Northen Corridor Quarterly Performance Dashboard

January-March 2019

MOMBASA PORT COMMUNITY CHARTER

NORTHERN CORRIDOR TRANSPORT OBSERVATORY
RELIABLE PERFORMANCE DATA

Northern Corridor Transit and Transport Co-ordination Authority

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A. SPECIAL FEATURE ON GREEN FREIGHT PROGRAM FOR THE NORTHERN CORRIDOR

Green freight refers to technological interventions and practices that improve the efficiency and reduce the environmental and energy footprint of freight distribution chain. The need for environment sensitive transport logistics chain is in tandem with global initiatives that support the growth of the green economy and sustainable development. The Global Climate Agreement signed in Paris in 2015 and the Sustainable Development goals (SDG) provide global commitments to reduce carbon emissions and enhancing energy use efficiency. The freight industry is heavily reliant on fossil fuels as the main source of energy for air, sea, rail and road transport and therefore presents the real need for deliberate strategies to draw the optimal line between profitable freight business and desired environmental and health goals.

Cognisant of the foregoing, the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) in partnership with stakeholders, developed a five year (2017-2021) Green Freight Transport Programme to support initiatives intended to enhancing fuel efficiency and reducing carbon emissions in the Northern Corridor Member States.

The Northern Corridor Green Freight Transport Programme is aimed at improving the fuel efficiency of road transportation; reducing Particulate matter (PM), black carbon, Oxides of nitrogen (NOx) and CO2 emissions that contribute to climate change. The program also aims at reducing road accidents and advocate for modal shift along the Northern Corridor.

Through the Northern Corridor Emission Model, the NCTTCA has established that baseline emissions (g/ton-km) for CO, VOC, NOX, PM, black carbon and CO2 along the northern corridor are set at 0.190; 0.091; 0.628; 0.038; 0.022 and 75 respectively. Using various approaches specified in Green Freight Transport Programmes, the NCTTCA has the objective to cut emissions of Particulate Matter (PM), black carbon emissions and Oxides of nitrogen (NOx) grams per ton-km of CO2 emission intensity grams per ton-km of between 5% to 10%.

The following short-term targets were set for the period 2016 baseline to 2021:

(i) Improved fuel economy litres per ton-for trucks by at least 5% by 2021.

(ii) Reduction in Particulate Matter (PM), black carbon emissions and Oxides of Nitrogen (NOx) grams per ton-km by at least 10% by 2021.

(iii) Reduction of CO2 emission intensity grams per ton-km by 10% by 2021.

(iv) Reduction of road accidents by 10% per million truck-kilometre.

Table 1: Baseline emission-Base year 2015

Emissions	Key	Base line Value (g/ton-km)
NOx	Nitrogen Oxide	0.628
CO	Carbon monoxide	0.19
VOC	Volatile organic compounds	0.091
PM	Particulate Matter (PM)	0.038
BC	Black carbon	0.022
CO2	Carbon Dioxide	75

Source: NCTTCA Green Freight Transport Programme, 2016

1. TRACKING PROGRESS IN IMPLEMENTATION OF THE GREEN FREIGHT TRANSPORT PROGRAMME ACTION PLAN

Overloading of vehicles is one of the major causes of premature failure of road infrastructure leading to high maintenance and transport costs. As a result, this has a compromise on efficiency of road transport and road safety and the environment. Overloading also reduces the lifespan of the truck, increases fuel consumption, and raises environmental concerns.

1.1 Self-Regulatory Charter on Vehicle Load Control

As a response to the problem of overloading along the corridor, the stakeholders embraced self-regulation to curb overloading of truck through the ratification of the Self-Regulatory Charter on Vehicle Load Control in 2014. The Charter provides both collective and individual commitments towards compliance with vehicle load regulations.

The Charter also includes a monitoring and evaluation framework stating baseline and targets for both individual and collective commitments. Some of the commitments agreed upon and respective achievements are shown below in table 2. It is encouraging that there has been progress in putting in place the necessary infrastructure supporting the compliance to both gross mass and axle load limits.

In addition, the enactment of the EAC Vehicle load Control Act 2013[1], was a milestone achievement that harmonizes regulation on axle load limits which favors cross border cargo haulage of good originating from the port of Mombasa. Prior to adoption of the self-regulatory Charter, Vehicle overloading on the Northern Corridor was prevalent with compliance levels to axle load limits at Mariakani weighbridge, which is the first high speed weigh in motion and multi deck scale point of weighing upon entry into the corridor from Mombasa was below 75% in 2014. This has improved significantly with data for December 2018 showing compliance of 98.8%.

1 http://www.eala.org/documents/view/the-eac-vehicle-load-control-act2013

Table 2: Progress in implementation of Self-Regulatory Charter on Vehicle Load Control

CHARTER COMMITMENT	ACHIEVEMENT	OUTCOMES
1. Install High Speed Weigh in Motion (HSWIM) systems in all the weighbridges on the Kenyan portion of the East Africa Northern Corridor by 31st December 2014;	High Speed Weigh in Motion (HSWIM) systems installed in all bridges on the Kenya except Busia. Work on Busia HSWIM is ongoing.	Increased compliance
		Reduced diversion time at weighbridges
2. Fully automate weighing systems in all weighbridges to ensure faster weighing.	All Weigh bridges fully automated	Increased compliance
		Reduced diversion time at weighbridges

3. Ensure compliance to axle load regulations.	Compliance rose to averages of above 90% on all the weighbridges except Busia.	Improved road conditions
4. To promote and commit to the Kenya Traffic Act and the EAC Vehicle Load Control Bill.	The EAC member states have Operationalized various provisions of the EAC vehicle load control Act.	Harmonized axle load regulations in member countries.
5. Undertake compliance advocacy among stakeholders.	Over 90% compliance at weighbridges in Kenya	Increased awareness and Compliance

