



**NORTHERN CORRIDOR
TRANSPORT
OBSERVATORY**
RELIABLE PERFORMANCE DATA



NORTHERN CORRIDOR QUARTERLY PERFORMANCE DASHBOARD

July to September 2022



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1. Quarter Summary Brief

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 three months from July to September 2022. Indicators discussed in the report present the performance status on the implementation of the Mombasa Port & Northern Corridor Community Charter for the quarter. The performance indicators have been monitored to track various initiatives agreed upon since the Charter was signed in 2014 and reviewed in 2018 to enhance the efficiency of the port and the Corridor. The report also compares performance for corresponding quarters in the previous years to understand and track improvements and challenges along the Corridor.

In addition, a special feature on climate change matters has been developed to take stock towards COP27. Addressing climate change is consistent with fulfilling international, regional, and national development obligations. However, efforts by African countries to address climate change are still low, whereas the effects are mostly felt in the region. Therefore, a deeper look into how Member states of the Northern Corridor address climate change is necessary.

Globally, there has been a sharp increase in prices resulting from a multitude of factors, both domestic and international, including the Russia-Ukraine war, commodity price shocks, accelerated growth in demand relative to supply, tightening of labour markets in advanced economies, especially for contact-sensitive sectors, and costs of intermediate inputs due to supply-chain disruptions (IMF, 2022).

The total cargo throughput at the port of Mombasa for the quarter ending September 2022 was 8,570,765 tons. All countries using the port of Mombasa witnessed growth in volumes, with Rwanda's trade growing six-fold compared to the previous year's comparable quarter. This signifies an expansion of trade in all transit countries as well as the increasing importance of the port of Mombasa in the region. Uganda still commands the lion's share of transit traffic, accounting for about 70 per cent of all transit traffic through the Port of Mombasa. Further, all countries using the Port of Mombasa are net importers, with imports accounting for 73 per cent of all the volume.

The port of Mombasa recorded an average ship turnaround time of 72 hours in the quarter ending September 2022, which is within the target of 75 hours. This is a reflection that the concerted efforts by stakeholders are bearing fruits. The positive performance could be

attributed to the initiatives implemented, including the modernization of equipment and expansion of berth that has led to the improvement of this target. However, the vessel waiting time was one hour higher than the set target of 12 hours in the same review period. On customs processes, KRA is implementing the integrated customs management system, which has simplified the procedures, reducing the time taken to clear goods to real-time. As a result, weighbridge traffic recorded a marginal increase of 19 per cent in 2022 compared to the previous quarter of 2021.

2. Climate Change Preparedness for the Northern Corridor Member States in Readiness for COP 27



2.1 Introduction

The complex issue of climate change is one that our governments are grappling to address, and it is an integral component of sustainable development worldwide. There is empirical evidence and perhaps no denying that we are at the cusp of experiencing climate change-induced catastrophe that could be irreversible. Climate change is among the leading global challenges and has been particularly evident in the past three decades. Climate change is the shift in climate patterns mainly caused by greenhouse gas emissions (GHGs) from natural systems and human activities. So far, anthropogenic activities have caused about 1.0°C of global warming above the pre-industrial level. This will likely reach 1.5°C between 2030 and 2052 if the current emission rates persist. To this effect, United Nations started paying attention to the issue in a more targeted way in 1992 through the United Nations Framework Convention on Climate Change (UNFCCC). As a result, UNFCCC reached a landmark agreement to combat climate change and accelerate and intensify the actions and investments required for a sustainable low-carbon future.

UNFCCC took cognizance that human activities were substantially increasing the atmospheric concentrations of greenhouse gases resulting in further warming of the earth's surface and atmosphere as well as adversely affecting natural ecosystems and humankind. UNFCCC was therefore set out to ensure the stabilization of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. This framework was followed by the Kyoto Protocol in 1997, which had a similar mandate of reducing GHGs. While many other developments have been registered in this area, of key importance include the Paris Agreement of 2015, which committed signatory countries to maintain global warming to below 2.0°C above pre-industrial levels and pursuing efforts to limit this increase to 1.5°C. Reducing global warming is critical in reducing the loss of many more lives and livelihoods. In line with that, by 2020, countries were required to submit or update their plans for reducing emissions, known as nationally determined contributions (NDCs).

Nearly 49 out of 54 African countries ratified the Paris Agreement to build climate-resilient and low-carbon economies in their NDCs, estimated to cost 3 trillion USD by 2030.

Table 1: Status of Paris Agreement policy framework for the Northern Corridor States

Source: https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XXVII-7-d&chapter=27&clang=_en

Member State	Signature	Ratification, Acceptance, Approval, Accession
Burundi	22/April/2016	17/January/2018
DRC	22/April/2016	13/December/2017
Kenya	22/April/2016	28/December/2016
Rwanda	22/April/2016	06/October/2016
South Sudan	22/April/2016	23/February/2021
Uganda	22/April/2016	21/September/2016

2.2. Policy Evolution

It is worth noting that nearly all the impacts of climate change are exacerbated by inappropriate policy choices hence representing a major threat to attaining Sustainable Development Goals. At the international level, through the UNFCCC, the world started paying targeted attention to climate change matters. This framework was established to stabilize greenhouse concentrations in the atmosphere. Further to UNFCCC, the Paris Agreement of 2015 committed signatory countries to maintain global warming below 2.0°C above pre-industrial levels and pursue efforts to limit this increase to 1.5°C.

The UN has a zero-emission target by 2050 and seeks to combat climate change through Sustainable Development Goal 13 (SDG13). In addition, SDG 1(5) targets to build the resilience of the poor and those in vulnerable situations and reduce their exposure and vulnerability to climate-related extreme events and other economic, social, and environmental shocks and disasters by 2030. SDG 2(4) focuses on ensuring sustainable food production systems and implementing resilient agricultural practices that increase productivity and production, maintain ecosystems, strengthen capacity for adaptation to climate change, extreme weather, drought, flooding, and other disasters, and progressively improve land and soil quality. SDG 11(b) postulates an increase in cities and human settlements adopting and implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, and resilience to disasters by 2020. This aligns with the Sendai Framework for Disaster Risk Reduction 2015-2030, holistic disaster risk management at all levels.

On the regional front, Agenda 2063 seeks to have climate-resilient economies and communities integrate climate change adaptation and mitigation in the African context. At the East African Community (EAC) level, a Climate Change Policy has been established to guide Partner States and other stakeholders in preparing and implementing collective measures to address Climate

Change in the region while assuring sustainable social and economic development.

