

# Monthly Port Community Charter Report

August 2017



Northern Corridor  
Transit and Transport  
Co-ordination Authority



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## 1. SUMMARY

The Mombasa Port Community Charter (the “Charter”) established in 2014 proclaimed the desire of the Mombasa Port Community to realise the full trade facilitation potential of the Mombasa Port Corridor. Signed by both Public and Private Institutions, it represented the culmination of extensive consultations among all port stakeholders that yielded a framework to achieve a seamless transport along the Northern Corridor by transforming the Port of Mombasa into a high performing port. This was to be realized through implementation of some of the following key targets:

- Achieve 70% cargo throughput through the “green channel” to allow the speedy clearance of cargo brought in by regular and accredited importer.
- Increase liquid bulk holding capacity to 11,000,000 MT by December 2015.
- Achieve an average of 120,000 km per truck per annum by December 2016.
- Grow cargo off take by rail to above 35% of throughput by December 2018.

This report monitors the status of implementation in the month of August 2017. The report provides an overview of key trends within the port, as well as Northern Corridor transport system.

However, it only includes those indicators for which updated data was provided for the month of August 2017. The indicators reviewed in this report are categorized into maritime, port and corridor indicators. The performance shows improvements in performance on some of the indicators when compared with the month of July 2017.

The summary performance is as shown in the table 1:



Table 1: Summary Performance for selected indicators by August 2017

Category	Indicator	Unit of measure	Target	August 2017 Status/ Progress	
<b>Maritime Indicators</b>	1. Vessel turnaround time	Hrs	72	71.85	
	2. Vessel waiting time before berth	Hrs	24	16.92	
	3. Actual waiting time before berth	Hrs	24	12.87	
<b>Port Indicators</b>	4. Containerised Cargo Dwell time	Hrs	72	71.85	
	5. One Stop Centre Time	Hrs	24	51.39	
	6. Delay after customs release	Hrs	36	46.31	
	7. Document Processing Centre Time	Hrs	2	2.14	
<b>Corridor Indicators</b>	8. Weighbridge traffic/day	No of trucks weighed/day		Athi-River	7,440
				Mariakani	1,927
				Gilgil	4,198
				Webuye	1,282
				Busia	470
	9. Weight compliance at weighbridge	%	100	Busia: 73%, Other weighbridges had over 90%	
	10. Transit time (Mombasa to Malaba)	Hrs	72	109.27	
11. Transit time (Mombasa to Busia)	Hrs	72	92.71		



## 2. PROGRESS OF MONTHLY PERFORMANCE TOWARDS AN EFFICIENT PORT

### 2.1 Maritime indicators

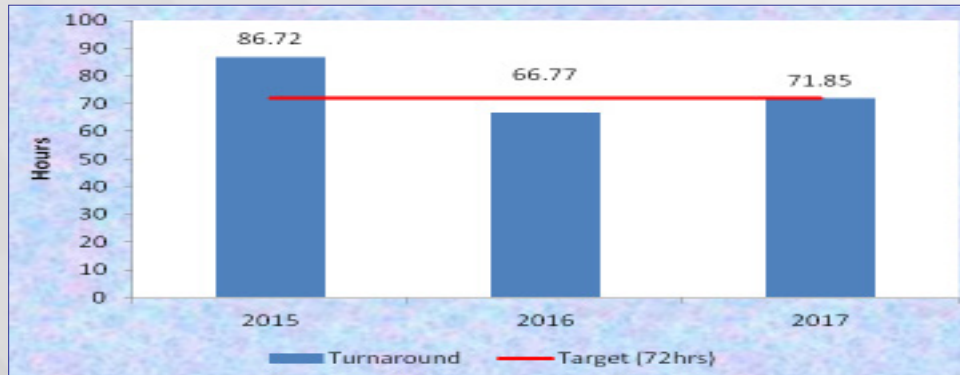
Maritime operations include container vessel movement from the arrival of the ship at the outer port waiting area, the beginning of its entrance into the port, the arrival at berth, the departure from berth, and the release of the ship. This report gives a summary of the container vessel movements (waiting time before berth and the average monthly turnaround time) at the port of Mombasa in the Month of August 2017.

#### 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 target for ship turnaround time is 3 days (72 hours) as set out in the charter for the year 2014.

Figure 1: Ship Turnaround Time (Hours) – August 2017



Source: KPA data 2015, 2016 and 2017



Ships turnaround time for containerized vessels has shown tremendous improvement since the implementation of the Charter in 2014 which established a baseline of 92 hours. From the analysis in figure 1, ship turnaround time for the month of August 2017 was recorded at 71.85 hours indicating a remarkable streak of improvement when compared with 86.72 hours recorded in the same month 2015. The positive achievement could also be attributed to the expansion of berth No 21. However, this is still higher than the set benchmark for ship turnaround time of 24 hours.

