



Northern Corridor Quarterly Performance Dashboard

October-December 2017



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1. SUMMARY

The Mombasa Sea port is a dominant Port that serves the hinterland of Kenya and the landlocked countries of Burundi, Democratic Republic of Congo, Rwanda, South Sudan and Uganda. The port relies on road and rail as the main modes of transport that run along the northern transport corridor which is the main link to the landlocked countries.

Therefore, improvements in operational efficiency, management restructuring and infrastructure of the port is critically important for competitiveness of the Corridor and trade in the region. As a result, the Mombasa Port Community Charter was developed to provide the framework that aims to enhance an efficient, effective, competitive port and supply chain system that would drive the regional economies towards becoming an attractive investment destination. The Mombasa Port Community Charter was signed in June, 2014 and provided various commitments that have guided the threshold for gauging port performance for the last four years. Currently the Charter is undergoing review by stakeholders.

This quarterly report presents the status of progress achieved on various indicators that are used to track the smooth flow of cargo and movement of traffic along the northern transport corridor. The indicators tracked provide a set of tools for the diagnosis of problems affecting the Northern Corridor and therefore contributing to the identification of areas requiring improvement with regard to evaluation of the effectiveness of programs designed to improve the competitiveness of the Corridor. This report covers the period of three months from October to December 2017 and presents a comparative analysis over similar periods for the last four years.

The analysis shows that port performance has progressively improved over the last four years. In some instances, performance on indicators like those on maritime indicators surpassed the targets that were set in the Charter. This is attributable to various initiatives initiated by the Port of Mombasa such as the implementation of the fixed berthing window, simplification of port clearance procedures and establishment of the Single Customs Territory (SCT) that has seen reductions in time taken to process and clear goods at the Port of Mombasa and ,

In addition, other initiatives have been implemented towards upgrading and expansion of road, rail and port infrastructure to support trade along the routes. A notable achievement is completion of the first phase of standard gauge railway from Mombasa to Nairobi which presents an opportunity for an increase in trade and uptake of cargo by the railway.

This would go a long way to ensure efficient 40 percent cargo off-take from the port of Mombasa by rail as envisaged in the charter.

The table below summarizes performance of key quarterly indicators from October to December 2017.

Table 1: Quarter status summary, October to December 2017

Category	Indicator	Target	October to December 2017 Status		
Maritime Indicators	1. Ship turnaround time (Hrs)	72	Oct.	Nov.	Dec.
			55	61	82
	2. Ship waiting time before berth (Hrs)	24	Oct.	Nov.	Dec.
			9	10	18
Port Indicators	3. Containerised Cargo Dwell time (Hrs)	72	Oct.	Nov.	Dec.
			89	86	92
	4. One Stop Centre Time (Hrs)	24	Oct.	Nov.	Dec.
			45	39	46
	5. After customs release (Hrs)	36	Oct.	Nov.	Dec.
			43	43	40
6. Document Processing Centre Time (Hrs)	1	Oct.	Nov.	Dec.	
		1.8	1.8	2.1	

Corridor Indicators	7. Transit time Kenya in Hrs (Mombasa to Malaba and Mombasa to Busia)	72	Month	Malaba	Busia	
			October	113	142	
			November	91	114	
			December	110	121	
	8. Weighbridge traffic (N° of trucks weighed)	All	Weighbridge	Oct.	Nov.	Dec.
			Mariakani	4,885	4,248	4,128
			AthiRiver	3,448	4,674	4,953
			Gilgil	4,689	4,925	3,195
			Webuye	1,774	1,817	1,542
			Busia	504	552	619
			9. Weight compliance at weighbridge (%)	100	Weighbridge	Oct.
	Mariakani	99.4			98.7	98.7
	AthiRiver	96.4			94.7	96.3
Gilgil	94.0	93.8			89.8	
Webuye	95.1	94.5			94.2	
Busia	72.3	71.9			71.9	

2. PROGRESS OF SECOND QUARTER PERFORMANCE ANALYSIS

This section gives the performance status for the second quarter of the financial year 2017-2018 reporting period covering the months of October to December 2017. Where possible a comparison is made with the same quarter of the previous years since the inception of the Mombasa Port Charter. The scope is limited to the indicators specified by the Mombasa Port Community charter and is part of the over 31 performance indicators being measured by the Northern Corridor Transport Observatory. Measuring these indicators gauges the performance of the corridor and contributes to the identification of areas requiring improvement and evaluation of the effectiveness of programs designed to improve competitiveness of the corridor.