Kyoto Protocol in 1997	<p>The protocol commits Member States to limit and reduce greenhouse gases (GHG) emissions.</p> <p>Based on the protocol, four emission-saving units, each representing one metric ton of CO₂ equivalent and all tradeable, are defined as follows;</p> <ul style="list-style-type: none"> ✓ Certified emissions reduction unit obtained through clean development mechanism projects. ✓ Emission reduction unit, obtained through joint implementation projects. ✓ Assigned amount unit, obtained through trading unused assigned emissions between protocol parties. ✓ Removal unit, obtained through reforestation-related projects.
Intergovernmental Panel on Climate Change (IPCC) 2014).	Globally, transport emissions on a business-as-usual basis could reach 12 billion tonnes of CO ₂ by 2050
Paris Agreement 2015	Limiting global temperature increase to 2 °C by 2100 and pursuing efforts to limit the rise to 1.5 °C.
Intergovernmental Panel on Climate Changes 2021 climate change report	Global temperatures have risen by 1.1 ⁰ C from the pre-industrial levels
UN Climate Change Conference of the Parties (COP 26) held in Glasgow	<p>Emphasized the need to meet the 1.5°C target of dealing with climate impacts but also noted a need for more concerted and immediate global efforts to achieve the same.</p> <p>Adopted an enhanced transparency framework on how to track and communicate progress in tackling climate change in line with ensuring that the Paris Agreement is implemented.</p>

In 2018, the United Nations' International Maritime Organization (IMO) set goals for international shipping to reduce CO₂ emissions per transport work by at least 40 per cent by 2030 and the total annual GHG emissions by at least 50 per cent by 2050 (IMO, 2018). However, these are challenging goals, and the pathways to achievement remain unclear.

2.3. Climate change impacts, risks and vulnerabilities

The need to conserve our environment and natural resources for the current and future generations is paramount. The fact that human activities are causing climate change is no longer deniable, and it is now widely accepted that through human actions, we can harm ourselves, each other, and our future generations. The impact of climate change can already be felt through increased incidents of droughts, floods, and heat waves.

Various sectors have been identified as vulnerable to the impacts of climate change, namely; from health systems to agriculture, forestry, ecosystems, water resources, coastal and marine resources, energy resources and physical infrastructure. The consequences of this may include low agricultural productivity leading to food insecurity, negative impact on our people's health conditions; damage to critical infrastructure that disrupts our transport systems, water, and sanitation infrastructure; droughts and erratic weather patterns, to mention but a few.

Evidence suggests that Africa contributes less than 3 per cent of the global green gas emissions yet suffers the most from climate change shocks. Africa's survival is linked to climate change as food security rests on agricultural systems that still rely largely on low inputs, traditional tools, and the promise of rain and are subject to the vagaries of drought and flooding. The Agricultural sector, on average, employs over 55 per cent of the workforce and contributes close to 20 per cent of the GDP. This suggests the low productivity pervading the sector, where over 95 per cent of farming relies on rain-fed agriculture and is prone to extreme weather variability. As a result, seven of the ten most vulnerable countries to climate shock are in Africa. In addition, climate shocks could translate into higher prices through trade as most African countries depend on primary commodities for their exports. Export contractions and likely import expansion could weaken exchange rates driving domestic prices upwards, especially in fixed exchange rate regimes.

The 2021 UN Climate Change Conference (COP26) held in Glasgow made various resolutions that member states were to implement to strengthen their ambition towards collective climate action.

- i. From December 2024 onwards, all Member States will have standard reporting requirements. This is vital in helping to understand collective progress towards achieving the goals of the Paris Agreement.
- ii. The expansion of greenhouse gas (GHG) emission reduction targets;
- iii. Financing the energy transition of the poorest countries;
- iv. The reduction of methane emissions;
- v. The organization of the carbon market.
- vi. Finance for Climate Adaptation
- vii. Transparency and Reporting
- viii. Market mechanisms and non-market approaches (Article 6)

For instance, during COP 26, Kenya made climate change and health commitments that included: Developing a health system that is resilient to the impacts of climate and developing a health system that is sustainable with low carbon emissions. These commitments were to be actioned through conducting a climate change and health vulnerability and adaptation assessment by 30th June 2023; developing a health national adaptation plan informed by the health vulnerability and adaptation assessment starting 1st July 2023; carrying out a baseline assessment of Green House Gasses (GHG) emissions of the health system and healthcare facilities and developing an action plan by 30th June 2023 and reaching net zero health sector emissions by 30th June 2030.

Indeed, rich in natural resources, the Democratic Republic of Congo plays an important role in the fight against climate change. The natural resources of the DRC were at the heart of the current ecological transition and are now at the centre of the debate in the fight against climate change. DRC intends to position itself as a Solution Country in climate change around four components, namely; the forest massif, water resources, biodiversity and strategic minerals

In November 2022, the Arab Republic of Egypt will host the 27th Conference of the Parties of the UNFCCC (COP 27), to build on previous achievements and pave the way for future ambition to tackle the global challenge of climate change effectively.

Akin to other Member States that have ascended to Paris Agreement, Rwanda remains committed to reducing carbon emissions by 38% by 2030. Wetlands restoration is one of the priority areas of 'Rwanda's climate action efforts. Rwanda has made some strides towards fulfilling its commitments, including the development of the Green Growth and Climate Resilience Strategy to guide the country's response to climate change. The country hosted the 28th Meeting of the Parties to the Montreal Protocol, at which the Kigali Amendment was agreed upon. The Montreal Protocol was designed to reduce the production and consumption of ozone-depleting substances to reduce their abundance in the atmosphere, thereby protecting the earth's fragile ozone Layer. The amendment is the single most impactful step the world has taken to limit the growth of greenhouse gases. In addition, Rwanda's new fund, dubbed "Green Investment Facility", is dedicated to financing private investors' green projects. The fund is expected to be launched at the 27th UN climate conference (COP27). In September 2022, NCTTCA, in collaboration with the Ministry of Environment and Rwanda Environment Management Authority, conducted a sensitized of stakeholders in Rwanda on GHG emissions control in the Transport Sector.

Like much of Africa, Burundi will face the monumental challenge of adapting to climate change. Countries will need solutions, like developing drought-resilient agriculture, building seawalls to protect coastal cities, and improving water security to withstand droughts, among others.

