MOMBASA PORT COMMUNITY CHARTER

NORTHERN CORRIDOR TRANSPORT OBSERVATORY
RELIABLE PERFORMANCE DATA

Northern Corridor Transit and Transport Coordination Authority

Northern Corridor Performance Dashboard Outline

Monthly Port Community Charter Report

March 2016

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INTRODUCTION

The monitoring of the implementation of the Mombasa Port Community Charter[1] is done through the Northern Corridor Performance Dashboard which can be accessed via www.kandalakaskazi.or.ke or http:/top.ttcanc.org

The charter provides for 9 key indicators which are tracked by the dashboard. These indicators cover the period from the time the ship enters the Port area and leaves, to the time cargo exits the borders either at Malaba or Busia in Kenya.

The Mombasa Port Community Charter envisioned various targets to be achieved. Key among them which affect the nine indicators being monitored by the Dashboard are:

- ***Achieve a Dwell Time below 3 days (72 hours) within 120 days after signing the Port Community Charter;***
- ***Achieve 70% Cargo Throughput through the green channel;***
- ***An improvement of 900 moves per day in 90 days after the Charter was signed.***

1 **The Mombasa Port Community Charter was signed by 25 Public and Private Stakeholders on 30th June 2014 and binds them to measures geared towards improving the Port and the Corridor efficiency. It may be accessed via http://ttcanc.org/documents/Port_Comm_Charter_Final.pdf**

PERFORMANCE IN MARCH 2016

A. 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 1. Maritime Indicators

Month	Turnaround Time (Hrs.)	Waiting Before Berth (Hrs.)
Mar-2016	75.3	11.6
Feb-2016	75.0	10.8
Target	72.0	24.0

1. Ship Turnaround Time

Time from Ship entry in Port to exit from the Port area 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 performed dismally in March (75.3hrs) compared to February (75hrs) 2016. The set target for Ship Turnaround Time is 3 days (72 hours). Nevertheless, it is

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Ships Turnaround Time for containerized vessels performed dismally in March (75.3hrs) compared to February (75hrs) 2016.

Target: 3 days

expected that the implementation of the fixed berthing window will lead to better performance. This is because an improvement in Ship Turnaround Time implies improvement in Port operations among them improvement in Crane productivity.

The commitment in the Charter was to foresee an improvement of 900 moves per day in 90 days after the Charter was signed.

2. Waiting before Berth

Table 1 above *(Maritime indicators)* shows that the average time taken by containerized vessels from entry to berthing significantly dropped in performance from 10.8hrs in February to 11.6hrs in March 2016.

This time is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.

This time which is a subset of the Ship Turnaround Time was within the expected range given the target waiting time of 24 hours.

Average Time taken by containerized vessels from entry to berthing significantly dropped in performance from 10.8hrs in February to 11.6hrs in March 2016.

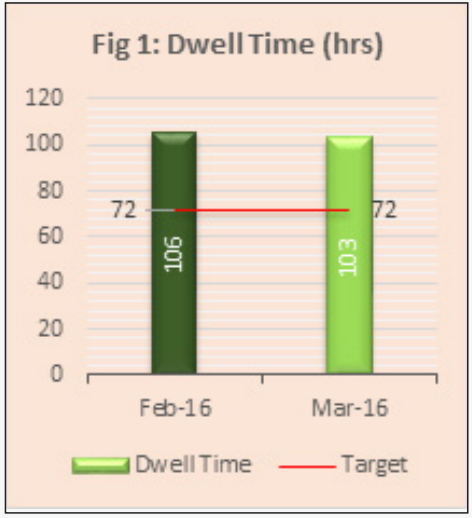
Target: 24 hours

B. PORT INDICATORS

Figure 1 below provides a summary of Port indicator results for the month of February and March 2016.

1. Cargo Dwell Time at the Port of Mombasa

From Figure 1, the results show that the time Cargo is offloaded at the Port to the time goods leave the Port after all clearances have been obtained, has slightly improved from 106 hours to 103 hours in the month of February to March 2016 respectively.



This signify the need to improve Port operations, speed-up clearance of Cargo processes by all the Stakeholders involved to realize the expected results of 3 days. Delays in transferring the containers to CFSs and poor state of road also affects the Cargo evacuation and Dwell Time.

Cargo Dwell Time has slightly improved from 106 hours to 103 hours in the month of February to March 2016 respectively.