2.1 MARITIME INDICATORS

This section 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 October to December 2017. The indicators discussed here are; ship turnaround time and waiting time before berth.

2.1.1 Ship Turnaround Time

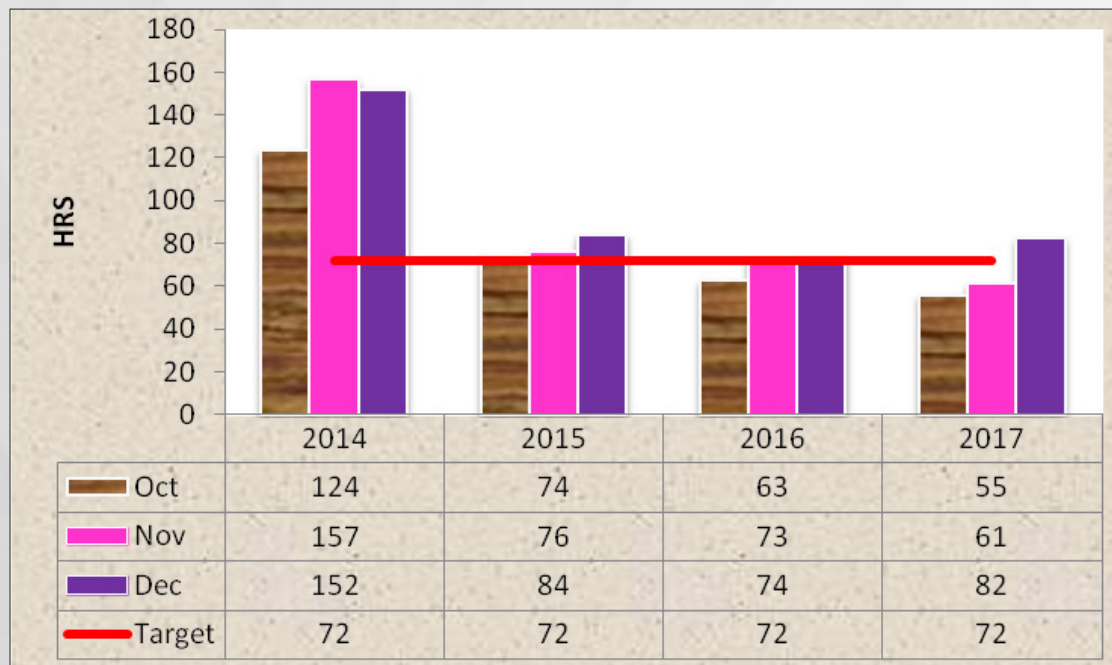
This indicator is measured from the time the vessel arrives at the Port area (Fairway Buoy) to the time it leaves the port area demarcated by the fairway buoy.

The average turnaround time illustrates the capability of the port to efficiently handle cargo flows at the terminals and beyond. As shown in figure 1, ship turnaround time has improved steadily since the inception of the Charter in 2014.

Average vessel turnaround time reduced marginally in the second quarter period covering the months of October to December from 144 hours to 78 hours to 70 hours and further to 66 hours in 2014, 2015, 2016 and 2017 respectively. Furthermore, analysis shows that ship turnaround target of 72 hours as stipulated by the port Charter was attained in the quarters of 2016 and 2017.

The positive performance could be attributed to the launch of the second container terminal in 2016, improved productivity of the gangs, availability of equipment and the implementation of Fixed Berthing Window by the Kenya Ports Authority (KPA) from August 2015 to date and installation of new harbour cranes that have helped in improving the efficiency of the berth.

Figure 1: Ship Turnaround Time (Hrs)