2.4. Recommendations

Beyond the realm of personal ethics, which imputes a moral obligation on each of us in our capacities to change our behaviours in response to environmental concerns, all state organs must promote adaptation to this climate reality and adopt policies and measures to mitigate its impact on our people and future generations. Effective and equitable climate action demands that mitigation and adaptation policy interventions in response to climate change be pursued on multiple scales of governance, including the national and county levels.

- Member states must make major structural investment and policy decisions that will influence the rate, structure and character of economic growth and development for the long term. This is especially so given most infrastructure investments' path-dependence and lock-in nature.
- Scaling-up such initiatives across the five countries that rely on the Lake Victoria Basin ecosystem has the potential to help millions of farmers and fishermen become more resilient to climate change.
- Member states need to put in place climate action and build resilience, such as scaling up the availability, access, and affordability of digital agricultural technologies, which are the key drivers of climate-smart agriculture interventions.
- Need to address the issues of lack of capacity and poor institutions. This calls for the design or evaluating, and implement practical policies, strategies, laws, regulations, and action plans to address climate change.

3. Volume and Capacity



Aerial view of Mombasa Port

The discussion in this section presents an analysis of the volume and capacity of cargo handled at the port of Mombasa and along the Northern Transport Corridor. The specific indicators analyzed are: Cargo throughput through Mombasa port, Volume per country destination through the port of Mombasa and Container traffic (TEUS) through Mombasa port

3.1 Cargo Throughput through the Mombasa Port

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 2 describes volume of cargo in tonnes through the port of Mombasa. Total cargo throughput at the port of Mombasa for the period July to September 2022 stood at 8,570,765 tonnes. The throughput comprised 55 per cent non-Containerized cargo, 38 per cent containerized cargo and 7 per cent transshipment cargo. The leading destination for transshipment cargo was: Dar-es-salaam, Pemba, Mogadishu and Mauritius. Transshipment is offloading a container from one ship and loading it onto another to carry it to the final destination. The data shows that countries using the Port of Mombasa are net importers, with imports accounting for 73 per cent of all the volume. This trend indicates the increasing importance of the port of Mombasa in the region.

Table 2: Cargo throughput in metric tons

Source: KPA data July to September 2022

Type of Cargo	Quarter covering Jul-Sep	% Share of Total Throughput
	2022	2022
Dry Bulk	1,730,951	20.2%
Liquid Bulk	2,393,256	27.9%
Conventional	548,247	6.4%
Sub-Total (Non-Container)	4,672,454	54.5%
Containerized	3,263,276	38.1%
Transshipment	607,206	7.1%
Restows	27,829	0.3%
Total Throughput	8,570,765	100%
Total Imports	6,288,001	73.4%
Total Exports	1,647,729	19.2%

3.2 Volume per Country Destination through the Port of Mombasa

Cargo in transit is the movement of cargo 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.

Methodology applied in determining the transit volume is by summation of all 'cargo's weight in metric tonnes handled at the Port of Mombasa per Country of destination.

**Aerial view of Mombasa Port**

Table 3 illustrates the share of throughput of the port of Mombasa based on the destination market for the quarter covering July to September. The transit countries include all the six Member States of the NC, Tanzania, Somali and Ethiopia. The 2022 quarter recorded total transit throughput of 2,492,378 tonnes which translates to volume change of 12 per cent when compared to same quarter of 2021. Growth in volumes was witnessed by all Member states, which signifies the expansion of trade in all transit countries. For example, Rwanda's volumes almost trippled when compared to 2021 partly attributed to the reopening of Gatuna border between Rwanda and Uganda. In addition, the positive outlook of the transit traffic was also contributed by entry of DRC to the EAC bloc and connectivity of SGR and MGR at the Naivasha ICD allowing railage of goods to malaba border. Nevertheless, Uganda remains the top destination accounting for over 70 per cent of all transit traffic through the Port of Mombasa, which could be attributed to the economies of distance.

Table 3: Transit Volume through the port of Mombasa in tonnes (July - Sept 2021 and 2022)

Source: KPA data July to September 2021 and 2022

	Transit Traffic for the quarter covering July to September		Volume Change over the two years (Quarter)	Growth in Percentage (%)	Share of total traffic throughput in Percentage	
	2021	2022			2021	2022
Uganda	1,670,055	1,752,578	82,523	5%	75%	70%
Burundi	329	4,253	3,924		0%	0%
Rwanda	48,639	127,944	79,305	163%	2%	5%
South Sudan	263,167	307,207	44,040	17%	12%	12%
DRC	184,869	236,260	51,391	28%	8%	9%
Others	57,687	64,135	6,448	11%	3%	3%
SUBTOTAL: Imports	1,990,805	2,228,220	237,415	12%	89%	89%
SUBTOTAL: Exports	233,940	264,158	30,218	13%	11%	11%
GRAND TOTAL	2,224,745	2,492,378	267,633	12%	100%	100%

3.3. Container traffic (TEUS) through Mombasa port

Containerization of cargo enhances standardization for efficient shipping and handling of cargo. Containerized shipment: ensures cargo safety; reduces transit time; and minimizes financial expenses during loading, discharging and trans-shipment. Data on Containerized cargo is usually provided in Twenty-Foot Equivalent (TEUS).

From July to September 2022, the port of Mombasa registered cumulative container traffic of 361,324 TEUs, as presented in table 4 below. Of this, 63 per cent accounted for full containers, while 37 per cent comprised empty containers. Imports accounted for 43 per cent, of which 97 per cent were full containers. Conversely, out of the 156,944 TEUs exported, 69 per cent were empty Containers. This shows that most of the trade along the export route is still low. Transshipment containerized cargo accounted for 13.4 per cent of total container TEUs, signifying the demand for the port of Mombasa in the region.

Table 4: Container Traffic from January to September 2018/17 in TEUs

Source: KPA data July to September 2022

Container (TEUs)		July	August	September	Total
IMPORTS	Full	52,600	52,872	44,489	149,961
	Empty	2,373	1,424	823	4,620
	Total	54,973	54,296	45,312	154,581
EXPORTS	Full	18,946	14,794	14,533	48,273
	Empty	37,556	34,869	36,246	108,671
	Total	56,502	49,663	50,779	156,944
TRANSHIPMENT	Full	11,256	8,899	8,596	28,751
	Empty	8,879	5,886	4,897	19,662
	Total	20,135	14,785	13,493	48,413
RESTOWS	Full	558	304	436	1,298
	Empty	18	24	46	88
	Total	576	328	482	1,386
TOTAL	Full	83,360	76,869	68,054	228,283
	Empty	48,826	42,203	42,012	133,041
GRAND TOTAL		132,186	119,072	110,066	361,324

4. Maritime Indicators



Cargo ship waiting to berth at the port

Arrival at port and departure from the port are two extremely important aspects of a ship's voyage. Both these procedures are considered critical because of a number of complexities involved with them. The daily operations of the Mombasa seaport consist of planning safe ship schedules for ships traversing the port. The seaport contains two container terminals with several berths' segments. Discussions under this sub-section focus on the performance of 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 September 2022. Specific indicators analyzed include ship turnaround time and vessel waiting time before berth at the port of Mombasa. A comparison is made with the same quarter of previous years.