Target: 72 hours

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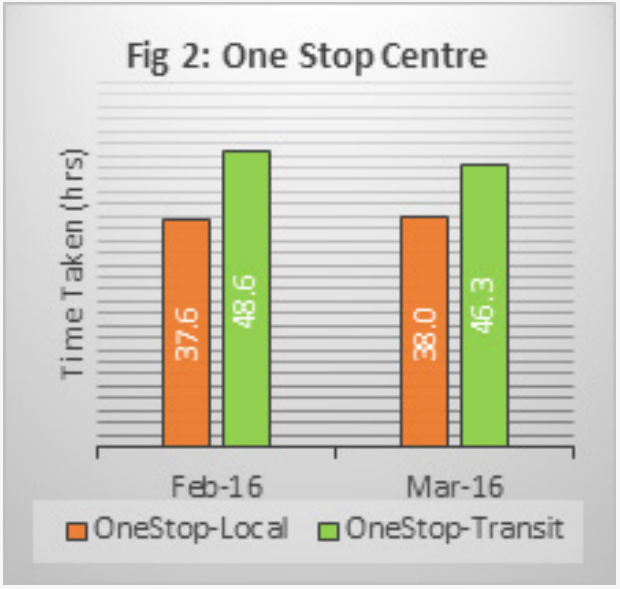
2. One Stop Centre Clearance Time

Time spend at One Stop Center for local cargo showed a negative performance form 37.6hrs in February to 38hrs in March 2016.



However, the time taken by transit cargo slightly improved from 48.6hrs to 46.3hrs which is slightly higher than the time taken by Local Cargo.

The expected time at One Stop center is 24hrs. The indicator is measured by subtracting the time when an entry is passed from Release Time.

Nevertheless, all the agencies involved in the clearance processes have to streamline the joint, effective and efficient physical verification of cargo as provided by the charter to boost the clearance processes.

One Stop Centre Clearance Time for Transit Cargo slightly improved from 48.6hrs to 46.3hrs.

Time spend at One Stop Center for Local Cargo showed a negative performance form 37.6hrs in February to 38hrs in March 2016.

Target: 24 hours

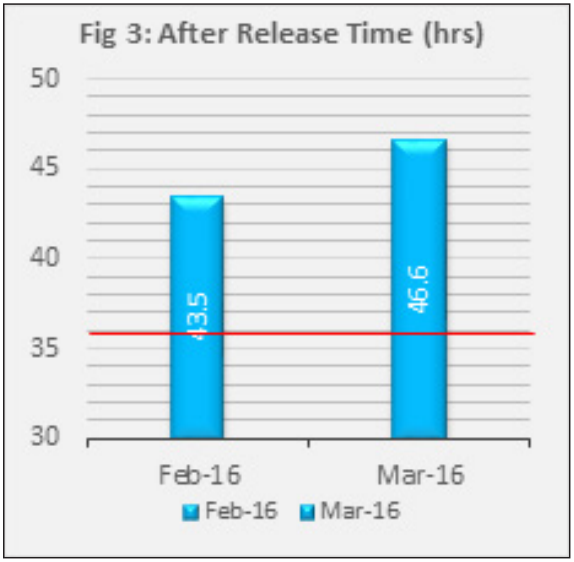
3. Delay after Customs Release

The time taken to evacuate the local cargo from the port after it is officially released dropped in performance from 43.5 hours to 46.6 hours from the month of February to March 2016 as shown in figure 3.

Time taken to evacuate the Local Cargo from the Port after it is officially released dropped in performance from 43.5 hours to 46.6 hours from the month of February to March 2016.

Target: 24 hours

The rate of local 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.

This time should be minimized since it constitutes a larger portion of the port dwell time.

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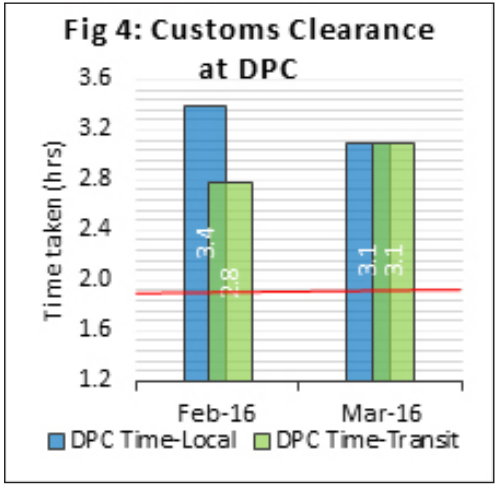
4. Time Taken at the Document Processing Centre (DPC)

Document Processing Centre time for local cargo showed a positive performance from 3hrs 24mins to 3hrs 6mins from February to March 2016 respectively.

