

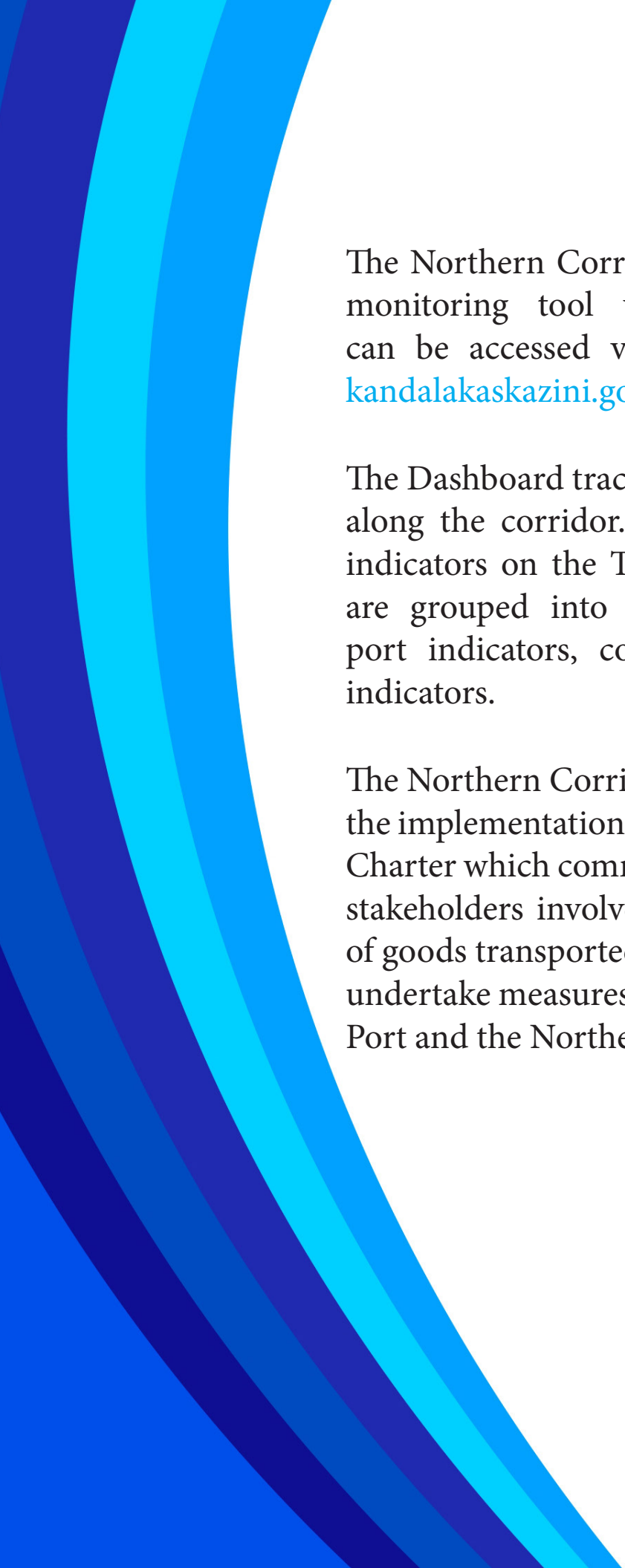


Northern Corridor  
Transit and Transport  
Coordination Authority

# Monthly Port Community Charter Report

December 2015

*Northern Corridor Performance Dashboard Outline*



The Northern Corridor Dashboard is a performance monitoring tool with an online platform that can be accessed via <http://top.ttcanc.org> or [www.kandalakaskazini.go.ke](http://www.kandalakaskazini.go.ke).

The Dashboard tracks ten key performance indicators along the corridor. These indicators are part of 31 indicators on the Transport Observatory Portal and are grouped into three categories which include; port indicators, corridor indicators and maritime indicators.

The Northern Corridor Dashboard is used to monitor the implementation of the Mombasa Port Community Charter which commits both public and private sector stakeholders involved in the handling and clearance of goods transported through the Port of Mombasa to undertake measures that will increase efficiency of the Port and the Northern Corridor.

# NORTHERN CORRIDOR PERFORMANCE INDICATORS

## NOVEMBER-DECEMBER 2015

The figures and warning colours show the status of Performance indicator compared to the Targets.