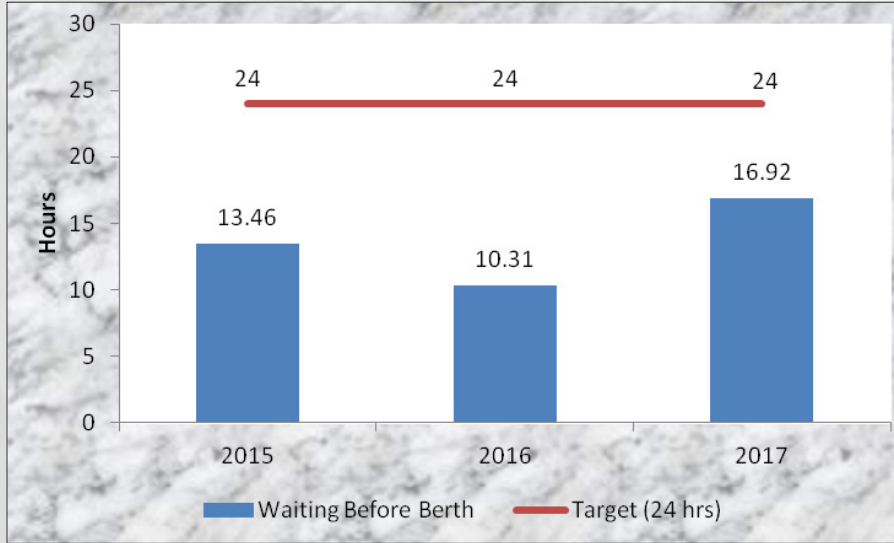
This suggests that initiatives towards improving this indicator are rewarding. Among the initiatives was to review and realign the ongoing port expansion projects, establishment of dry bulk facilities, construction of offshore single buoy mooring and investment in additional oil storage tanks. Currently, there are initiatives to expand the inland container deport in Nairobi and to set up a dry port in Naivasha to decongest the port. The dry port is expected to reduce the overall cost of handling goods at the seaport.

### 2.1.2 Vessel Waiting Time before Berth

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

The vessel waiting time before berth was 16.92 hours for the month of August 2017 against a target of 24 hours. A comparison with the previous year shows that in August 2015 the waiting before berth time was 13.46 hours and 10.31 hours for the month of August 2016 indicating a slight improvement. This performance is within the set target of 24 hours.

Figure 2: Vessel waiting time before Berth (hours)



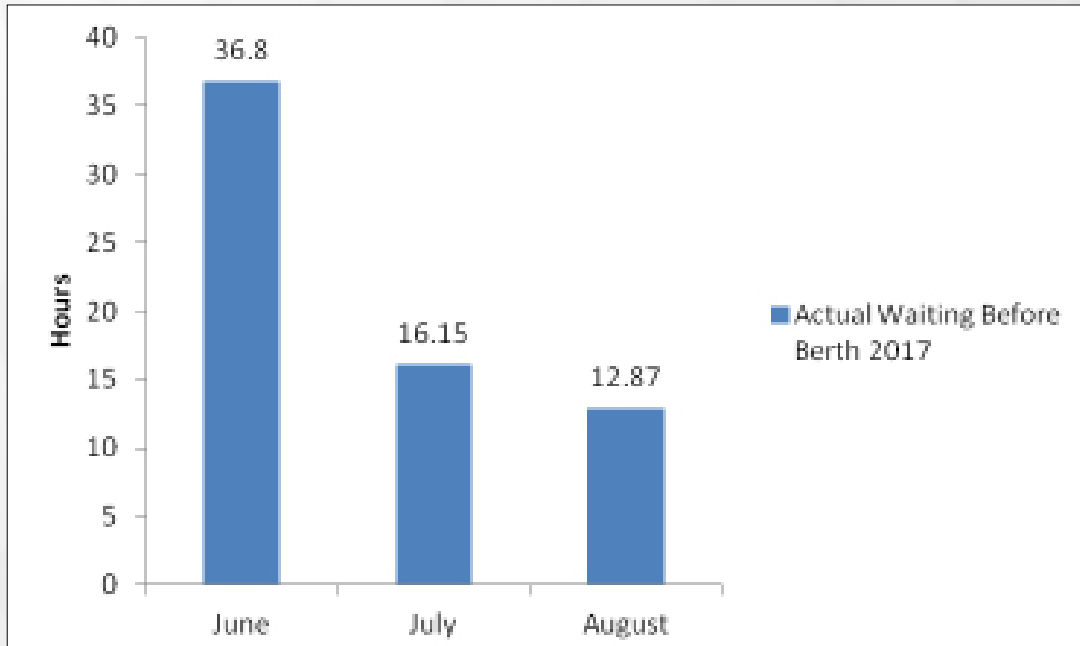
Source: KPA data 2015, 2016 and 2017

The Kenya Ports Authority (KPA) also tracks the ship actual waiting hours which tracks the time ship arrives at the fairway buoy to the time pilot boards the ship for clearance. The actual waiting time improved from 36.8 hours in June 2017 to 16.15 hours in July 2017 and further to 12.87 hours in August 2017 as shown in figure 3 below suggesting that delays have been minimized at the port.