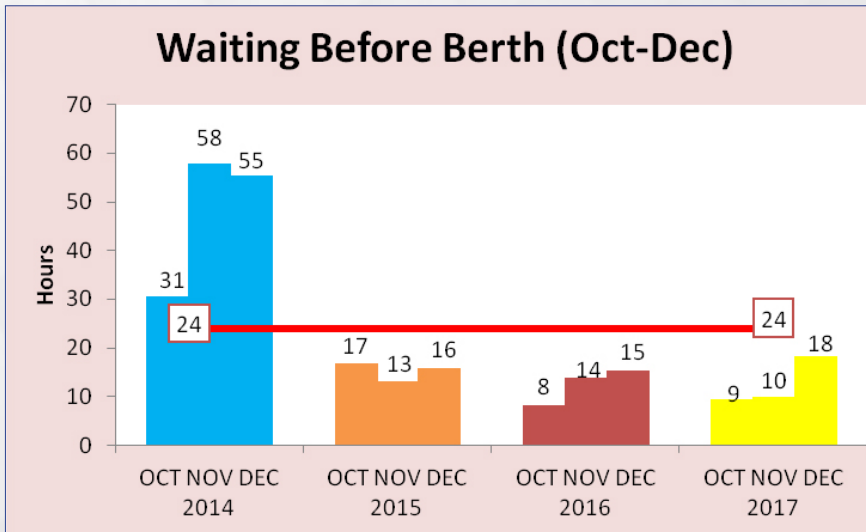
Source: KPA, Oct-Dec 2014/2015/2016/2017

2.1.2 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.

This indicator also has a great bearing on port efficiency and it's a subset of ship turnaround time. The set target for this indicator is 24 hours. Analysis shows tremendous performance exceeding the set target of 24 hours for the quarter under review in 2015, 2016 and 2017 as shown in figure 2 below. It is attributed to the implementation of fixed Berthing Window to allow shipping lines plan their berthing time. This achievement shows great performances at the port of Mombasa implying initiatives being implemented are yielding desired outputs.

Figure 2: Vessel waiting time before Berth (hours)



Source: KPA, Oct-Dec 2014/2015/2016/2017



2.2 PORT INDICATORS

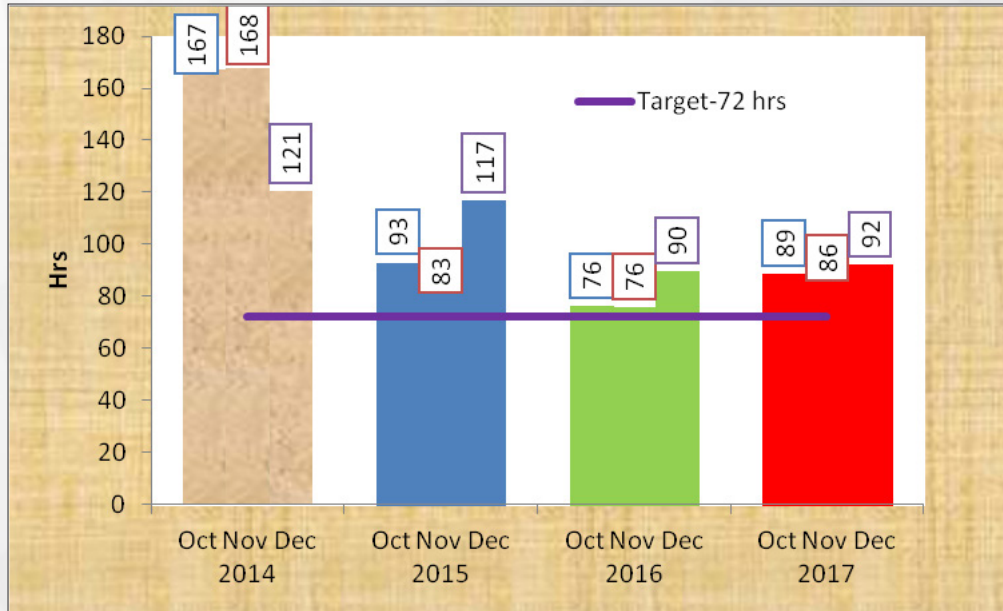
This is the measure of time that elapses from the time cargo is offloaded at the Port to the time it leaves the Port premises.

Figure 3 gives comparison of cargo dwell time for the port of Mombasa from October to December 2014 to 2017. The baseline established in 2012 was 105 hours. The average containerised cargo dwell time reduced to 89 hours in 2017 from 152 hours in 2014 in the quarter under review. However, the 72 hours target is yet to be achieved. This could be due to challenges associated with the introduction of Single Customs Territory for the transit containers caused by lack of full integration between ASYCUDA, SIMBA and KWATOS which resulted in a large proportion of transit containers being cleared manually. In addition, the 9 days free period for transit cargo makes it difficult for the target to be achieved.

2.2.1 Containerised Cargo Dwell time

It is clear that more efforts are required to reach the target of 72 hours that was set in the port community charter. Some of the initiatives that were identified for achieving this target include; 70% cargo clearance 24 hrs before docking of any vessel, conducting joint verification and expanding the scope of services rendered by the CFSS. Implementation of these initiatives should be hastened.