4.1. Ship turnaround time at the port of Mombasa

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

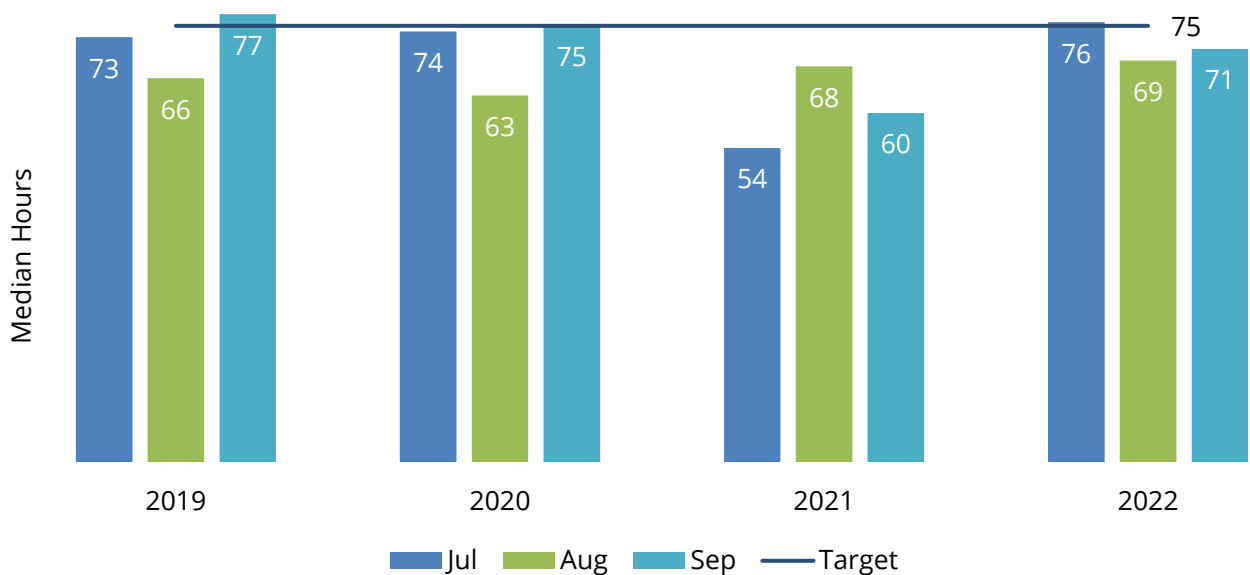
The ship turnaround time includes sum of waiting time, berthing time, service time and sailing delay. The Mombasa Port and Northern Corridor Community Charter aims to attain the target for vessel turnaround time of 75 hours by December 2022. Globally, the ultimate goal is to attain the 24 hours (1-day) ship turnaround global benchmark time.

The average 2022 quarter performance was recorded as 72 hours and was within the target of 75 hours, as presented in figure 1. However, compared to the previous year, the same quarter's performance in 2022 was worse by 11 hours, partly due to the spillover economic effects of the Russia-Ukraine war. This positive performance is attributed to berth planning and ship scheduling with channel restrictions, the dredging of the port channel with additional berths, and the construction of an offshore Single Buoy Mooring, among others.



Figure 1: Ship turnaround Time at the port of Mombasa in hours

Source: KPA data Jul-Sept various years



4.2. Vessel Waiting Time before berth (hours)

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

The set target for this indicator is 12 hours as per the Mombasa Port and Northern Corridor Community Charter. Long ship waiting times represent apparent inefficiencies in the transport systems. Figure 2 presents performance and comparison in vessel waiting time before berth for the quarter ending September in the four years from 2019 to 2022.

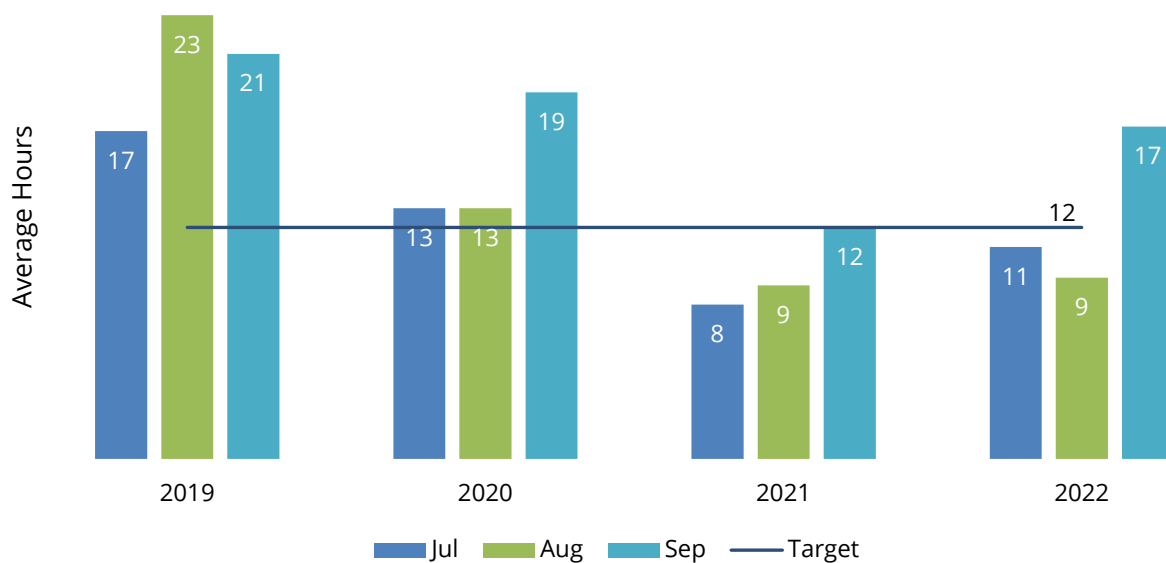
Average Ship waiting time was recorded as 13 hours in 2022, with a significant increase in the month of September 2022. Further analysis shows that the quarter of 2021 had a tremendous performance for this indicator, with an average of 10 hours in vessel waiting time, which had improved from 20 to 15 hours in 2019 and 2020, respectively. Various initiatives have been



implemented to improve this target, namely; the implementation of a fixed Berthing Window to allow shipping lines to plan their time, improved crane productivity and sufficient terminal capacity, the introduction of online exchange of documents by stakeholders as well as the acquisition of modern tugboats and pilot boats that have boosted berthing operations at the port.