Figure 3: Actual ship waiting time (hours)



Source: KPA data 2017



## 2.2 PORT INDICATORS

Mombasa Port is an important node in logistics chains to facilitate regional trade for the landlocked countries along the northern corridor. For these reasons, ports are supposed to be operating efficiently to fit perfectly into the logistics chains of which seaports are an integral part. One of the important phenomena preventing a match between ports and their logistics chains is congestion. It is important to minimize congestion at the port by ensuring that less time is taken for cargo clearance so as to reduce costs and improve port efficiency.

Port indicators discussed here include: dwell time, one stop centre clearance time, time taken at the document processing centre and delay after custom release for the month of August 2017.

### 2.2.1 Containerized Cargo Dwell Time

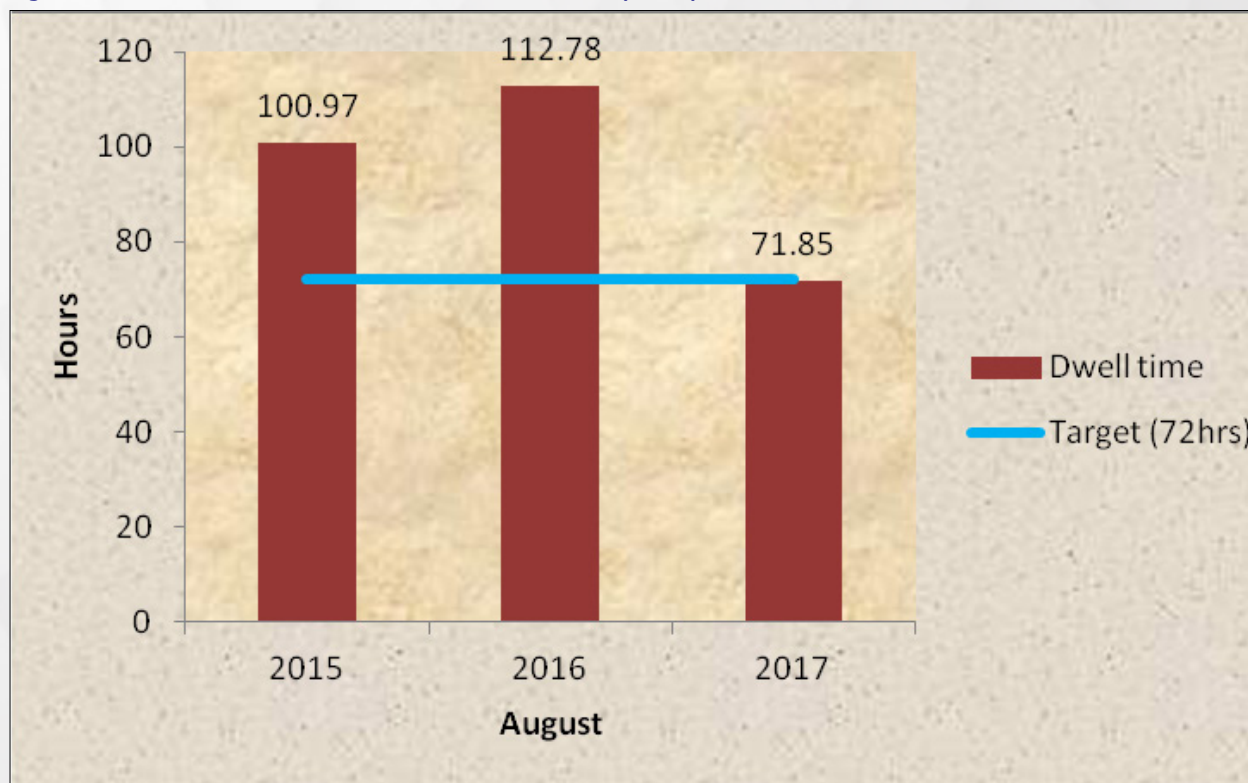
Refers to the total time spent by cargo at the port from when the cargo is discharged from the vessel until it exits the port (average number of days the container stays in the yard).

