered by transporters to meet the COVID health protocols, in addition, delay at weighbridges, police checks, and road accidents are some of the barriers to cargo movements that require to be addressed. The report notes that ongoing infrastructure improvements along these stretches will succeeded to ensure smooth flow cargo traffic.

**Figure 10: Transit time from Mombasa to Busia in hours**



**Table 7** below provides transit time from the port of Mombasa to Kampala/Uganda, Kigali/Rwanda and Elegu/ South Sudan for the months January to June 2022. Transit time varied on different routes depending on distance to destination, status of the road, and other non-tariff barriers encountered. It can also be noted that Mombasa to Kigali was the fastest route, averaging 17 Kms per hour compared to Mombasa to Elegu route, which averaged 7 Kms per hour; suggesting that there are factors constraining cargo movement on this route. Sometimes it takes longer for the RECTS gadgets to be disarmed when a truck has arrived, which may contribute to an increase in transit time.

**Table 7: Transit time from the port of Mombasa to various destinations**

Source: KRA- RECTS data 2022

	Jan	Feb	Apr	May	Jun	Average	Distance
Mombasa to Kampala/UG	246	127	105	96	95	134	1169
Mombasa to Kigali/RW	141	87	91	89	97	101	1682
Mombasa to Elegu/SS	270	187	173	193	186	203	1430

## 5.4 Transit time in Rwanda

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



From the analysis, average transit time varied across the routes depending on the distance and number of non-tariff barriers measured. Average transit time from Cyanika to Rubavu was 31 hours for the half year ending June 2022 whereas it took an average of 51 hours for trucks to transport cargo from Kagitumba border to Mururu during the same period.

**Table 8: Average Transit time in Rwanda**

Source: RRA data Jan to Jun 2022

Route	Transit Time Jan to Jun 2022 (Hours)
Cyanika to Rubavu	31
Gatuna to Rubavu	34
Kagitumba to Kigali	43
Kagitumba to Mururu	51
Cyanika to Mururu	31
Gatuna to Mururu	41
Gatuna to Kigali	49

## 5.5 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 9** presents average transit time in hours on these routes from Kampala using electronic cargo tracking system (ECTS) for the period covering January to June 2022 with a comparison same period 2021. From the analysis time taken varied depending on the distance. However, Kampala to Mirama Hills/Kagitumba border route was the slowest route averaging 7.2 Kms per hour suggesting that factors constraining cargo







movement on the route were prevalent when compared to Kampala to Oraba and Kampala to Elegu routes that averaged 13 Kms per hour and 12 Kms per hour respectively in 2022. Some of the factors contributing to high transit time include; congestion due to weather conditions, high number of black spots, among others.

In summary, transit times has improved on most routes along the northern corridor suggesting that interventions are being implemented to facilitate cargo movement. Improved transit time has a bearing on reduction of transport costs which have been reducing substantively over the years. However, the report recommends a qualitative survey to determine inefficiencies and bottlenecks along the corridor and propose evidence-based recommendations and hence operational efficiency for transporters.

**Table 9: Average transit Time from Kampala in hours**

Source: URA (RECTS) January –June 2021 and 2022

Transit Route	Distance in Kms	Average 2021	Average 2022
Kampala to Elegu	457	38	37
Kampala to Mpondwe	442	51	54
Kampala to Oraba	581	43	46
Kampala to Mirama Hills	368	51	



Photo: NCTTCA file

## 5.6 Road Transport survey data analysis

The transport observatory conducts road transport surveys to gather information relating to operations and efficiency of the transit route from transporters and truck drivers. Data is collected using an android mobile application for easy response and real-time relay of the survey data.