### Red Warning

**Stop!** Severe warning to the poor Performance.  
**Action:** Double efforts for a better Performance.

### Amber Warning

**Attention!**  
**Action:** Monitor and improve the Performance indicator towards the Target.

### Green Warning

**To the target or better than the target.**  
**Action:** Keep it up.



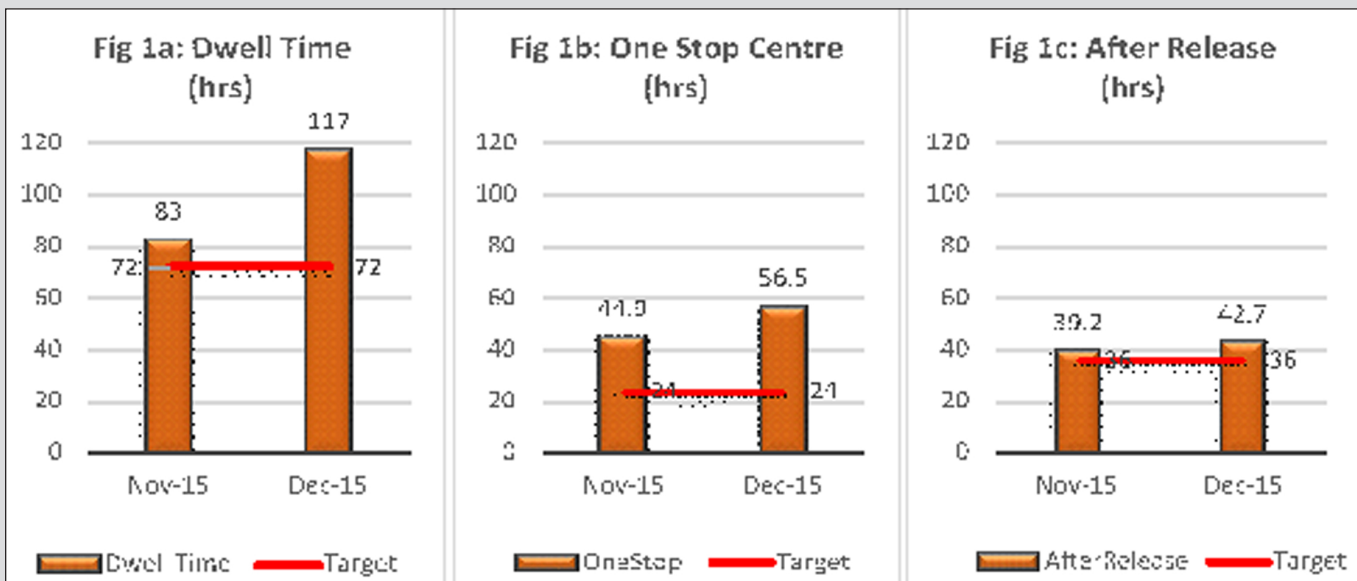
Performance indicator worsening compared to the Target



Performance indicator improving towards the Target

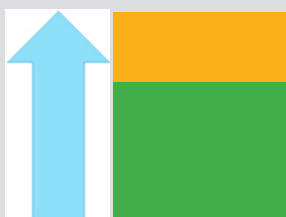
## A. PORT INDICATORS

Fig 1 below provides a summary of Port indicator results for the month of November and December 2015.



### 1. CARGO DWELL TIME AT THE PORT OF MOMBASA

Dwell time is measured by the time that elapse from the time cargo is offloaded at the Port to the time goods leave the port premises after all permits and clearances have been obtained.



From Fig 1a, the results show that Port Dwell Time has worsened off from 3.5 days (83 hrs) to 4.9 days (117 hrs) in the month of November to December 2015.

Target: 72 hours

KPA, in collaboration with other Stakeholders was to achieve a dwell time below 3 days (72 hours) within 120 days after signing the Port Community Charter. There is need to improve Port operations, speed-up clearance of cargo processes by all the Stakeholders involved to realize the expected results of 3 days.

Time taken to evacuate cargo from the Port (time after customs release) by transporters and traders should be minimized since it constitutes a larger portion of the Port Dwell Time.

### 2. ONE STOP CENTRE CLEARANCE TIME

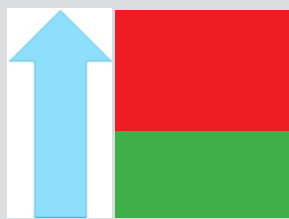


The indicator is measured by subtracting the time when an entry is passed from Release Time.

Time spend at One Stop Center showed a negative performance from 44.9 to 56.5 hours between November and December, 2015. In addition, the 24 hours target for this indicator has not been achieved.

The Port Charter required that the agencies involved in the clearance processes achieve a joint, effective and efficient physical verification of cargo within the first 3 months of signing the Port Community Charter to boost the clearance processes.