On the contrary, transit cargo DPC time showed a negative performance from 2hrs 18mins to 3hrs 6mins.



However, in general, the performance is still above the target DPC time of 2hrs.

- **DPC Time for local cargo showed a positive performance from 3hrs 24mins to 3hrs 6mins from February to March 2016 respectively.**
- **DPC time for Transit Cargo showed a negative performance from 2hrs 18mins to 3hrs 6mins.**

Target: 2 hours

Above all, establishing the system of pre-arrival clearance to clear 70% of the cargo within a span of 48 hours before docking of vessels as given in the charter should be prioritized to achieve the target.

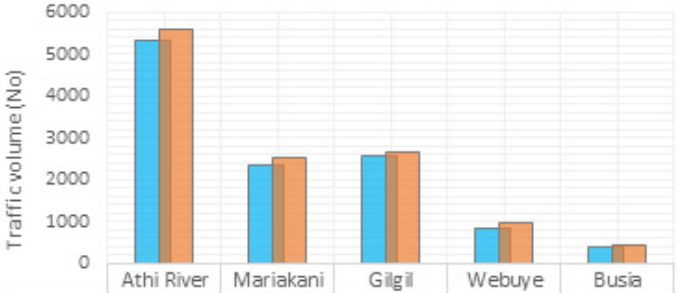
C. CORRIDOR INDICATORS

These are indicators that assess the performance along the corridor by measuring compliance level at weigh-bridges, volume of traffic and transit time from the Port to the borders.

1. Weighbridge Traffic

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

Fig 5: Weighbridge Daily Traffic Volume



	Athi River	Mariakani	Gilgil	Webuye	Busia
Feb-16	5325	2354	2555	853	399
Mar-16	5583	2507	2655	965	432

Figure 5 shows that Athi-River registered the highest average number of traffic weighed followed by Gilgil and Mariakani respectively.

However, in overall, the traffic volumes increased across the respective Weighbridges.

Particularly, there is high traffic weighed at Athi-River due to cargo originating from Mombasa, Nairobi and its environs as well as Cargo originating from Tanzania through Namanga.

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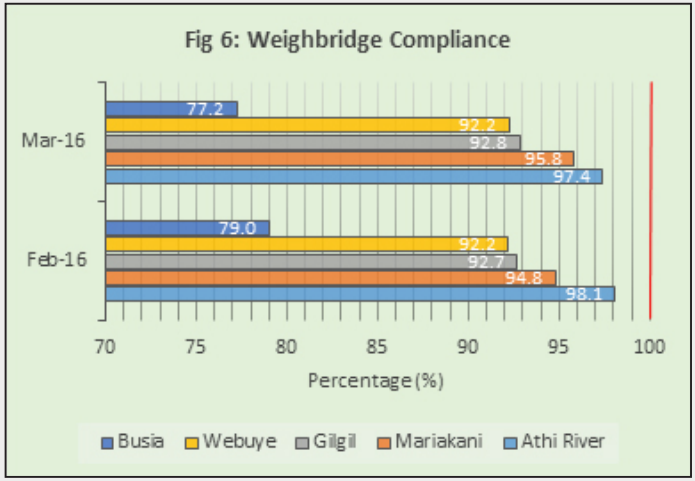
2. Weight Compliance at weighbridge

Figure 6 indicates that only Mariakani and Gilgil weighbridges improved in their performance in terms of compliance level in March compared to February 2016.

In general, this implies that percentage of trucks that comply with the vehicle load control limits before and after re-distribution of the weights have generally significantly decreased.



- **Only Mariakani and Gilgil weighbridges improved in their performance in terms of compliance level in March compared to February 2016.**

Athi-River Weighbridge recorded the highest compliance level (98.1%)

Compliance Target: 100%

Despite registering the highest volume of traffic, Athi-River Weighbridge recorded the highest compliance level.

The target is to see all trucks comply with vehicle load limits to protect the road infrastructure.

3. Transit Time in Kenya

Using data from the KRA, the Transit Time can be estimated 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/Kenya.