Figure 3: Containerised Cargo dwell time (Hours)



Source: KPA, Oct-Dec 2014/2015/2016/2017

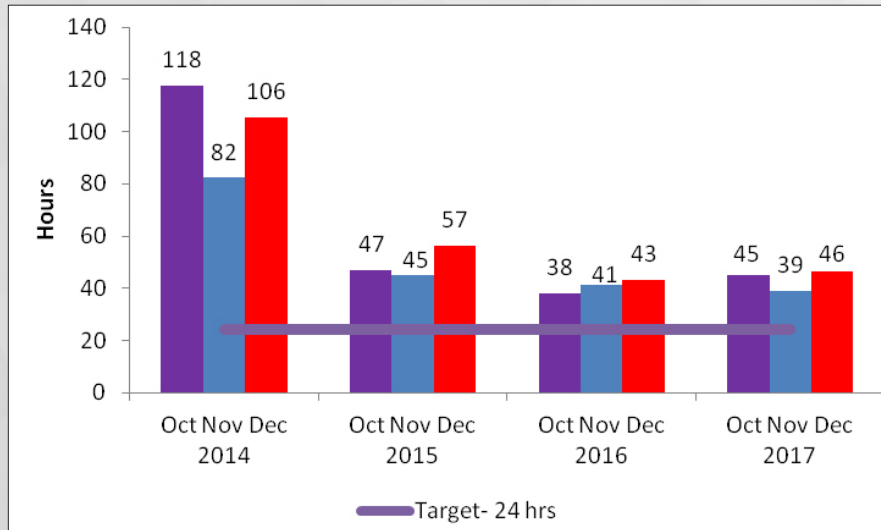
2.2.2 One Stop Centre Clearance Time

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

Figure 4 compares performance in time taken at the one stop centre clearance in October to December for the years 2014 to 2017.

A longer term analysis shows average performance in time taken at the one stop centre clearance improved significantly from 102 hours in 2014 to 50 hours in 2015 and further to 43 hours in 2017. However, from the results, the 24 hours target has not been achieved. The performance is affected by uncoordinated joint verification of cargo, late submission and revision of documents by clearing agents and KRA system downtime.

Figure 4: One Stop Centre Clearance Time



Source: KRA, Oct-Dec 2014/2015/2016/2017

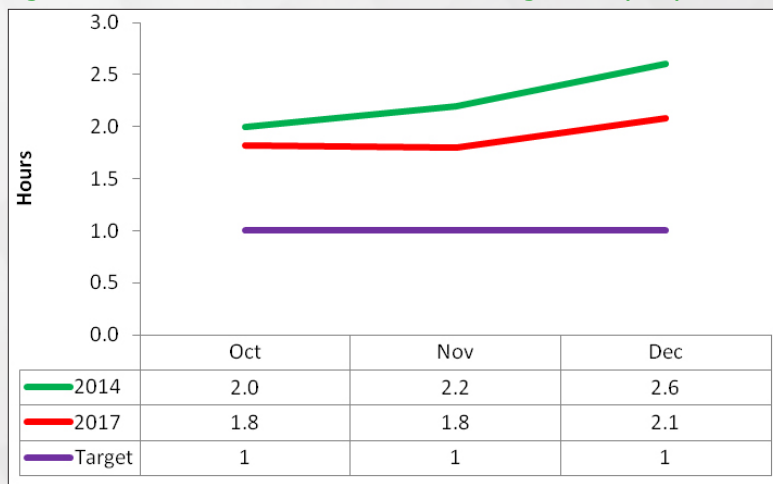
2.2.3 Time Taken at the Document Processing Centre (DPC)

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

Figure 5 shows that average DPC time registered in 2014 was 2.1 hours and 1.9 hours in 2017, which is one hour shy from the 1 hour set target. Initiatives to improve DPC time include simultaneous online submission of manifest, on the spot approval of manifest and allow partial manifest.

This could be as a result of system instability and documents awaiting processing in between the shifts. Initiatives are ongoing to enable entries be passed after payment of dues if all conditions regulating the importation or exportation are met.