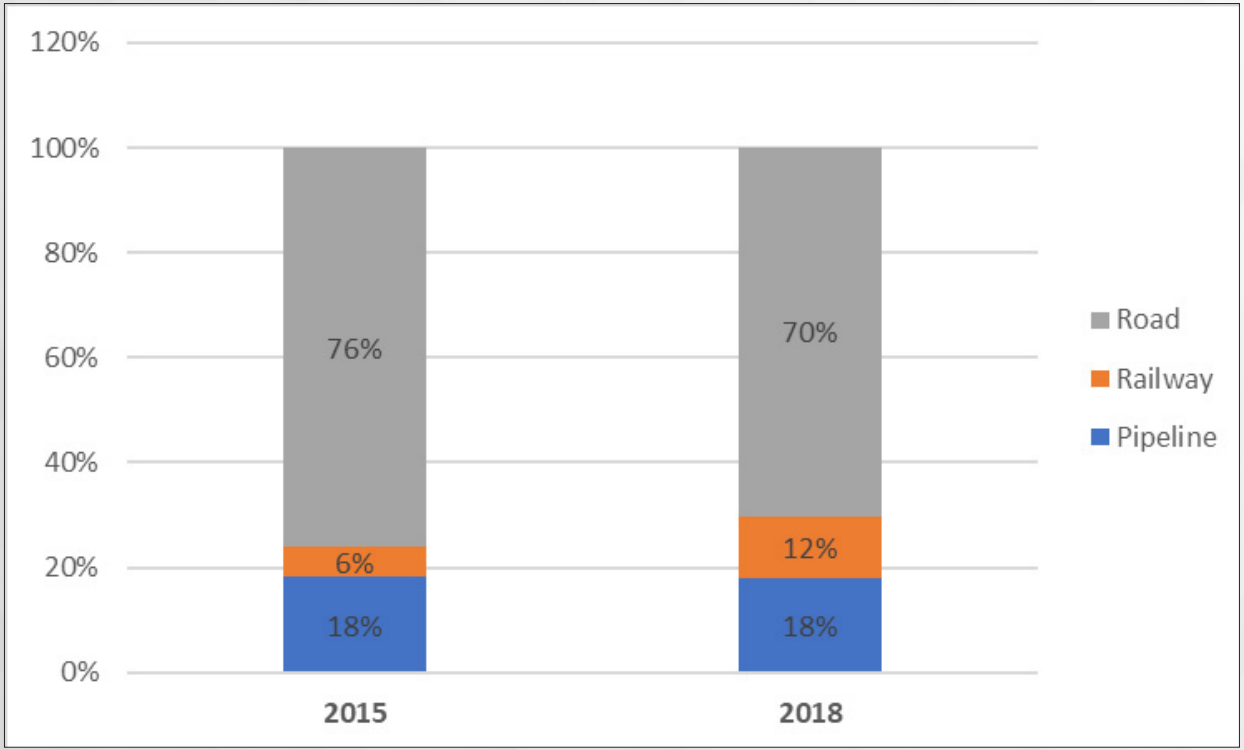
1.2 Improvement of Infrastructure to support intermodal connectivity

One of the critical aspects of infrastructure development to support green freight transport is to support intermodal connectivity for modal shift to railway and pipeline to reduce fleet emissions and improve road safety. Majority of freight on the Northern corridor is by road. Both the Mombasa Port Charter and the Green Freight Strategy envisaged shifting of larger share of cargo offtake to rail and pipe line for liquid cargo.

The construction and subsequent use of the Standard Gauge Railway has played a big role in shifting cargo offtake from road transport. This will go a long way in reduce the carbon footprint associated with emissions from heavy duty trucks.

The share of cargo offtake by railway has increased tremendously from 6% in 2015 to 12% in 2018. Noting that the number of trucks and distance covered are key parameters in the calculation of emissions, the growth in the use of rail is good news for the road towards green freight transport.

Figure 1: Percentage of Modal Share



Source: NCTTCA Transport Observatory analysis

In addition to the growth of cargo offtake by railway, the development of pipeline infrastructure to support the shifting of liquid freight from road to pipeline is a critical strategy towards green freight.

B. PERFORMANCE ANALYSIS

This report presents the performance status of the indicators that are used to track and monitor the implementation of the Mombasa Port Community Charter on quarterly basis. The charter set targets that have been implemented through various initiatives since it was launched in 2014. Some of the notable achievements include; reduction of transit time, modernization of the port, expansion of infrastructure, implementation of standard gauge rail and implementation of the Green Port Policy. The analysis in this report is based on detailed analysis of data for the quarter covering the period January to March 2019. The report also provides comparison of performance for the similar quarter with that of previous years to understand and track any improvements and challenges along the Corridor.

1. MARITIME INDICATORS

Maritime transportation plays a major role in the national, international trade and economic growth. This section looks at the ships turnaround time which includes the ships waiting time before berth and the ships working time i.e. the time it takes to load and/or unload cargo. It focuses on performance on 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 from January to March 2019. The indicators discussed here are; vessel productivity, ship turnaround time and waiting time before berth.

1.1 Vessel Productivity (Gross Moves per Hour)

One key measure for vessel productivity is Gross moves per hour which defines the total container movement (on loading, offloading and repositioning) divided by the number of hours for which the vessel is at berth. The number of ships deployed to and from each country's seaports, their combined container-carrying capacity, the number of companies that provide regular services, the number of services and the ship size, explains how well the seaport is interconnected to the global market.