Port dwell time has been reducing steadily over time since the Charter was implemented in 2014. The baseline was established as 105 hours in 2012. From figure 4, it can be noted that performance on this target improved from a high of 101 hours in August 2015 to of 71.9 hours in August 2017. This performance is within the envisaged target of 72 hours.

Dwell time comprises of time for unloading of the vessel and transferring containers to the storage yard, waiting in the container yard and processing to remove the container out of the port. This notwithstanding, the time recorded is still way above the benchmark of 48 hours suggesting there is still need to pursue strategies aimed at improving port efficiency.



Figure 4: Containerised Port Dwell time at Mombasa Port (Hours)

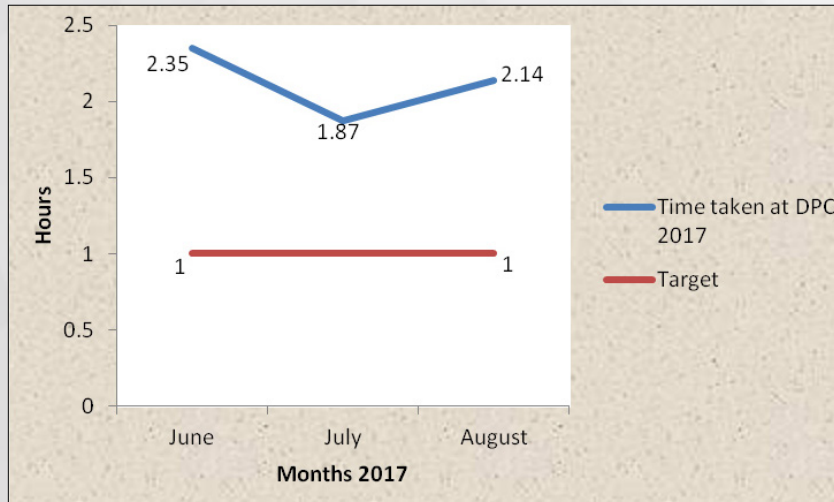


Source: KPA data 2015, 2016 and 2017

## 2.2.2 Time Taken at the Document Processing Centre (DPC)

This is the time taken by Customs to pass an entry lodged by a clearing agent. The document processing centre involves clearance by Customs.

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



Source: KRA data 2017

From the figure 5 average DPC time in August 2017 was recorded as 2.14 hours, an increase from 1.9 hours in July 2017. The performance of this indicator is still higher than the target for DPC time of 1 hour as stipulated in the charter. DPC time heavily relies on the stability of SIMBA system, integrity of clearing agents, quality of declaration by the relevant agents and Document volumes waiting processing.

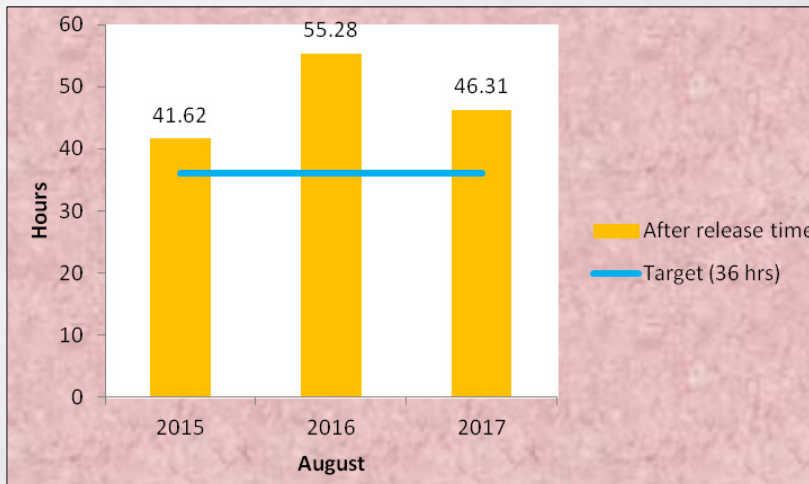


### 2.2.3 Delay after customs release

Delay after Customs Release refers to the time lapse between release and evacuation of cargo from the port. This forms part of the transactional dwell time. The time in delay after customs release has been fluctuating for the month of August 2017 from 42 hours in 2015 to 55.28 hours in 2016 and 46.31 hours in 2017 as shown in figure 6. The performance is still high from the set 36 hours target.

This calls for concerted efforts from respective stakeholders to reduce this time as envisaged in the port charter. Furthermore the performance has deteriorated from 42hours which was established as baseline in 2012. The ongoing improvements of road infrastructure around the port and implementation of the standard gauge rail are expected to improve this indicator. Transporters should also speed up cargo pick up from the Port.