### 3. DELAY AFTER CUSTOMS RELEASE

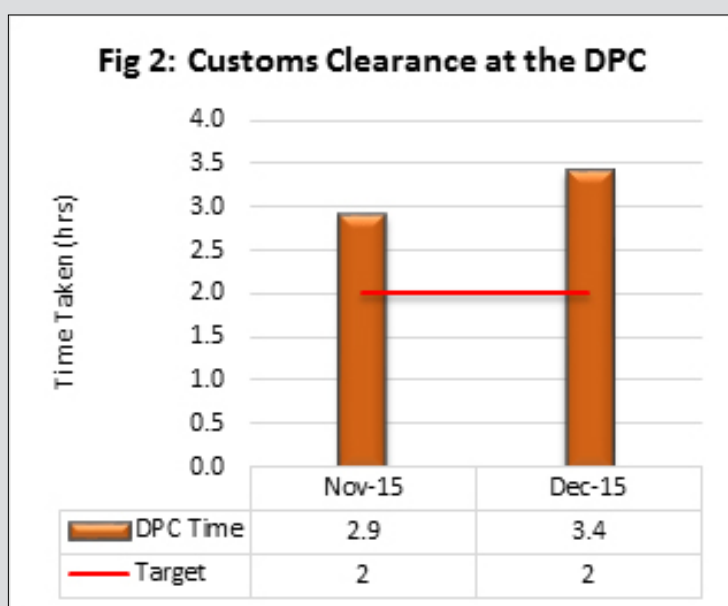


Refers to the period it takes to evacuate cargo from the port after it is officially released.

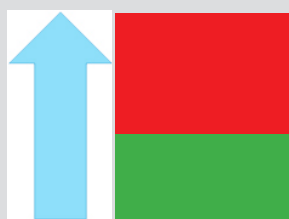
Time taken after Customs release also showed a negative performance from 39.2 hours to 42.7 hours from the month of November to December, 2015 as shown in fig 1c.

The rate of cargo pick up by transporters and traders is still slow and higher than the 36 hours target. It is important that the transport infrastructure needed in the evacuation of goods from the port is improved and the process streamlined.

### 4. TIME TAKEN AT THE DOCUMENT PROCESSING CENTRE (DPC)



This is the time it takes to have an entry lodged by a clearing agent passed by customs. The measure considers only Transit Cargo monitored on a weekly basis.



There was a negative performance on the Document Processing Centre time from 2 hours 54 minutes to 3 hours 24 mins between the month of November and December, 2015. This is far much higher than the target DPC time of 2 hours.

KRA committed to establish a system of pre-arrival clearance to clear 70% of the cargo within a span of 48 hours before docking of vessels. This was to be achieved within 3 months after the charter signing. It is important that priority should be given to the discussions and initiatives underway aimed at establishing a pre-clearance system.

## B. CORRIDOR INDICATORS

These are indicators that assess the performance along the corridor by measuring compliance level at weighbridges, volume of traffic and transit time from the port to the borders. Weighbridge data for these indicators are transmitted on a weekly and monthly basis by KenHA through the weighbridge administrators while transit time is obtained from the Kenya Revenue Authority data.

### 1. WEIGHBRIDGE TRAFFIC

This indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya.

For weighbridges that have both High Speed Weigh in Motion (HSWIM) and Static, it is given by the total number of vehicles weighed using HSWIM and are either flagged to proceed or diverted to the fixed static scale.

The figure 3 provides a summary of weighbridge traffic for November and December, 2015.