Table 3 below describes vessel productivity at the port of Mombasa for the quarter ending March 2019. The average Gross Moves at the Port of Mombasa for container vessels handled decreased from 30.67 hours in January 2019 to 28.97 hours in February 2019. The number of ships recorded was 93 during the quarter and the monthly call remained steady at 47 ships in January and 46 ships in February 2019 delivering a total of 218,169 TEUs. Productivity in Gross Moves Per hour has improved two-fold compared to the port charter baseline of 16.7 Gross Moves per hour in 2013. The improved productivity has been occasioned to improved investment and utilization of ship yard equipment by the KPA. This includes increase in number of Ship to Gantry cranes, Rubber Tyred Gantry (RTG) cranes, Terminal Tractors among others.

Table 3: Vessel Productivity (January to February 2019)*

Month	No of ships	Total Moves	Gross Moves per hours	TEUs	Average TEUs Per ship
January	47	79,601	30.67	111,555	2,374
February	46	76,262	28.97	106,614	2,318
Total/Average	**93**	**155,863**	**29.82**	**218,169**	**2,346**

Source: KPA 2019

*Note: March data is missing

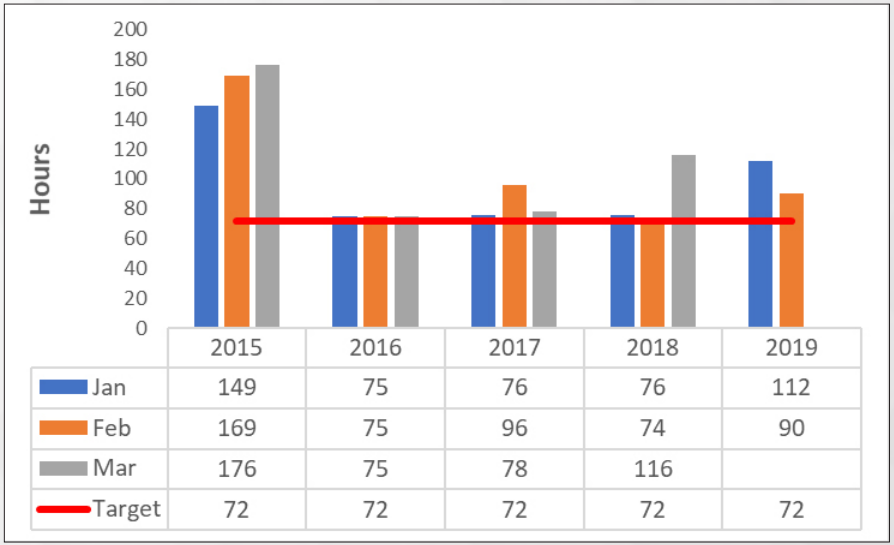
1.2 Ship turnaround time at the port of Mombasa

This indicator is measured from the time the ship arrives at the Port area (Fairway Buoy) to the time it leaves the port area.

Ship turnaround time is critical in achieving port efficiency. The average turnaround time illustrates the capability of the port to efficiently handle cargo flows at the terminals and beyond. This time accounts for the sum of waiting time, berthing time, service time and sailing delay. Ideally, ship turnaround should be only marginally longer than ship' s time at berth and thus waiting time should be as near to zero as possible. Figure 2 shows the average ship turnaround time

reduced marginally from 112 hours in January to 90 hours in February 2019. Although, this performance is an increase when compared to previous years of 2016, 2017 and 2018 similar quarter. The average performance is still far from the target ship turnaround time of 72 hours. This suggests that more efforts are required to bolster the performance for this indicator. The goal is to attain the 24 hours (1 day) ship turnaround global benchmark time.

Figure 2: Ship Turnaround Time (Hrs)*



	2015	2016	2017	2018	2019
Jan	149	75	76	76	112
Feb	169	75	96	74	90
Mar	176	75	78	116	
Target	72	72	72	72	72

Source: KPA, Jan-March 2015/2016/2017/2018/2019

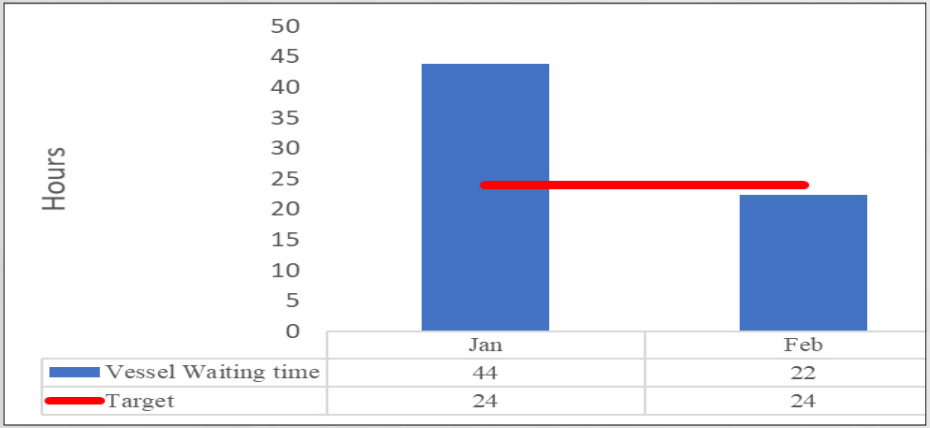
*Note: March data is missing

1.3 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 Vessel Waiting Time indicator is 24 hours. Analysis shows tremendous performance exceeding the set target of 24 hours for the quarter under review in 2019 as shown in figure 3. Vessel waiting time before berth decreased by half from 44 hours in January to a low of 22 hours in February 2019 suggesting enhanced efficiency. Various initiatives that have been implemented to improve this target include; implementation of fixed Berthing Window to allow shipping lines plan their time, improved crane productivity and enough terminal capacity. The report recommends initiatives to reduce the waiting time further in comparison with best practices.