Figure 6: Delay after Customs Release



Source: KPA data 2015, 2016 and 2017



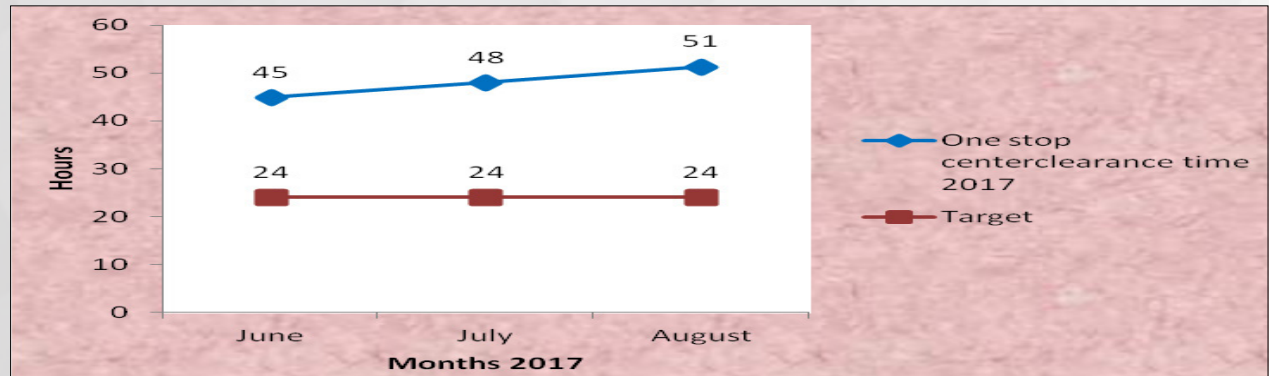
## 2.2.4 One Stop Centre Clearance Time

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 shows one stop centre clearance time increased from 45 hours in June 2017 to 48 hours in July 2017 and further to 51 hours in August 2017. The target 24 hours target for this indicator has not yet been achieved.

This process is highly dependent on the uptime of the Kenya Revenue Authority SIMBA system. Therefore, it could be a possible indicator of systems downtime before the clearing process at Mombasa's one stop Centre commences. Implementing mechanisms for speeding-up clearance of cargo processes by all the stakeholders involved to realize the required results of one day is crucial.

Figure 7: One Stop Centre clearance time (hrs)



Source: KRA data 2017



## 2.3 CORRIDOR INDICATORS

Corridor Indicators cover the period from the time goods are released up to exit at the border.

These are indicators that assess the performance along the corridor by measuring weight compliance at weighbridges, volume of traffic and transit time from Mombasa port to the Kenyan borders with Uganda (Busia and Malaba).

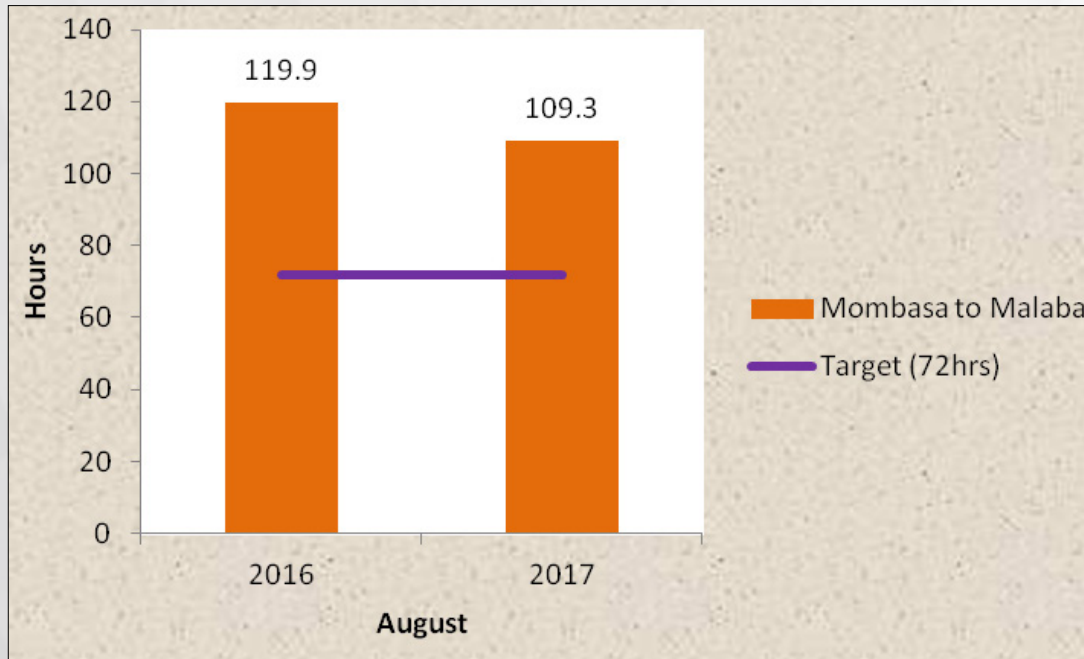
### 2.3.1 Transit Time

Transit time must be assessed by route, from origin to destination, and by modal combination being a critical parameter for transport costs. The scope of the transit time in this report is on road mode of transport.