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

Source: KPA data Jul-Sept various years





5. Port Indicators

Port of Mombasa container terminals

The Port of Mombasa has two container terminals 1 and 2. Terminal 1 has three berths (No. 16, No. 17, and No. 18), whereas, Terminal 2 has two berths (No. 20 and No. 2). Other facilities and equipment include; 2 bulk oil jetties, 2 bulk cement berths with 3 silos and 10 Conventional Cargo berth among others. This section focuses on performance at the port in terms of time and delays for the quarter covering July to September 2022. A comparative analysis with same quarter for previous years is also analyzed where applicable.

5.1. Containerized Import Cargo Dwell time at the port of Mombasa

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

The methodology applied for this indicator is based on the calendar month the cargo arrived, i.e., the date of entry inward is considered. The outlier cases of consignments held from clearance for more than 21 days due to non-compliance issues and court matters, among others, are excluded. Further, dwell time assessment is done separately for Green channel (Facilitated) and Red Channel (Non-facilitated) cargo. For this purpose, cargo not subjected to Customs examination is considered Green Channel cargo.

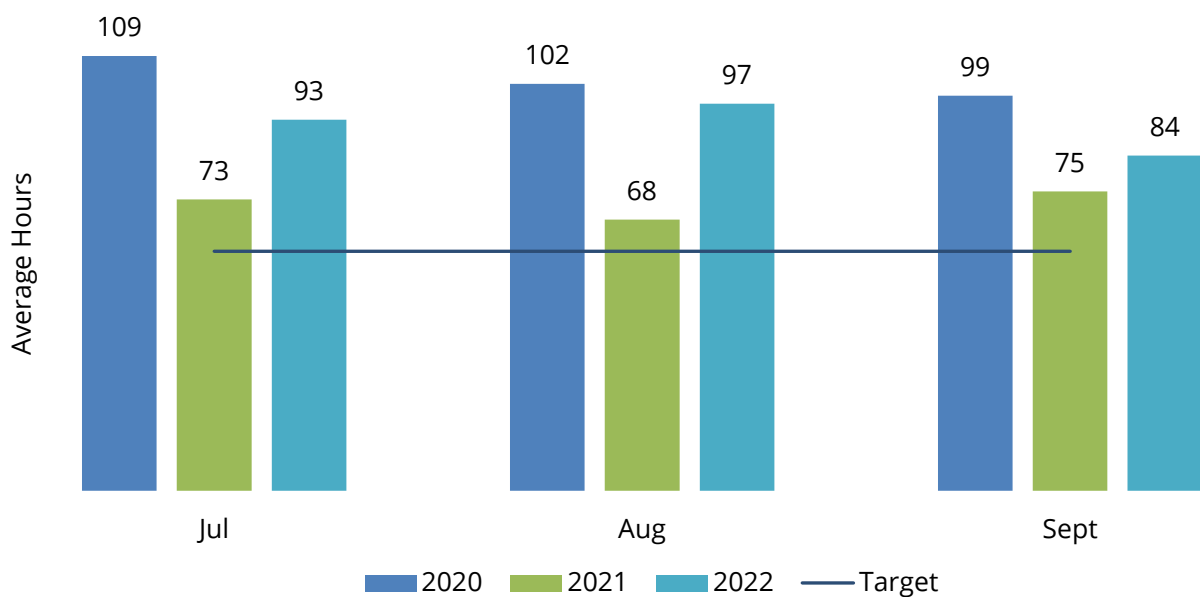
Improved cargo dwell time is important as it frees up container yard space in the port, reducing congestion at the port. It is clearly observed that the average containerized dwell time for the reporting quarter was 104 hours for 2020, 72 hours for 2021 and 91 hours for 2022. However, performance in 2022 saw a deterioration of this indicator by 27 per cent compared to the same quarter in 2021. This implies that containerized cargo dwell time has fluctuated over the years, as shown in figure 3.

Further, the set target for this indicator of 60 hours by December 2022 as per the Mombasa Port and Northern Corridor Community Charter is yet to be attained. There is also a need to develop a parking yard outside the port with a proper truck calling system to the port. Currently, most truck owners do not have parking yards prompting them to park alongside the roads, causing congestion or accessing the port to park and shop for cargo. There is a need to evaluate the processes in cargo clearance and identify and address sources of delays, including delay areas and parties responsible for each delay.



Figure 3: Average import containerized cargo dwell time

Source: KPA Jul - Sept various years



5.2. Integrated Customs Management System (iCMS)

In line with the World Trade Organization (WTO) requirement for simplifying and harmonizing international trade procedures, iCMS promises to simplify further and optimize Customs processes. The needed changes involved developing a new system incorporating all the subsystems built around the main clearance system and newly defined functionalities. In addition, KRA commits to automating the DPC process (Under iCMS) to be instant by accelerating

DPC processes towards eventual completion and strengthening ICT infrastructure to minimize KRA customs' systems downtime and disruption. Further, it is envisioned that clearance time for imports and exports will reduce by at least 60 per cent.

The Mombasa Port and Northern Corridor Community Charter established a baseline of 2.3 hours in December 2018 as freight forwarders pay the average time taken from the time duties to the time entry is passed or rejected by customs (under iCMS). Since the implementation of iCMS, performance on this target has significantly improved in real-time. Previously, the Customs system heavily relied on the stability of the Simba 2005/2014 system, which had multiplicity of subsystems and required multiple points of authentication for users, taking more time. Unlike Simba System, iCMS enables KRA to receive declarations of goods way before the ships dock at the port. This will essentially reduce the time taken to clear goods as they would have already been verified by the time they arrive.