Figure 3: Average Vessel Waiting Time before Berth at the port of Mombasa (Jan-Feb 2019) *



Source: KPA, Jan-Feb 2019

*Note: March data is missing

2. PORT INDICATORS

Port efficiency is important for achieving reduction of trade costs and for competitive trade. The port of Mombasa has different facilities and equipment that are used in the handling and evacuation of the cargo. It is equipped with two container terminals 1 and 2. Terminal 1 has three berths (No. 16, 17 and 18) with a yard handling around 555,000 TEU's annually. On the other hand, Terminal 2 has two berths (No. 20 and 21) with a yard of annual capacity of 450,000 TEU's. Other facilities and equipment include: 2 bulk oil jetties, 2 bulk cement berths with 3 silos and 10 Conventional Cargo berth, Rubber Tyred Gantry cranes, Terminal Truckers, Ship to Shore cranes, Harbor Mobile Cranes and Reach Stackers.

This section focuses on performance at the port in terms of time and delays specifically container 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 from January to March 2019.

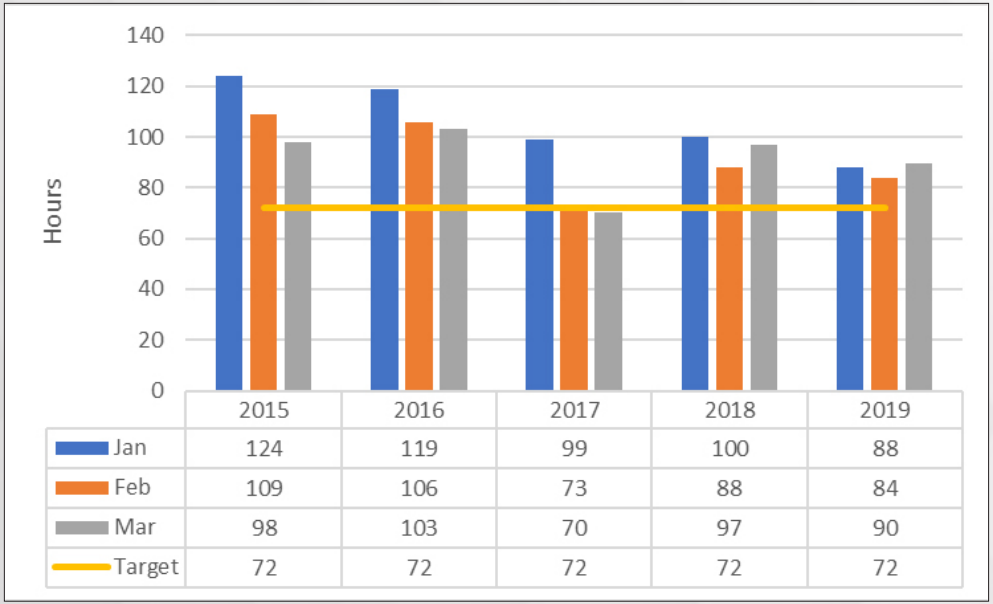
2.1 Containerized Cargo Dwell time at the port of Mombasa

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.

Dwell time is a port efficiency indicator and measures how fast the containerized cargo flows through the port terminals. Figure 4 below shows that it took cargo on average 3.7 days, 3.5 days and 3.8 days to be evacuated from the port of Mombasa in the months of January, February and March 2019 respectively.

Comparing performance with previous years shows a significant improvement. However, the performance is still below the port charter target of three days' dwell time and 2 days international benchmarking standards. Solutions to decreasing dwell time at Mombasa port require all the players to adhere to the set minimum service level agreements.

Figure 4: Containerised Cargo dwell time (Hours) at the port of Mombasa



	2015	2016	2017	2018	2019
Jan	124	119	99	100	88
Feb	109	106	73	88	84
Mar	98	103	70	97	90
Target	72	72	72	72	72

Source: KPA, Jan-Mar 2015 to 2019

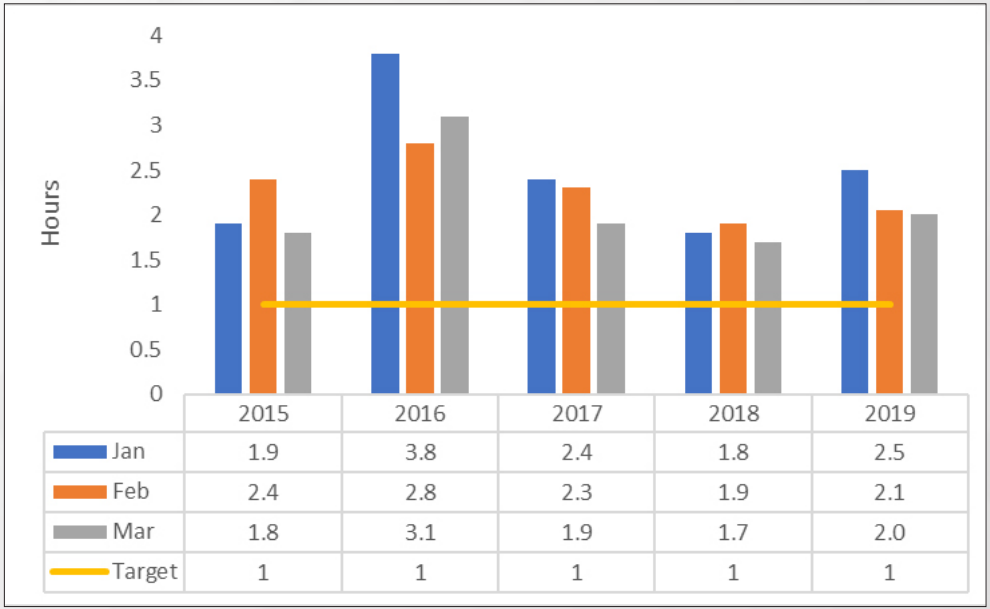
2.2 Time Taken at the Document Processing Centre (DPC)

This is the time it takes to have an entry lodged by a clearing agent passed by Customs.