Transit time in Kenya can be defined as the average time for transit trucks to move from Mombasa port to Malaba or Busia exit points.

Figure 8 shows transit time for the month of August 2016 and 2017 from Mombasa port to Malaba. The Mombasa-Malaba section of the Northern Corridor covers a total of 933 Kilometres. It has a total of four weighbridges (Mariakani, Athi River, Gilgil and Webuye. The data shows that transit time has been declining from the year 2016. The average transit time in August 2016 was 120 hours compared to 109 hours in the same month in 2017. Even so, this transit time is still long shot from the targeted 72 hours. The poor performance could be attributed to delay of cargo at the port after release, border clearance procedures and drivers delays along the way due to personal reasons.

Figure 8: Average Transit Time in Kenya from Mombasa to Malaba



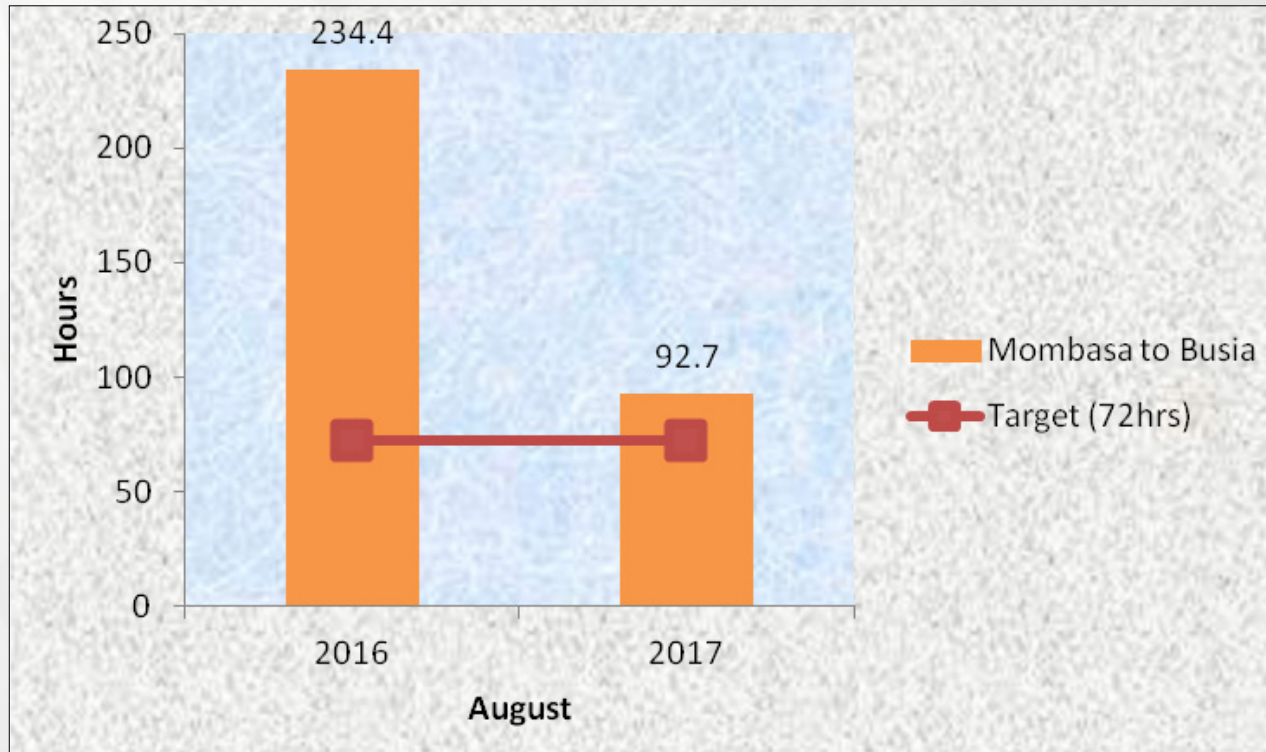
Source: KRA data 2017

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 period under review, Average transit time decreased significantly from 234 hours in August 2016 to 93 hours in August 2017 as shown in figure 9.