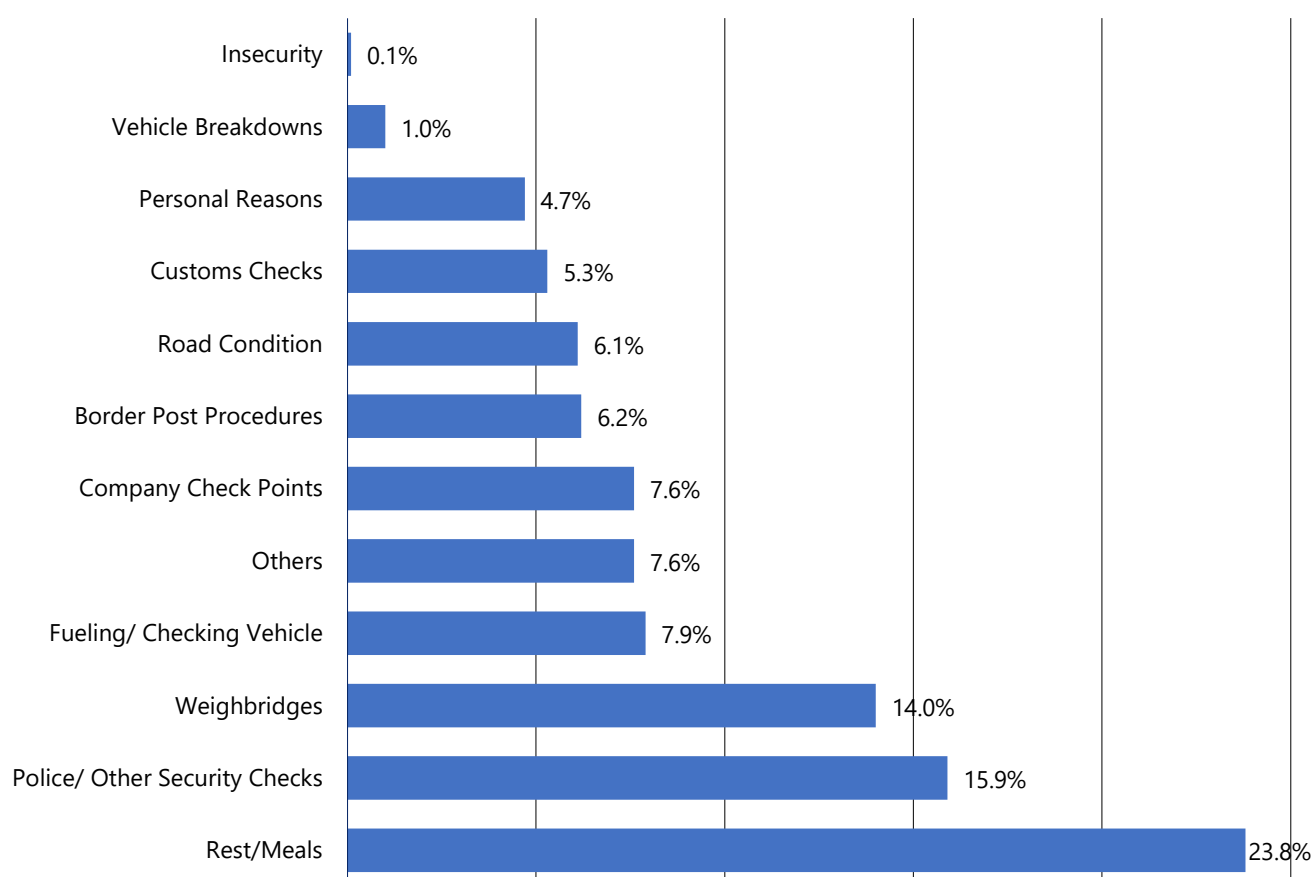
The methodology of the data collection involves working with the truck drivers from transport companies; who uses their Smart Phones installed with the “Survey123 Mobile App” configured with the road transport survey questionnaire for the purpose of data collection. Through Field Supervisors, the data on origin and destination of cargo, stop

location, reasons and duration for stoppages and costs, fees charges incurred and paid, if any collected using the “Mobile Phone Apps” are submitted directly to the Northern Corridor Secretariat. In addition, different indicators including weighbridges crossing time, border posts crossing time, delays and transit time are also monitored using this application.