From figure 5 below, DPC time decreased from 2.5 hours in January to 2.1 hours in February and further dropped to 2 hours in March 2019. Any further delays above the 1 hour set target in documentation implies a rise in logistical cost hence a rise in commodity prices. The high DPC time could be attributable to the instability of the SIMBA system during

the period under review, document volumes awaiting processing in between the shifts among others. KRA's commitment was to establish a system of pre-arrival clearance to clear 70% of the cargo within a span of 48 hours before docking of vessels, within 3 months after the Charter signing. Initiatives are ongoing to enable entries to be passed after payment of dues if all conditions regulating the importation or exportation are met. In addition, initiatives such as on the spot approval of manifest or allowing partial manifest will help in avoiding unnecessary delays.

Figure 5: Time Taken at the Document Processing Centre (DPC)



	2015	2016	2017	2018	2019
Jan	1.9	3.8	2.4	1.8	2.5
Feb	2.4	2.8	2.3	1.9	2.1
Mar	1.8	3.1	1.9	1.7	2.0
Target	1	1	1	1	1

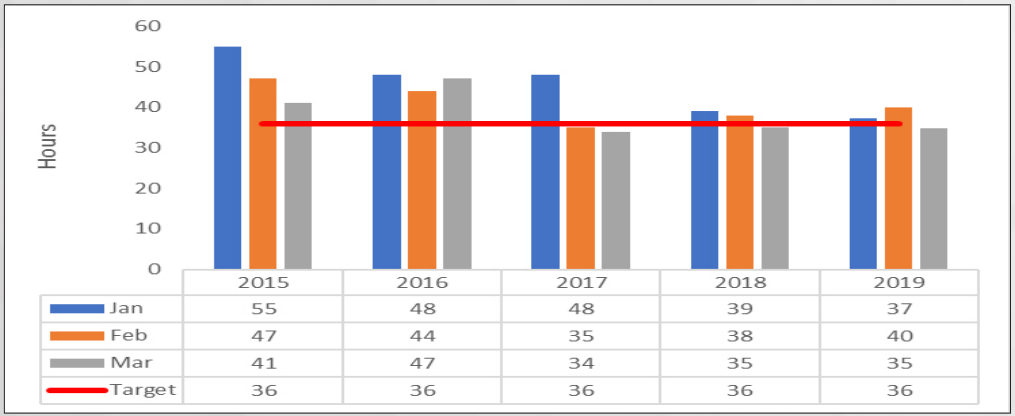
Source: KRA, Jan-Mar 2015 to 2019

2.3 Delay after customs release

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

Figure 6 shows that time taken after Customs have issued the transporter with a release order to actual exit from the Port, has significantly reduced for the quarter under review with the month of March 2019 displaying exemplary performance of 35 hours against the port charter target of 36 hours. It can also be noted that delays after customs release has decreased when compared with the same period in previous years. For instance, a longer-term analysis shows average performance in this indicator improved significantly from 55 hours in January 2015 to 37 hours in January 2019 and further to 35 hours in March 2019. This great performance could be attributed to automating gate clearance procedures, dedicating special gates to Container Freight Stations (CFSs) and ensuring 24-hour operations.

Figure 6: Delay after Custom Release



	2015	2016	2017	2018	2019
Jan	55	48	48	39	37
Feb	47	44	35	38	40
Mar	41	47	34	35	35
Target	36	36	36	36	36

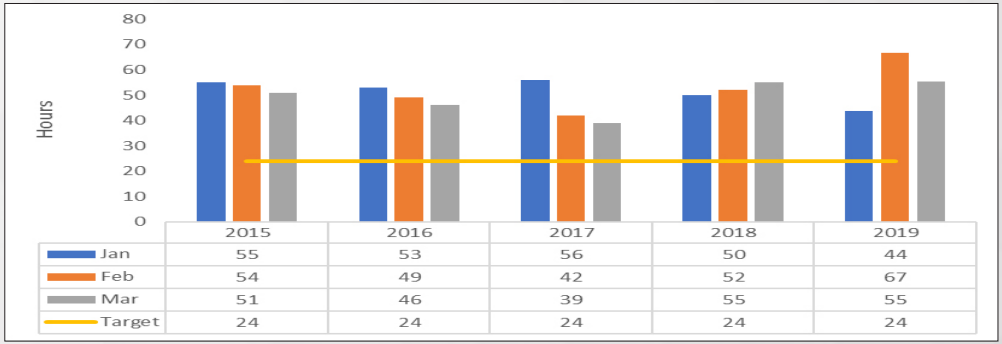
Source: KRA, Jan-March 2015/2016/2017/2018/2019

2.4 One Stop Centre Clearance Time

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

Figure 7 below shows a wavering performance in average time taken for clearance at one stop center. In quarter ending March 2019, average time spent at One Stop Centre increased significantly from 44 hours in January 2019 to 67 hours in February 2019 and decreased marginally to 55 hours in March 2019. The performance could be occasioned by delays in physical verification and inspection of the cargo, uncoordinated joint verification of cargo, late submission and revision of documents by clearing agents and KRA system downtime. All agencies involved are expected to take the lead role in their respective clearance stages to achieve a target of 24 hours. The Port Charter requires that the agencies involved in the clearance processes achieve a joint, effective and efficient physical verification of cargo to boost the clearance processes.