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



Source: KRA, Oct-Dec 2014 and 2017

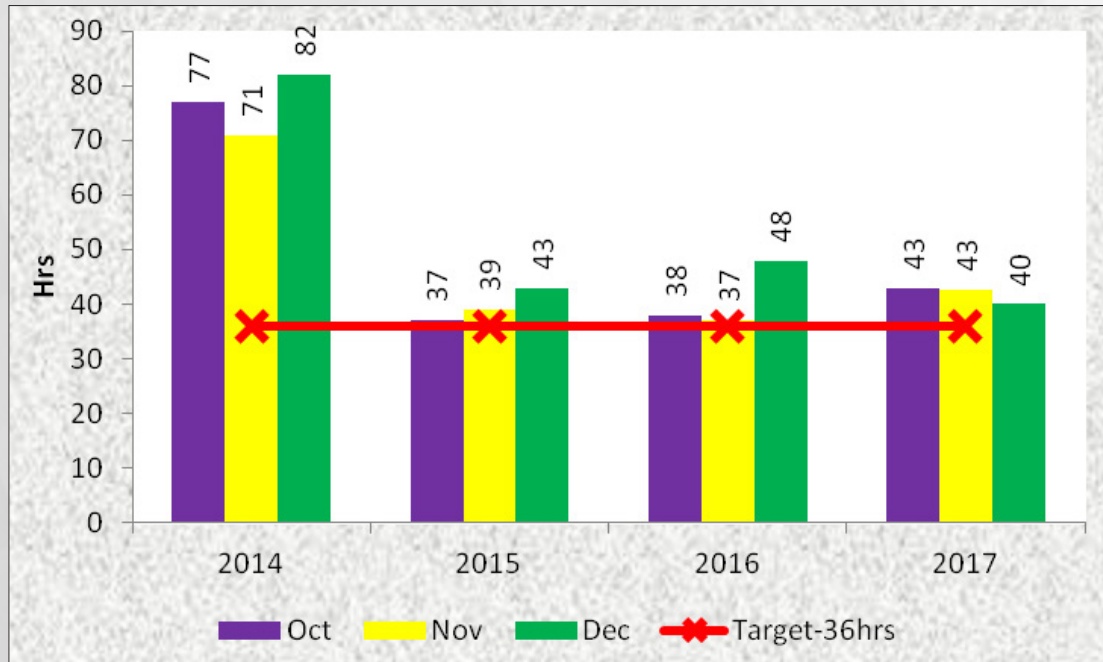
2.2.4 Delay after customs release

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

The time after Customs release has a significant bearing on the port dwell time. Fig 6 shows the time taken after customs release from October to December for the years 2014, 2015, 2016 and 2017. The custom release time recorded 40 hours in December 2017 from 43 hours in October 2017 as illustrated in figure 6. Analysis shows that delay after release time target of 36 hours has not been met as committed in the port charter, though there has been great improvement since 2014. For instance in 2014, average after release time for the

second quarter was 77 hours which improved significantly by 45 percent to 42 hours in 2017 same quarter. 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



Source: KRA, Oct-Dec 2014/2015/2016/2017



2.3 CORRIDOR INDICATORS

Corridor Indicators cover the period from the time goods are released up to exit at the border. The indicators of interest are compliance levels at weighbridges, volume of traffic and transit time from the port to the borders.

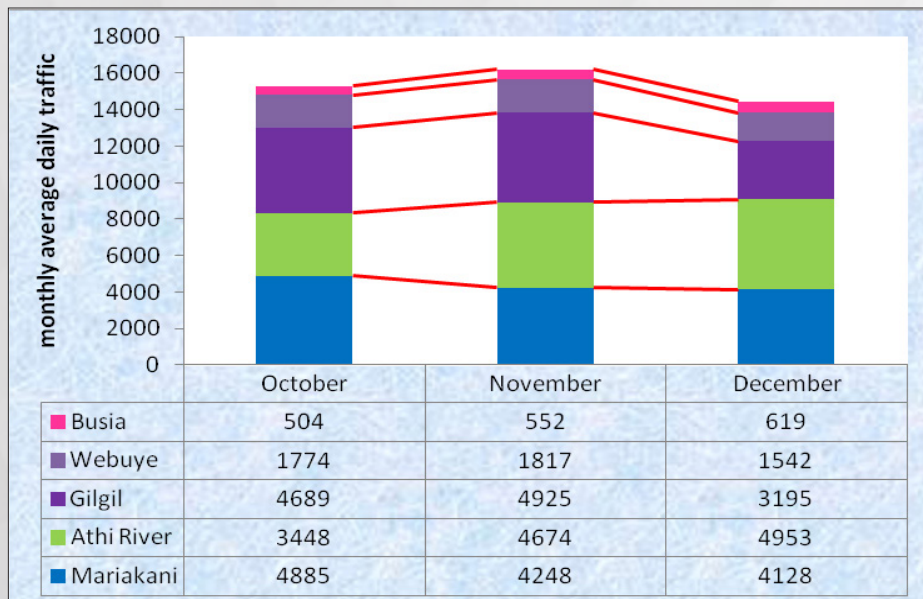
2.3.1 Weighbridge Traffic

This refers to the number of trucks crossing the weighbridges.

The indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya. The Northern Corridor has a total of 5 weighbridges out of which 4 weighbridges have implemented High Speed Weigh in Motion (Mariakani, Athi River, Gilgil and Webuye). Results from the data analysed show that Busia and Athi River registered the

least and highest average number of traffic weighed respectively in the second quarter of Oct-Dec 2017 as demonstrated in figure 7 below. The Athi River weighbridge recorded the highest traffic in the quarter and it's attributable to cargo that are originating from Namanga route, Nairobi City and its environs. This traffic further reduces as registered at Gilgil weighbridge partly due to cargo being offloaded in the Nairobi City which is one of the main destination centres.

Figure 7: Monthly average daily traffic volume



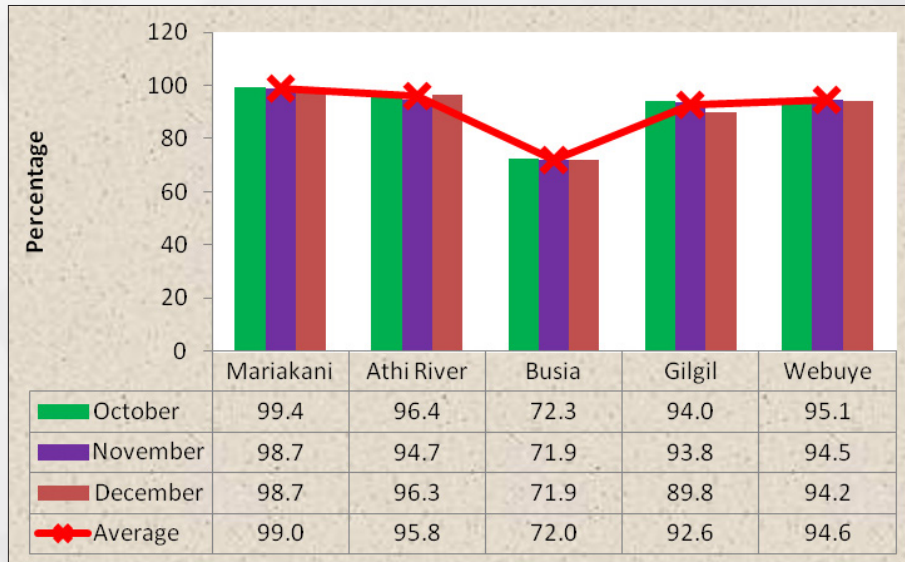
Source: KeNHA, Oct-Dec 2017

2.3.2 Weight Compliance at the Weighbridge

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

From October to December 2017 the weighbridges recorded a steady performance in terms of compliance levels ranging between 93-99 percent performances except for Busia weighbridge whose average level of compliance was 72 percent during the period under review. Low compliance at the Busia weighbridge could be attributed to the weighbridge not implementing the high speed weigh-in-motion.