The frequency of stoppages by drivers along the corridor is occasioned by various factors. **Figure 11** illustrates the various factors that lead to stoppages for cargo with their respective percentage of occurrence. The most prevalence stops occurred due to Rest /Meals, featuring **24%**; followed by Police/Security checks at approximately **16%** and stops occasioned by weighbridges accounting for **14%** and stops. It is important to note that these stoppages, if many, they may cause delays and inefficiencies on the corridor as well as a hindrance to trade in the region.

**Figure 11: Prevalence stoppage reasons in percentage Jan to Jun 2022**

Source: Road Transport Survey, Jan to Jun 2022



Further analysis shows that stoppages due to insecurity were long with an average of about 173.8 hours followed by border post procedures taking about 20 hours and vehicle breakdowns at 14 hours. Rest and meals accounted for about 10 hours. It is also noted that time taken at weighbridges was minimal at an average of 1.4 hours suggesting that implementation of high-speed weigh in motion is yielding positive results.





**Table 10: Average duration per stop in hours**

Source: Road Transport Survey, Jan to Jun 2022

Reason	Average Duration in hours
Insecurity	173.8
Border Post Procedures	19.5
Others	16.6
Vehicle Breakdowns	14.3
Rest/Meals	9.8
Customs Checks	9.7
Company Check Points	7.6
Personal Reasons	4.6
Road Condition	2.0
Fueling/Checking Vehicle	1.7
Weighbridges	1.4
Police/Other Security Checks	0.2

From the foregoing, slow movement of cargo particularly across borders and insecurity has led to high cost of doing business and brought to the fore the fact that Northern Corridor Member States does not have in place a harmonized and elaborate protocol to respond to emergencies. Therefore, the report recommends full implementation of both regional and international trade and transport policy framework for seamless flow of trade including implementing Article 16 of the Northern Corridor Transit and Transport Agreement (NCTTA) to ensure that transport systems operate safely along the designated routes. In addition, considering transboundary dimensions, vulnerability assessment will help to identify, assess and monitor risks and hazards and develop user-friendly early warning systems in the future.







# Recommendations

- I. The NC Member States should consider adopting and implementing policies that enhance agricultural production and value addition of agricultural produce to gain a foothold in the AfCFTA markets.
- II. Northern Corridor Member States are encouraged to develop monitoring and evaluation committees and a time bound program to eliminate identified/reported Non-Tariff Barriers to trade (NTBs).
- III. National governments, the private sector, and other key stakeholders are encouraged to fast-track the harmonization of the COMESA-SADC-EAC tripartite trade agreement to harness economies of scale and unlock productivity in this region via a boost in regional integration.
- IV. The private sector is encouraged to lead in creating critical solutions to scale new business models, develop new ways of delivering services, and increase the competitiveness of the local markets.
- V. There is also a need to adhere to Environment Social and Governance (ESG) in production to ensure that regional firms are in line with global climate agreement pacts such as the Paris Agreement on Climate Change.
- VI. Enhancing supervision and deployment of first in first out approach and having a dedicated yard created for rail bound containers to avert delays in cargo haulage from the port.
- VII. A revised Standard Operating Procedures (SOP) especially on RECTS in order to avert delays associated with lack of seals, the Revenue authorities should procure additional seals
- VIII. Investing in additional equipment and labour to achieve operational efficiency development of SLAs among Government Agencies.
- IX. Improving coordination among regional revenue Authorities on exchange of information to minimize delays.
- X. Enhancing the concept of risk management and sampling by revenue authorities.



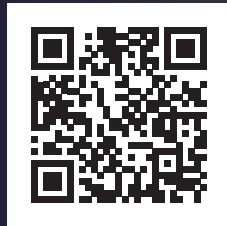
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