Figure 7: One Stop Centre Clearance Time



	2015	2016	2017	2018	2019
Jan	55	53	56	50	44
Feb	54	49	42	52	67
Mar	51	46	39	55	55
Target	24	24	24	24	24

Source: KRA, Jan-Mar 2015 to 2019

3. CORRIDOR INDICATORS

The section analyses the time it takes for a truck to deliver cargo to various destinations in the respective Northern Corridor Member States from the time goods are released from the port as well as compliance with vehicle load limits. The indicators of interest are transit time in Kenya, Uganda and Rwanda, volume of traffic and compliance levels at weighbridges in Kenya. Transit time is key indicator of efficiency on the corridor. The section also gives the time taken from issuance of release order to generation of the export certificate at the border.

3.1 TRANSIT TIME

This indicator measures the time it takes for a truck to deliver cargo to various destinations in the respective Northern Corridor Member States. It is worth to note that data on transit time in Kenya was obtained from two data sources namely: KRA SIMBA system and RECTS. For other Member States of Uganda and Rwanda, transit time was computed from RECTS data source only.

3.1.1 Transit time in Kenya under SIMBA System

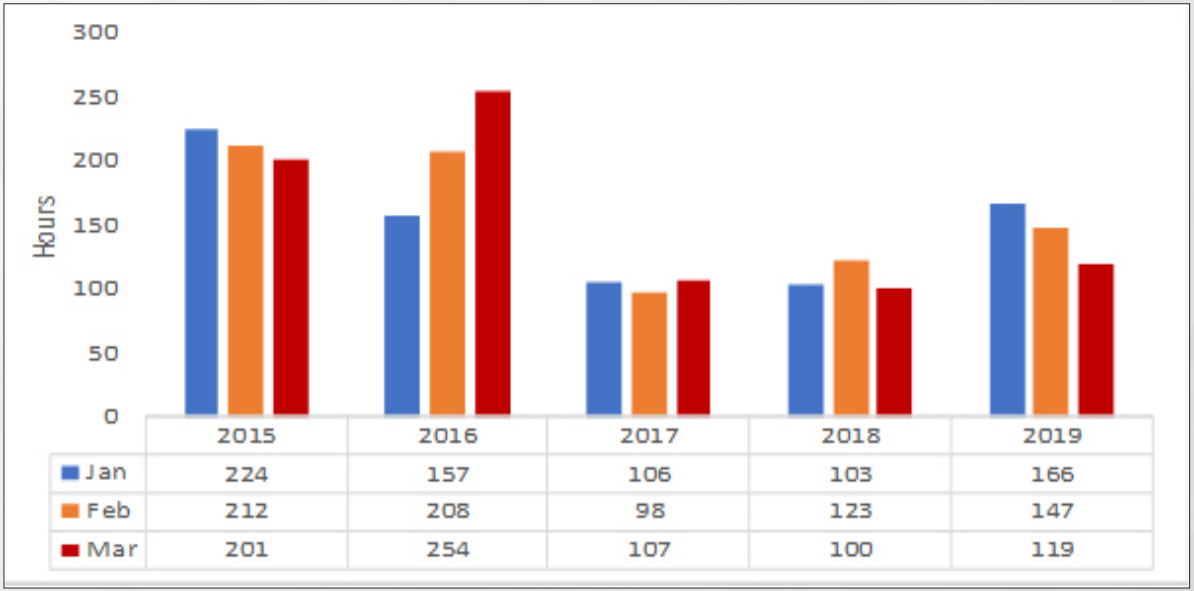
This is an estimate of the period from the time customs release cargo at port of Mombasa to the time the export certificate is issued after crossing the border at Malaba or Busia. Data for this indicator was obtained from KRA SIMBA system. The time is an accumulation of the time taken at the port after customs release and includes delays associated with generation of export certificate at the border.

3.1.1.1 Mombasa Port to Malaba Border

Trend in analysis show that there has been a general decrease in the time between Release Order issuance and Generation of Export certificate at Malaba for the quarter ending March since the year 2015. The average time ranged between 9 and 8 days in the year 2015. This time reduced tremendously to an average of 5 and 4 days in the year 2018.

However, performance in similar quarter 2019 shows a deteriorating trend when compared to the same period in 2018 as shown in figure 8 below. The long duration for this indicator could be attributed to border and customs clearances that prolong delays at the border and delays after customs release. In addition, transporters make numerous stops due to personal reasons leading to longer transit time. This has consequence on related costs which leads to inefficiencies and hampers proportion of trade.

Figure 8: Average Transit Time in Kenya (Mombasa to Malaba) in Hours



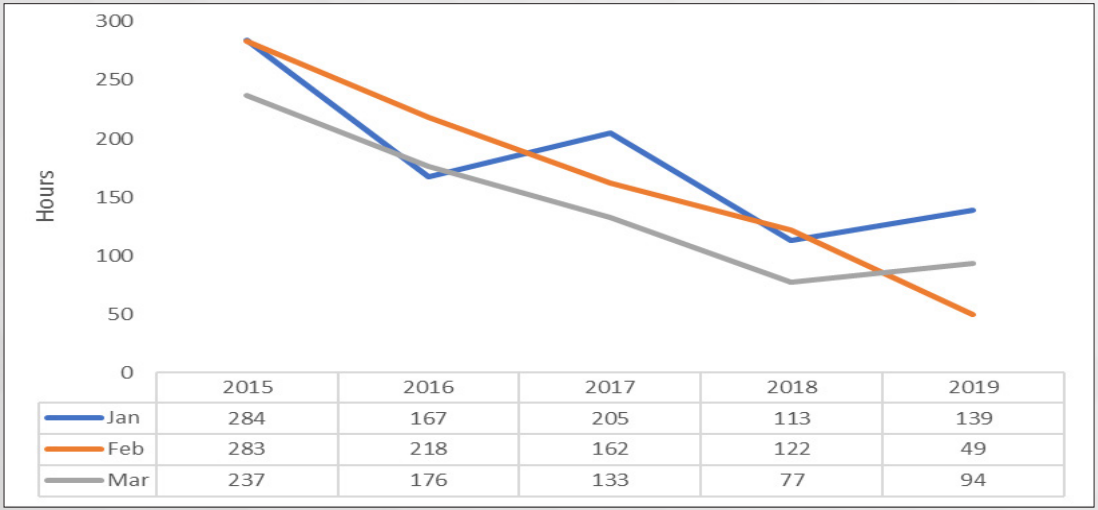
	2015	2016	2017	2018	2019
Jan	224	157	106	103	166
Feb	212	208	98	123	147
Mar	201	254	107	100	119