Figure 9: Average Transit Time in Kenya from Mombasa to Busia



Source: KRA data 2017

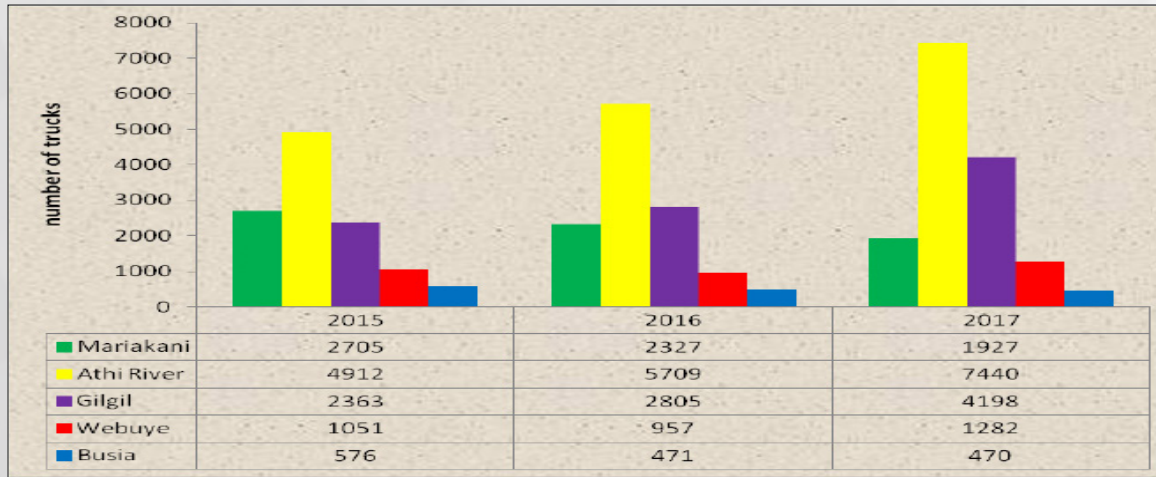


## 2.3.2 Weighbridge Traffic

This refers to the number of trucks crossing the weighbridges.

The Northern Corridor has a total of 5 weighbridges out of which 4 weighbridges along the corridor 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 month of August 2016 as demonstrated in figure 10. When comparing the same trend with the previous year (August 2015 and 2016), Athi River still registering the highest average number. The high traffic at Athi River can be attributed to additional cargo originating from Namanga route to Nairobi, and Nairobi and its environs.

Figure 10: Weighbridge monthly average traffic



Source: KENHA data 2015, 2016 and 2017

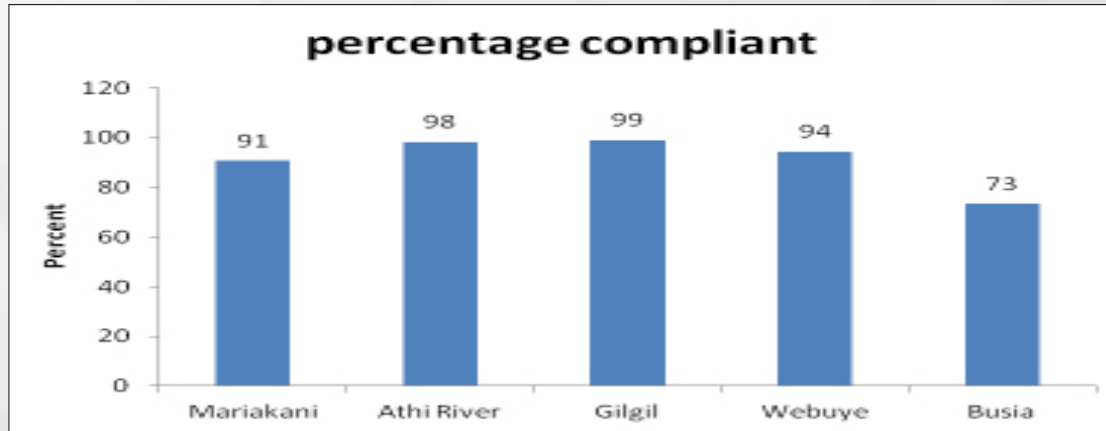


### 2.3.3 Weight Compliance at weighbridge

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

The management of axle-loads for heavy trucks is a very important aspect of the road policy. Overloading on axle leads to faster deterioration of the road pavement while exceeding vehicle load gross limits destroys bridges. Therefore, trucks are expected to comply with the set vehicle load limits to protect the road infrastructure. Analysis for August 2017 shows that most weighbridges recorded over 90 percent performance in terms of compliance level except for Busia weighbridge which had 73% level of compliance. It could be attributed to the availability and use of the high speed weigh –in- motion. The Busia weighbridge does not have the high speed weigh –in- motion technology.