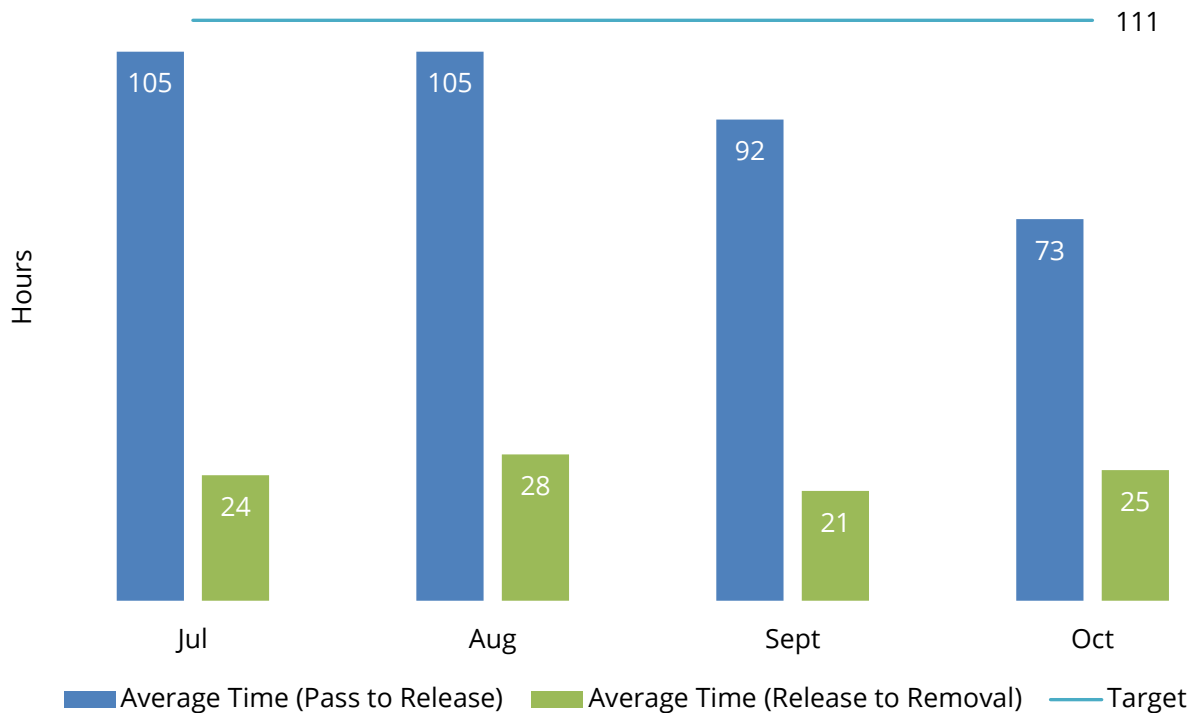
Performance Indicator	Unit of Measure	Baseline 2018	Status as at June 2022	Jul-2022	Aug-2022	Sep-2022	Oct-2022
Average time to submit manifests (under iCMS)	Minutes	60	Instant	Instant	Instant	Instant	Instant
Average time elapsed from the time duties are paid by freight forwarders until the entry is passed or rejected by customs (under iCMS)	Hours	2.3	Instant	Instant	Instant	Instant	Instant
Automation of DPC process (Under iCMS)	Instant	Instant	Instant	Instant	Instant	Instant	Instant

Source: KRA data (iCMS)

Similarly, average Pass- Release time is defined as the sum-total of time taken by other partner government agencies to clear one consignment. As presented in figure 4 below, performance for this indicator was achieved, which could be attributed to iCMS implementation.

Figure 4: KRA-iCMS customs time

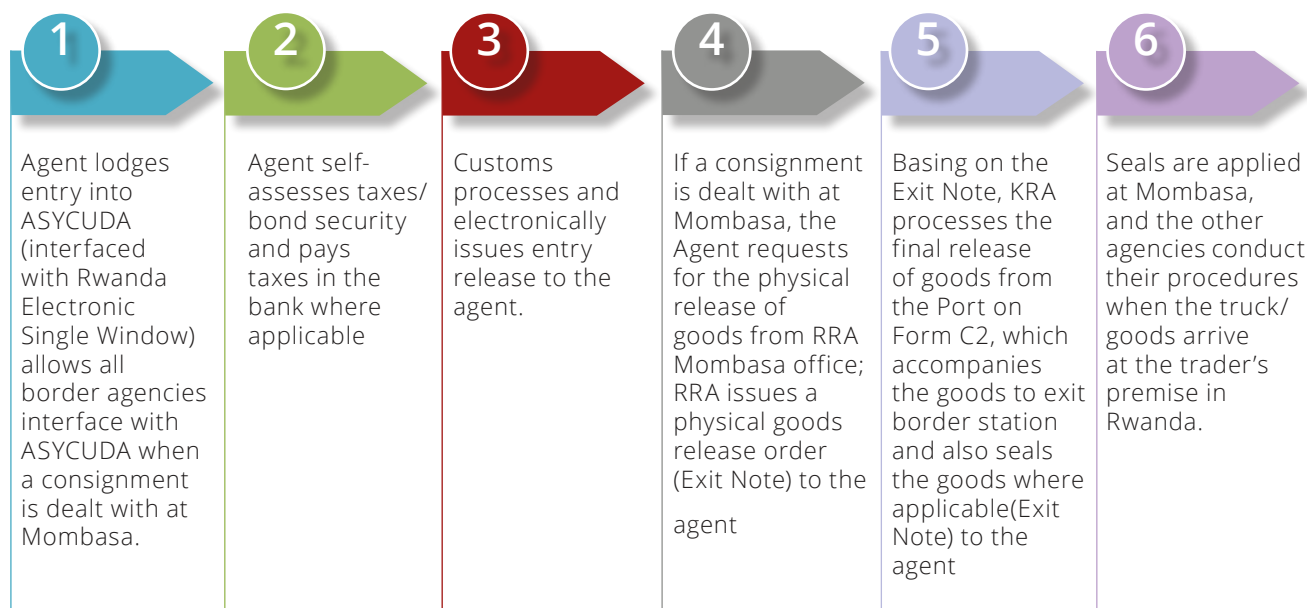
Source: KRA data (iCMS) 2022



5.3. Rwanda Revenue Authority (RRA) Customs Time and Delays

The Mombasa Port and Northern Corridor Community Charter commits the Rwanda Revenue Authority to facilitate the fast-processing release of transit cargo and reduce clearance times for transit cargo. The indicators analyzed in this report include; customs release time, delay processing time, and after-release time from the ASYCUDA system.