Source: KRA SIMBA, Jan - Mar 2015/2016/2017/2018/2019

3.1.1.2 Mombasa port to Busia Border

The port of Mombasa-Busia section of the Northern Corridor covers a total of 947 Km. Traffic on this section goes through four weighbridges (Mariakani, Athi River, Gilgil and Busia). During the quarter under review, the duration between release order issuance and generation of export certificate at Busia Border Post decreased significantly from 284 hours in January 2015 to 139 hours in January 2019 and from 237 hours in March 2015 to 94 hours in March 2019 as shown in figure 9 below. The performance is still higher than the set target of 72 hours and could be attributed to delays at the port and stoppages on the road.

Figure 9: Average Transit Time in Kenya (Mombasa to Busia) in Hours



	2015	2016	2017	2018	2019
Jan	284	167	205	113	139
Feb	283	218	162	122	49
Mar	237	176	133	77	94

Source: KRA, SIMBA Data, Jan - Mar 2015/2016/2017/2018/2019

3.2 REGIONAL ELECTRONIC CARGO TRACKING SYSTEM (RECTS)

This section analyses transit time in Northern Corridor Member States (Kenya, Rwanda and Uganda) for the period January to March 2019 under the R-ECTS. Currently KRA has about 3,000 R-ECTS gadgets and targets to have 17,000. RECTs covers about 15% of the transit cargo only. It is also noted that the number of RECTS seals on some transit routes were quite few with some having only one record. Therefore, the average figures may not be adequate for conclusive analysis.

3.2.1 Transit Time in Kenya under RECTS

3.2.1.1 Mombasa port to Malaba Border

Table 4 below shows that the average transit time from the port of Mombasa to Malaba border stood at 60 hours against the target of 72 hours for the 75 trucks that were armed with RECTs. The exemplary performance could be attributed to the infrastructure improvement along the route including construction of Port Reitz- Moi International airport access road (18km), Miritini–Mwache Kipevu links road (39.2 Km), construction of 3 interchanges at Nakuru and dualling of Mombasa-Mariakani road (30Km) among others. Cumulatively 50% of trucks used 52 hours to cover the 933 Km from the port of Mombasa to Malaba. It should also be worth noting that trucks armed with R-ECTS are constantly monitored, hence minimizing unnecessary stops.

Table 4: Transit time from Mombasa to Malaba January to March 2019 in Hours

Transit time from Mombasa to Malaba (933Km)	January - March 2019
Mean	60
Median	52
Standard Deviation	23

Minimum	30
Number of trucks armed with RECTs devise	75

Source: KRA, RECTs Data, Jan - Mar 2019

3.2.1.2 Transit Time from Nairobi ICD to Busia/Kenya

As shown in table 5 below, the average transit time from ICD Nairobi to Busia border for the period January to March 2019 stood at 47 hours. The poorest transit time performance for the quarter was recorded in January 2019 at 60 hours and the best was in February 2019 which registered 42 hours. The ongoing improvements along the Nairobi – Busia route will enabled smooth cargo movement.

Table 5: Transit time from Nairobi ICD to Busia January to March 2019 in Hours

Nairobi ICD to Busia	January	February	March	January - March
Mean	60	42	48	47
Median	44	39	42	41
Standard Deviation	39	19	28	27
Minimum	22	20	21	20
Maximum	142	92	144	144
Number of trucks armed with RECTs devise	13	32	21	66

Source: KRA, RECTS Data, Jan - Mar 2019

3.2.2 Transit Time in Rwanda under RECTS

3.2.2.1 Transit time from Gikondo to Rubavu-La Corniche in Rwanda

This is the transit 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. Rwanda borders DRC through various borders among them is Rubavu-La Corniche.

Table 7 below shows an average transit time from Gikondo in Kigali/Rwanda to Rubavu-La Corniche bordering DR Congo. The distance from Gikondo to Rubavu is approximately 160 kilometers. From the analysis, average transit time for the quarter ending March 2019 was recorded as 27 hours (1.13days). From 88 trucks that were monitored over the period, cumulatively fifty percent of trucks travelled within 20 hours (0.8 days) from Gikondo to Rubavu-La Corniche

Table 6: Transit time from Gikondo/ Kigali to Rubavu-La Corniche, Jan to Mar 2019 (hours)

Gikondo to La Corniche	January	February	March	Average quarter
Mean	26	29	28	27
Median	18	20	21	20
Number of trucks armed with RECTs device	29	34	26	88

Source: RRA RECTS Data, Jan to Mar 2019

3.2.2.2 Transit Time from Gikondo/Kigali to Gatuna Border

Gatuna border links Rwanda with Uganda along the Northern Corridor route. Average transit time from Gikondo (Kigali) to Gatuna (84 Km) between January and February 2019 was 8 hours; cumulatively 50% of the truck drivers took 4 hours and below. In the month of March 2019, data shows no trucks were recorded between Gatuna and Gikondo officially due to the fact that Gatuna OSBP is under construction leading to temporally closure. Gatuna is the busiest border crossing serving Rwanda and Uganda, receiving hundreds of cross-border travelers each day. It serves Rwandan exporters to Uganda, Kenya and South Sudan, as well as receiving imports from those countries, including cargo trucks to DRC and Burundi.