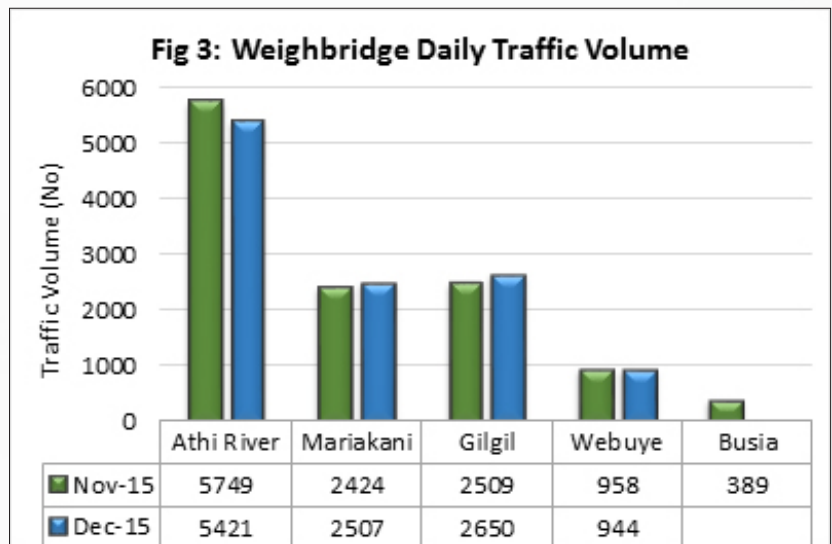
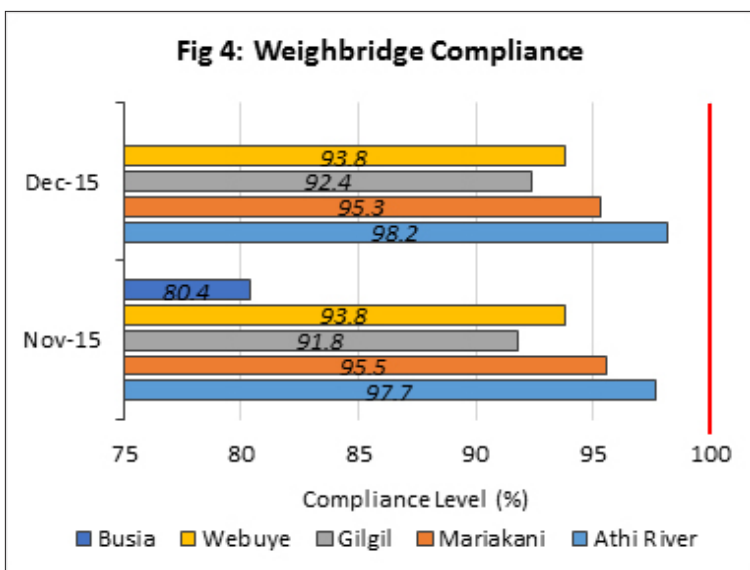


Fig 3 shows that Athi River registered the highest average number of traffic weighed followed by Gilgil and Mariakani respectively.

However, in overall the traffic volumes through the weighbridge fairly remained stable within the period. The high traffic weighed at Athi River might be due to cargo originating from Nairobi and its environs.

### 2. WEIGHT COMPLIANCE AT WEIGHBRIDGE



This measures the percentage of trucks that comply with the vehicle load control limits before and after re-distribution of the weights.

From fig4, only Athi River and Gilgil weighbridges showed improvement in compliance. Athi River Weighbridge compliance increased slightly from 97.7% to 98.2%, Gilgil improved from 91.8% to 92.4% while Webuye remained stable in compliance level.

However, trucks should achieve 100% compliance target with very few exceptional cases.

### 3. TRANSIT TIME IN KENYA

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

It includes delays after customs release before the cargo is evacuated from the port and other delays along the corridor and at the border where sometimes, manual entries are done and updated far much later when a truck has already crossed.

The table below provides summary of transit time in Kenya in November and December, 2015.

**Table 1: Transit Time in Kenya**

| Month    | Mombasa – Malaba (Hours) | Mombasa – Busia (Hours) |
|----------|--------------------------|-------------------------|
| Dec-2015 | 177                      | 224                     |
| Nov-2015 | 174                      | 189                     |
| Target   | 72                       | 72                      |



From Table 1 above, transit time from Mombasa to Malaba slightly showed a negative performance from 7.3 days to 7.4 days in December, 2015. Time taken to Busia also showed a negative performance from 7.9 days to 9.3 days. It is expected that the transit time might reduce upon completion of the construction of several sections of the road connecting Kisumu to Busia.

## C. MARITIME INDICATORS

The table below gives a summary of the container vessel movements (waiting time before berth and the average monthly turnaround time) at the Port of Mombasa.

Table 2: Maritime Indicators

| Month    | Waiting Before Berth (Hrs.) | Turnaround Time (Hrs.) |
|----------|-----------------------------|------------------------|
| Dec-2015 | 15.9                        | 83.9                   |
| Nov-2015 | 13.1                        | 76.0                   |

### 1. WAITING BEFORE BERTH

This is the average of the time difference from the entry in port and the berthing time. It is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.



Table 2 shows that the average time taken by containerized vessels from entry to berthing worsened off from 13.1hrs to 15.9hrs in December 2015. This was within the expected range given the target time of 24 hours.

### 2. SHIP TURNAROUND TIME

Time from ship entry in port and exit from the port area i.e. it is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off when departing the Port.



Ships turnaround time for containerized vessels worsened off from 3.2 days in November to 3.5 days in December 2015. This is still higher than the set target for ship turnaround time of 3 days (72 hours).

The resulting turnaround time might be due to issues related to congestion at the empty container depots that leads to container shut down, poor stowage and sequences, low cranes split and increase in vessels size vis a vis available facilities.