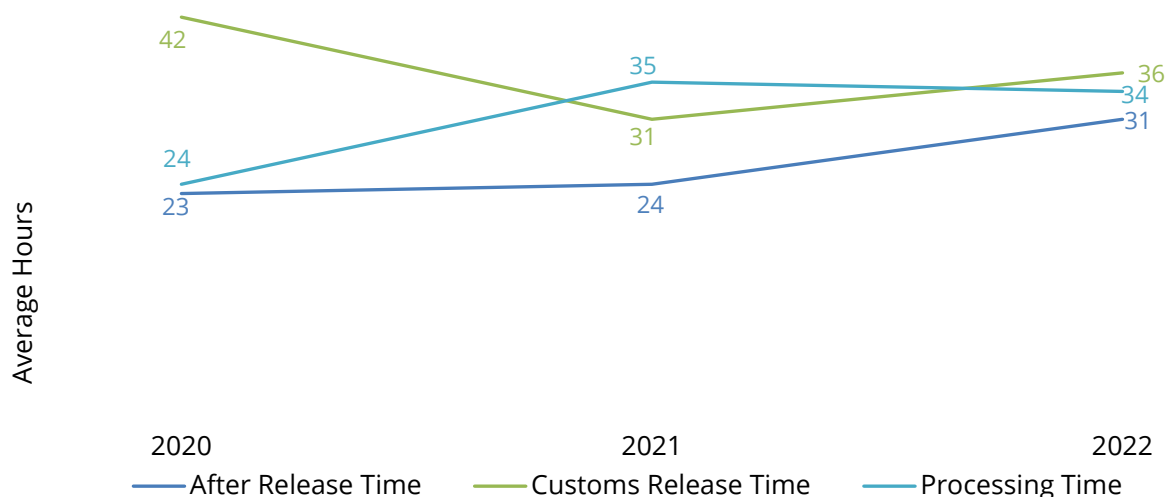
The process of clearance under SCT is as follows:



As presented in figure 5, the average time between passing/acceptance of customs entry registration and issuance of customs release order improved from an average of 42 hours in the 2020 quarter to 31 hours in 2021 but deteriorated to 36 hours in 2022 similar quarter. Similarly, 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 worsened from 23 hours to 31 hours in 2020 and 2022, respectively. There is need to review the activities from release-to-removal to apportion specific activities to specific actors to be able to clearly isolate the reasons for delays.

Figure 5: RRA SCT Release at the Port of Mombasa

Source: RRA SCT Asycuda Jul-Sept various years



6. Corridor Indicators



Trucks cross customs border

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

6.1. Transit Time in Kenya

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

This report's scope of the transit time is on road mode of transport. The Northern Corridor is served by a combination of surface transport modes; road, railway, oil pipeline and inland waterways. Accessing the port accounts for a considerable share of corridors costs.

The set target for transit time from Mombasa to Malaba is 40 hours, and Mombasa to Busia is 45 hours by December 2022, as stipulated in the Mombasa Port and Northern Corridor Community Charter. Both borders are the first exit points from Kenya to Uganda along the Northern Corridor. Traffic in these sections goes through five weighbridges (Mariakani, Athi River, Gilgil, Webuye and Busia). As presented in table 5 below, the average transit time on the Mombasa – Malaba and Mombasa – Busia route indicates that there still exist barriers to cargo movement along the corridor routes.

Table 5: Transit time from Mombasa to Malaba and Busia in hours

Source: KRA Jul-Sep 2022

	Mombasa to Busia	Mombasa to Malaba
July	75	84
August	96	90
September	74	87
Average 2022	82	87
Target	45	40

6.2. Origin (Mombasa) to Destination

Table 6 provides transit time from the port of Mombasa to Kampala/Uganda, Kigali/Rwanda, Elegu-Nimule border/South Sudan and Mpondwe for the quarters ending September in 2020, 2021 and 2022. Comparing performance with corresponding quarters of previous years of 2020 and 2021 shows a significant reduction in transit time across all the analyzed routes except Mombasa – Mpondwe route. Transit time varied on different routes depending on a number of factors, such as distance, the status of the road, and non-tariff barriers, among others. There has been immense investment along the Corridor to ensure reduction of transit time. The initiatives include improvement/expansion of road infrastructure, implementation of the SCT framework for clearance of goods, and one-stop border points, among others, clearly an indication of enhanced efficiency.

Table 6: Quarter Average transit time from Mombasa in Hours (Jul-Sept)

Source: RECTS data, Jul - Sep 2020/2021/2022

Routes	2020	2021	2022
Mombasa to Elegu/S. Sudan	161	102	111
Mombasa to Kampala/Uganda	164	111	117
Mombasa to Kigali/Rwanda	256	168	147
Mombasa to Mpondwe/DRC	232	132	182

6.3. Transit Time in Uganda

Transit time in Uganda tracks the time taken to move cargo between Kampala and various borders of the Northern Corridor Member States of Rwanda, South Sudan and DRC, as presented in table 7. All these borders are one-stop-border-post expected to reduce transit time for smooth cargo flow. From the analysis, the time taken varied depending on the distance. It can be noted that Kampala to Oraba was the fastest route and averaged 15 km

per hour compared to Kampala to Mpondwe route, which was the slowest, averaging 9 km per hour over the review period. This performance could be attributed to good road conditions by tarmacking Vurra- Arua- Koboko- Oraba road. However, the low performance was attributed to frequency of stoppages by drivers along the Corridor, such as Rest /Meals, border delays and stoppages due to personal reasons, among others.

Table 7: Transit time from Kampala to Various destinations in hours

	Distance	2021 Quarter Average	2022 Quarter Average
Kampala to Mpondwe	442	39	51
Kampala to Ntoroko	463	59	43
Kampala to Elegu	457	35	36
Kampala to Oraba	581	40	40
Kampala to Mirama Hills	368	68	