Similarly, the month of March 2019, had no trucks recorded between Gatuna and Akanyaru Haut/ Burundi. The average transit time between Gatuna/Rwanda–Akanyaru Haut/ Burundi for the months of January and February 2019 was recorded as 23 hours. From 15 trucks that were monitored over the period, cumulatively fifty percent of trucks travelled within 15 hours (0.6 days).

Table 7: Transit time from Gatuna to Gikondo/Kigali and Akanyaru Haut/Burundi in Jan to Feb 2019 (in hours)

	Gatuna/ Uganda to Gikondo/ Rwanda	Gatuna to Akanyaru Haut
Mean	8	23
Median	4	20
Standard Deviation	7	11
Number of trucks armed with RECTs device	24	15

Source: RRA RECTS Data, Jan to Mar 2019

3.2.3 Transit Time in Uganda under RECTS

Transits time in Uganda tracks the time taken to move cargo from Mombasa to Katuna/Uganda and from Kampala to various borders between Uganda and Member States of Kenya, Rwanda, South Sudan and DRC.

3.2.3.1 Transit Time from Mombasa to Katuna/Uganda

The distance from Mombasa to Katuna is about 1,601 km. From table 4 below, average transit time was recorded as 97 hours in January and February 2019. 50% of the trucks used between 83 hours and the best transit time was 50 hours during the same two months period.

Table 8: Transit time from the Port of Mombasa to Katuna in Jan and Feb 2019 (hours)

Mombasa to Katuna	January - February 2019
Mean	97
Median	83
Minimum	50
Maximum	227
Number of trucks armed with RECTs devise	35

Source: KRA, RECTs Data, Jan - Feb 2019

3.2.3.2 Transit Time to/from Kampala

Table 9 below shows the average time it takes for trucks to move from Kampala to Mombasa (export route) and from Mombasa to Kampala (import route) in the quarter ending March 2019. The average transit time from Kampala to Mombasa (1,169 km) decreased from 135 hours in January to 125 hours in February and further to 120 hours in March 2019. 50% of trucks used an average of 5 days. On the other hand, the export route witnessed higher transit time of 135 hours for the quarter. In this transit time, the exit border crossing time is factored in. This could be due to delays at Malaba border, stoppages due to drivers' personal reasons, police checks, weighbridges, company checks and custom checks.

Table 9: Transit time from/to Kampala (Jan to Mar 2019) in hours

Transit Time (hours)	Jan	Feb	Mar	Jan-Mar 2019
Average transit time Kampala to Mombasa	135	125	120	127
Median	123	119	117	119
Number of trucks armed with RECTs device	1,178	1,135	1,006	4,454
Average transit time Mombasa to Kampala	151	124	148	135
Median	168	106	132	118
Number of trucks armed with RECTs device	52	123	43	218

Source: URA RECTS Data, Jan - Mar 2019

3.2.3.3 Transit Time from Kampala to Elegu and Oraba

The key border stations bordering Uganda and South Sudan are Elegu/Nimule and Oraba. Table 10 below shows that transit time from Kampala to Elegu/Nimule (396 km) improved steadily from an average of 38 hours in January 2019 to 35 hours in March 2019 recording 36 hours as the quarter average transit time. 50 percent of trucks armed with the ECTs device used an average of 32 hours to cover the same distance. Consistently, average transit time from Kampala to Oraba (581 km) improved from 36 hours to 28 hours in January and March 2019 respectively. The trend shows improved transit time over the period and could be due to improved road conditions, compliance with traffic rules and regulations and reduction in non-tariff barriers.

Table 10: Transit time in Uganda from Kampala to Elegu and Oraba/South Sudan in hours

	Jan	Feb	Mar	Jan-Mar 2019
Average transit time from Kampala to Elegu	38	36	35	36
Median time from Kampala to Elegu	34	34	29	32
Number of trucks armed with RECTs device	546	622	564	1,732
Average transit time from Kampala to Oraba	36	41	28	36
Median time from Kampala to Oraba	30	28	28	28
Number of trucks armed with RECTs device	124	141	112	377

Source: URA RECTS Data, Jan - Mar 2019

3.2.3.4 Transit Time from Kampala to Mpondwe and Goli

Table 11 below presents summary on average transit time and median hours in Uganda from Kampala using electronic cargo tracking system (ECTS) to the border with DRC. Mpondwe and Goli are exit/entry borders between Uganda and the DR Congo under purview. The distance between Kampala and Mpondwe border is 442 Km while the distance between Kampala and Goli is 465 Km. Transit time from Kampala to Mpondwe was recorded as 44 hours across the period under review while transit time from Kampala to Goli was registered as 51 hours.

Table 11: Transit time in Kampala to Mpondwe and Goli/DRC (Jan to Mar 2019) in hours

Transit time - Kampala to Mpondwe (442Km)	Jan	Feb	Mar	Jan-Mar
Average transit time from Kampala to Mpondwe	42	46	43	44
Median time from Kampala to Mpondwe	42	43	42	43
Number of trucks armed with RECTs device	122	104	112	338
Transit time - Kampala to Goli (465km)	**Jan**	**Feb**	**Mar**	**Jan-Mar**
Average transit time from Kampala to Goli	50	45	56	51
Median time from Kampala to Goli	44	42	43	43
Number of trucks armed with RECTs device	62	86	110	258

Source: URA RECTS Data, Jan - Mar 2019

In summary this quarter has seen positive improvement in transit time under the RECT system. This is a key pointer to enhanced efficiency implying the reduction of non-tariff barriers.