Figure 8: Weighbridge Compliance



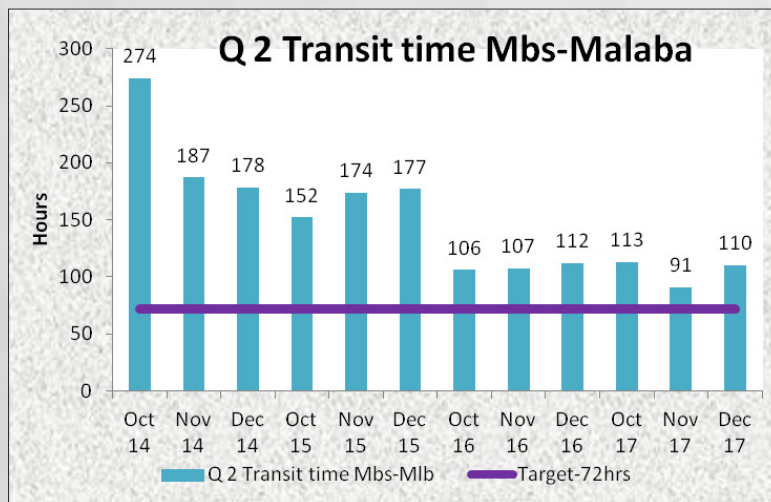
Source: KeNHA, Oct-Dec 2017

2.3.3 TRANSIT TIME

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

Transit time is a key indicator of efficiency on the corridor. Data shows that road transport accounts for over 90 percent of cargo off take compared to other transport modal channels (rail and pipeline). Accessing the port, accounts for a very large share of corridors costs. Therefore private and public stakeholders should partner to remove barriers along the corridor, keep everyone involved and update with all relevant developments. Figure 9 gives trends of transit time from October to December 2014/2015/2016/2017 from Mombasa port to Malaba border.

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



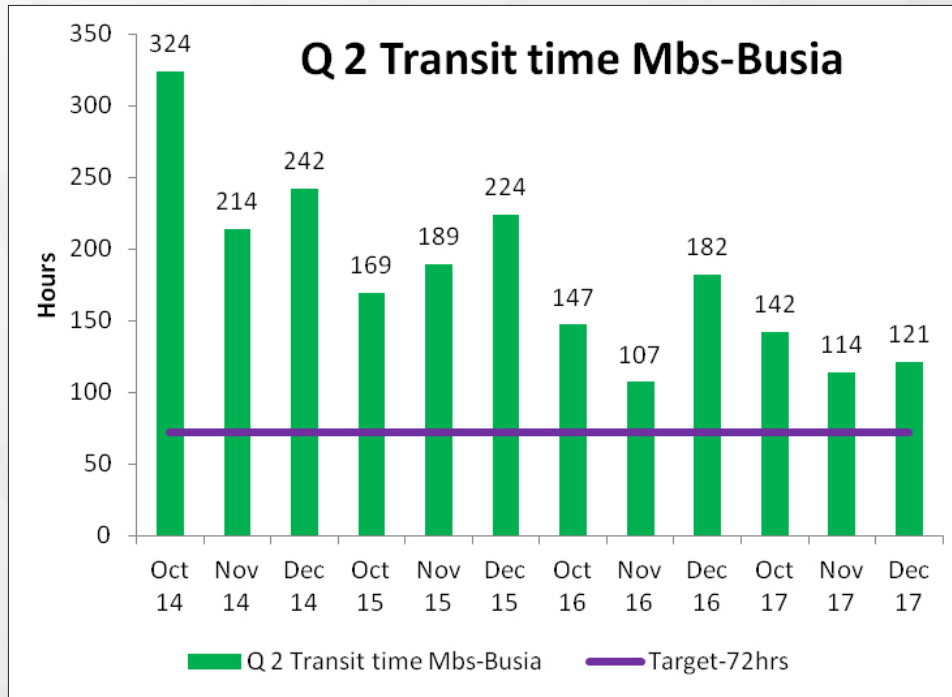
Source: KRA, Oct-Dec 2014/2015/2016/2017

The distance from Mombasa to Malaba is 933 kilometres. The transit time target for cargo from Mombasa to Malaba is 72 hours. From the analysis, average transit time reduced steadily across the four year period under review. Average transit in 2017 was 105 hours a significant improvement from 213 hours in 2014 in quarter two.

The 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, average transit time decreased significantly from 260 hours in 2014, 194 hours in 2015, 145 hours in 2016 and further to 126 hours in 2017 as shown in figure 10.

In general, the 72 hours target for the transit time has not been achieved as a result of delays, infrastructure, bottlenecks around the port causing congestion, delays within transporters facilities and high frequency of stoppages along the route due to personal reasons. Therefore initiatives that were agreed upon to attain this target should be fully implemented.

Figure 10: Average Transit Time in Kenya (Mombasa to Busia)