Figure 11: Weighbridge Compliance in August 2017

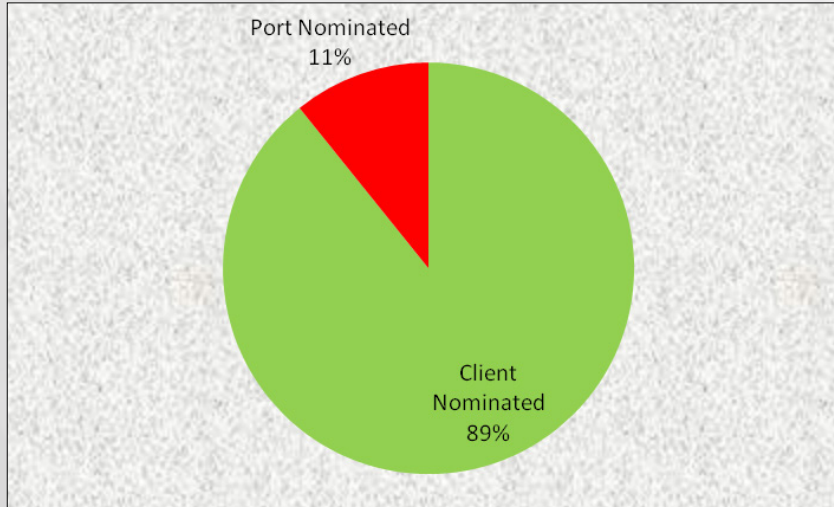


Source: KENHA data August 2017

## 2.4 CONTAINERS UPTAKE FROM THE PORT

Containerisation has greatly improved and enhanced port production performance. Container Freight Stations (CFSs) are an extension of the port and are privately managed. Decongestion of the port of Mombasa enormously depends on the efficient performance of the CFS cargo clearance process. Cargo to the CFSs is either client nominated or KPA nominated.

Figure 12: CFS nomination August 2017



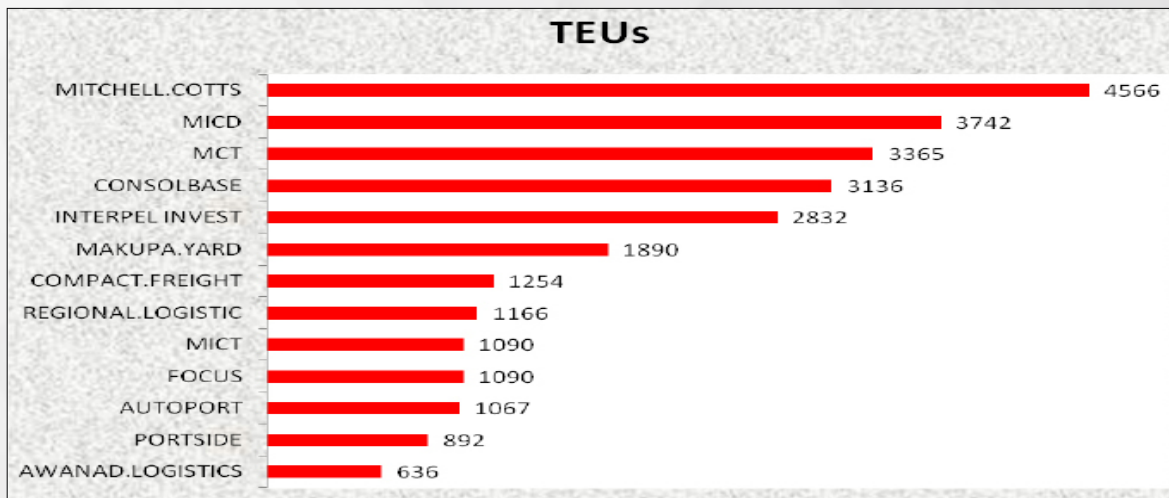
As shown in Figure 12 above 89% of the cargo to CFSs was nominated by clients compared to 11% that was nominated by KPA. The actual containers were 44,334 client nominated and 5,364 for KPA-nominated. When compared to the same period last year, it can be noted that client nomination was slightly higher at 75% in



2015 compared to 70% recorded in August 2016 showing that the CFS nomination patterns have remained relatively stable over the period.

According to the port charter requirement, 70% preclearance, goods should not overstay at CFSs unless CFS's are also specialized to be used as Warehouses for Shippers. Therefore, time taken for import pickup and customs release should be comparable with that of the port. The figure 13 provides a summary of CFS nominations in the month of August 2017 at the port of Mombasa.

Figure 13: Container Uptake by CFSs (TEUs) on monthly basis



Data shows the total deliveries to 13 out of 24 Container Freight Stations (CFS) registered under the CFSAs and KPA policy for both client and port nominated cargo. Mitchell cotts had the highest uptake with 4,566 TEUs followed by MICD with 3,742 TEUs and closely by MCT with 3,365 TEUs in the month of August 2017.



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