Source: URA RECTS July-September 2021 and 2022

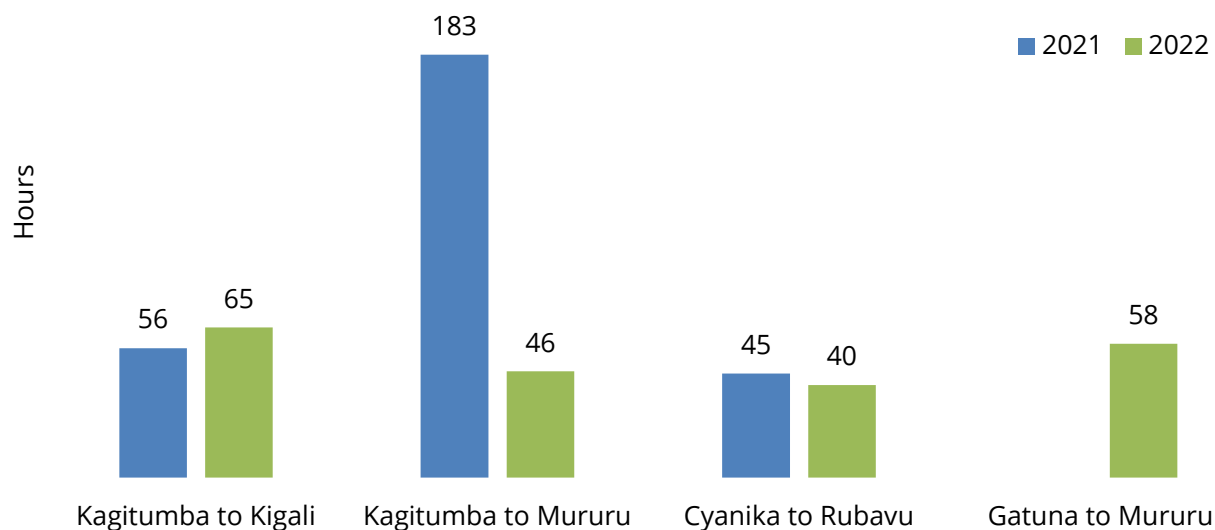
6.4. Transit time in Rwanda

Transit time in Rwanda is the time duration from the time a truck is allowed (electronically in Rwanda Revenue Authority's system) to commence the transit journey to the time the bond is cancelled on the exit border. Figure 6 below shows the transit times in Rwanda from Kagitumba, Cyanika and Gatuna borders for the quarter ending September 2022 using the Regional Electronic Cargo Tracking 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. Nevertheless, it can be seen that most of the routes analyzed witnessed improved transit time.



Figure 6: Average Transit time in Rwanda in hours Apr-Jun 2021

Source; RRA July to September 2021 and 2022



6.5. Weighbridge performance in terms of traffic

The indicator measures the average number of trucks weighed per day at the various weighbridges. Table 8 illustrates the average daily traffic at five weighbridges for both inbound and outbound trucks, namely Mariakani, Athi River, Gilgil, Webuye and Busia.

Comparing the quarter's performance with the previous year, average daily traffic at Mariakani weighbridge increased by 65 per cent in the 2021 quarter and by a mere one per cent in 2022. This traffic mainly originates from the port of Mombasa and comprises both local and transit cargo. During the review quarter, Athi- River weighbridge recorded the highest traffic, including traffic originating from the port of Mombasa and through Namanga Border Point. On the other hand, this traffic reduced by 50 per cent at Gilgil weighbridge, given that some of it were destined for Nairobi and its environs. Busia Weighbridges recorded low traffic, which majorly comprises transit cargo heading to Busia border point.



Truck weighbridge in Uganda

Table 8: Weighbridge traffic through Kenyan weighbridges

Source: KeNHA, various years

Mariakani			Athi River			Gilgil			Webuye			Busia		
2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022
3,827	4,901	5,633	9,531	7,831	8,421	7,307	4,403	6,741	1,881	3,093	4,478	702	729	1,030
3,083	5,587	4,987	8,041	8,031	8,532	7,403	4,173	5,310	1,643	3,102	4,932	654	691	978
2,921	5,707	5,793	7,039	7,964	8,202	6,992	3,994	4,967	1,503	2,802	5,043	594	812	904

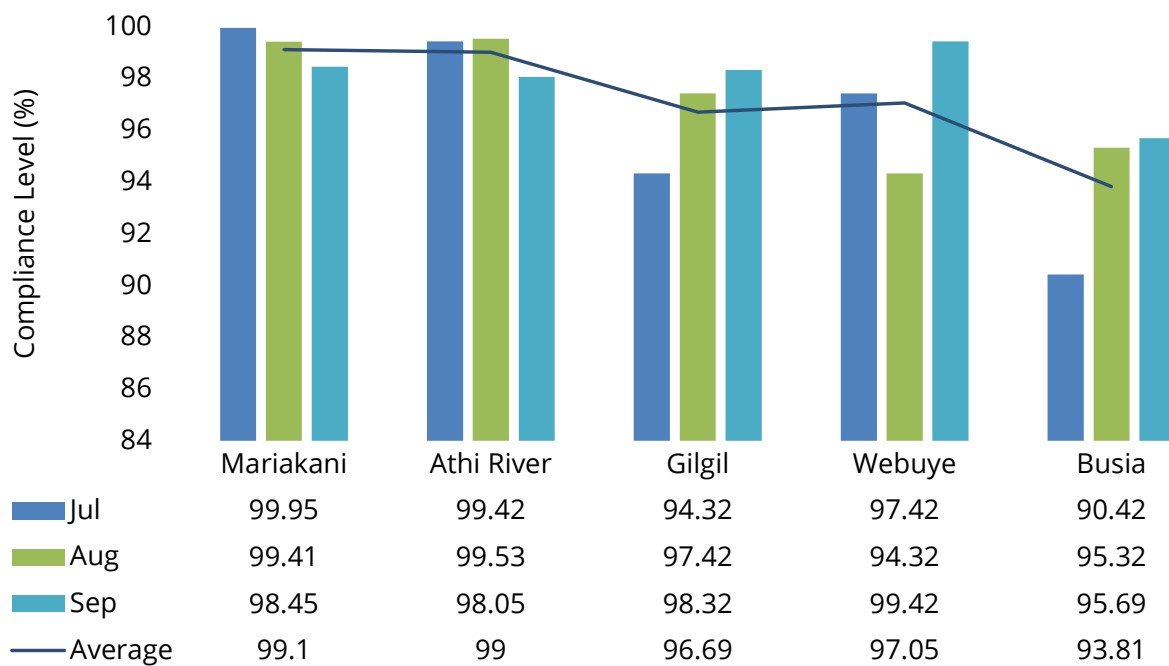
6.6. Weighbridge performance in terms of compliance

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.

Data for the quarter ending September 2022 shows that compliance was high at Mariakani, Athi River, Gilgil and Webuye Weighbridges, ranging from 97 per cent to 99 per cent. However, Compliance at the Busia Weighbridge was the lowest, as shown in figure 7. It is important to note that Busia Weighbridge does not use the HSWIM technology, reducing its efficacy. In addition, there is a possibility that the Busia weighbridge handles cargo that originates from the region but has not been weighed elsewhere.

Figure 7: Weight Compliance Level at weighbridges in Kenya

Source: KeNHA, 2022





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