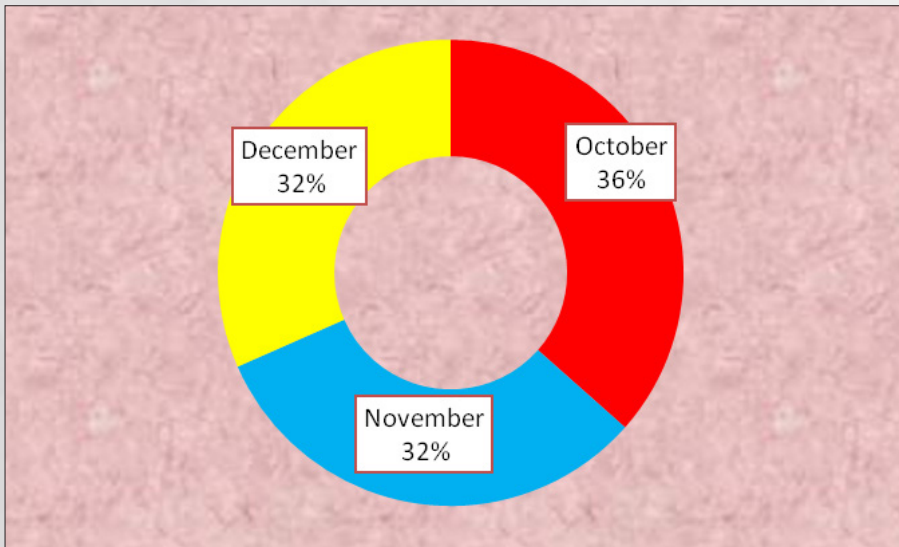
Source: KRA, Oct-Dec 2014/2015/2016/2017

2.4 CONTAINERS UPTAKE FROM THE PORT TO THE CFS

Container Freight Stations (CFSs) play a great role in decongesting the port of Mombasa. They are an extension of the port and are privately managed. Cargo to the CFSs is either client nominated or KPA nominated. One of the commitments of the Charter was to ensure 70% pre-clearance of goods prior to arrival of vessels.

Decongestion of the port of Mombasa enormously depends on the efficient cargo pick up from the Port by CFS's and efficient cargo clearance process at the CFS's.

Figure 11: Monthly Container Deliveries to CFS



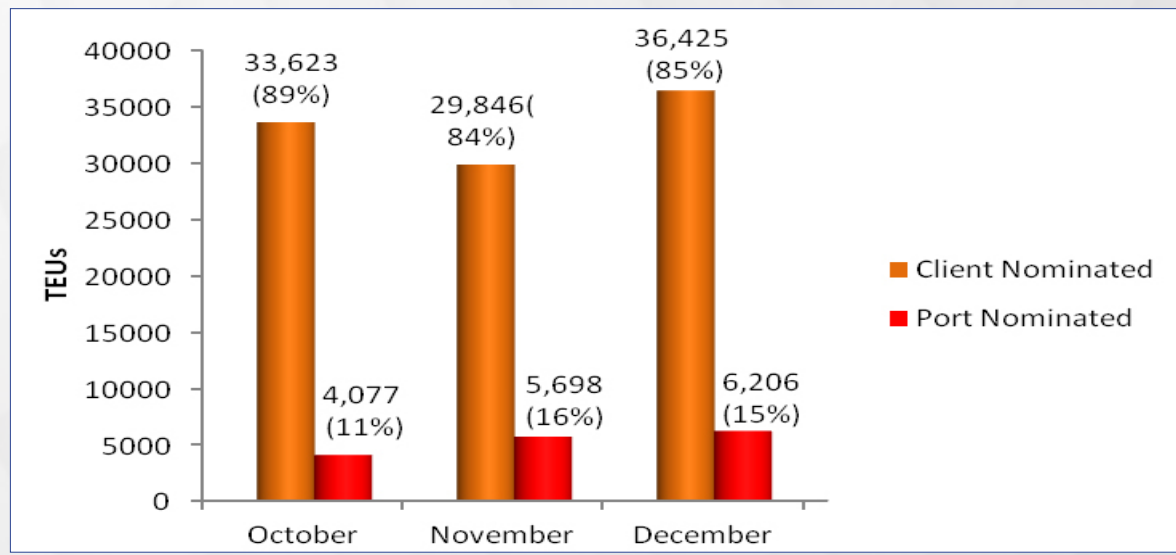
Source: KPA, data Oct-Dec 2017

Figure 11 shows the total deliveries to 13 out of 24 Container Freight Stations.

During the quarter, total monthly container deliveries decreased between October and December 2017.

From figure 12 below, results indicate that over 80 percent of the containers received at the CFSs are client nominated compared to port nomination. For instance in December 2017 client nominated containers registered 85% a decrease from 89% in October 2017 against 15% in December and 11% in October 2017 as port nominated containers; showing that the CFS nomination patterns have remained relatively stable over the period.

Figure 12: CFS Nomination



Source: KPA, data Oct-Dec 2017



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