This time however includes delays after customs release before the cargo is evacuated from the port and delays 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 February and March 2016.

Table 2: Transit Time in Kenya

Month	Mombasa–Malaba/Kenya (Hours)	Mombasa–Busia/Kenya (Hours)
Mar-2016	175	254
Feb-2016	218	208
Target	72	72

From Table 1 above, Transit Time from Mombasa to Malaba and Busia have significantly improved from 9.1 days to 7.3 days while time taken to Busia have showed a negative performance from 8.7 days to 10.6 days from February to March 2016 respectively. Truckers are however required to transit the respective borders within a span of 3 days (72hrs)

Despite improvement in the road network, the Mombasa -Malaba route has seen an increase in transit trucks and passenger vehicles which has led to congestion and longer travel time.

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D. CONTAINERS UPTAKE AT THE CONTAINER FREIGHT STATIONS (CFS)

CFSs are an extension of the Port and are privately managed. The clearance of goods from these stations has helped to decongest the Port. Cargos to the CFSs are either client nominated or KPA nominated. All the Local Cargo and some Transit Cargo are cleared from the CFSs.

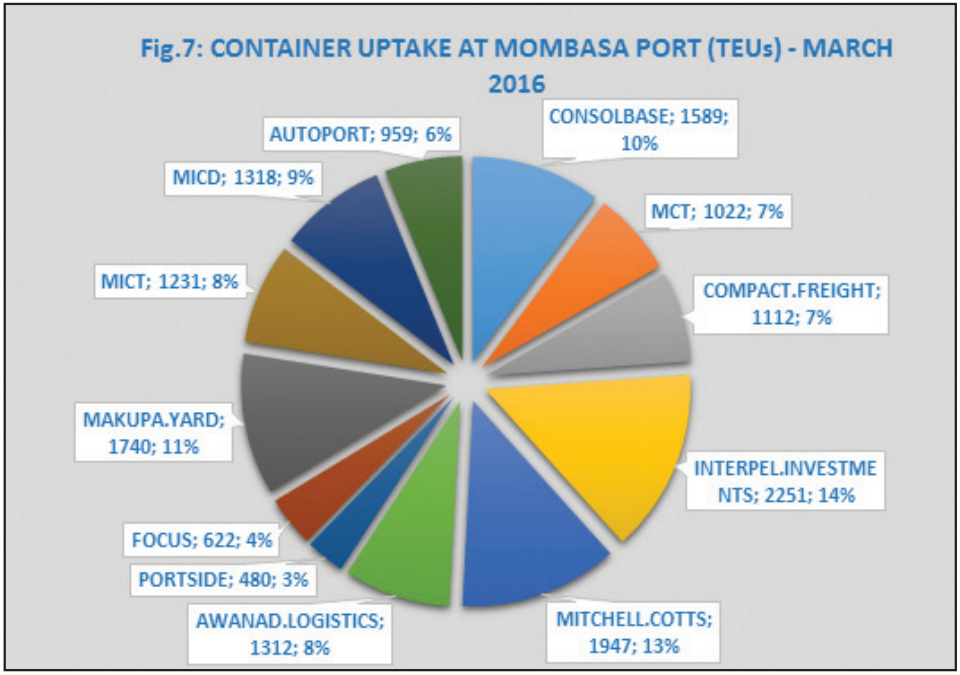

Figure 7 provides a summary of container uptake proportions in the month of March 2016 by different CFSs at the Port of Mombasa. The CFSs comprise Consolbase, Mombasa Container Terminal (MCT), Compact, Interpel, Mitchell Cotts, Awanad Logistics, Portside Freight, Focus, Makupa Yard, Mombasa Inland Container Depot (MICD) Multiple and Auto Port.

During the month of March, 68% of the cargo uptake by CFSs was nominated by the clients while 32% was Port nominated.

Table 3: Monthly Container Deliveries and Nomination at the Port of Mombasa

Container Nomination	Container Nomination Number	% Nomination
Port Nominated	8174	31.45 %
Client Nominated	17815	68.55 %

The summary presented above reflects only 12 out of 24 CFSs registered under the CFSAs and KPA policies. The data is transmitted by KPA to various stakeholders, and only accounts for approximately 20% of the total cargo handled by the CFSs. The remaining 80% are not submitted to the KPA system as they are private and individual businesses

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