# Northen Corridor Quarterly Performance Dashboard

## April-June 2017

MOMBASA PORT COMMUNITY CHARTER

NORTHERN CORRIDOR TRANSPORT OBSERVATORY
RELIABLE PERFORMANCE DATA

Northern Corridor Transit and Transport Co-ordination Authority

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# 1. SUMMARY

The Mombasa Port Community charter proclaims the desire of the Mombasa port community to realise the full trade potential of the Northern Corridor. The Charter seeks to provide an innovative monitoring and evaluation framework with a performance dashboard for ease in analysis, policy and operational decisions and interventions. Monitoring of the Charter is done on weekly, monthly and quarterly basis.

The analysis presented in this report gives a glimpse on performance of indicators related to port, maritime and corridor for the fourth quarter. It highlights the results and findings from the analysis of data collected for the period April to June 2017 on key indicators affecting trade and transport facilitation at the Port of Mombasa and along the Northern Transport Corridor. The report also includes information for the previous quarter for comparison.

Ongoing reforms infrastructure improvements at the Port of Mombasa have yielded positive results in performance of the port. However most of the indicators in the fourth quarter did not meet the set target among them cargo dwell time, time taken in customs clearance at document processing centre, vessel average waiting time and ship turnaround.

The table below summarizes performance of key quarterly indicators from April to June 2017.

Table 1: Quarter status summary, April to June 2017

| Category | Indicator | Target | April to June 2017 Status/Progress | | |
|---|---|---|---|---|---|
| **Maritime Indicators** | Vessel turnaround time (Hrs) | 72 | April | | 68.5 |
| | | | May | | 101.6 |
| | | | June | | 102.9 |
| | Ship waiting time (Hours) | 24 | April | | 11.61 |
| | | | May | | 33.95 |
| | | | June | | 38.27 |
| | Ship actual waiting time (Hours) | | April | | 10.8 |
| | | | May | | 27.2 |
| | | | June | | 36.8 |
| **Port Indicators** | Containerised Cargo Dwell time (Hours) | 72 | April | May | June |
| | | | 85.84 | 108.14 | 90.70 |
| | One Stop Centre Time (Hours) | 24 | April | | 39.82 |
| | | | May | | 56.39 |
| | | | June | | 45.10 |
| | After customs release (Hours) | 36 | April | May | June |
| | | | 44 | 50 | 41 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | Document Processing Centre Time (Hours) | 1 | April | | | 2.45 |
| | | | May | | | 2.17 |
| | | | June | | | 2.35 |
| **Corridor Indicators** | Transit time in Kenya in Hours (from Mombasa to: Malaba & Busia) | 72 | | Malaba | | Busia |
| | | | April | 107.3 | | 92.1 |
| | | | May | 99.5 | | 137.1 |
| | | | June | 91.2 | | 113.7 |
| | Weighbridge traffic (Nº of trucks weighed) | All | **Weighbridge** | **April** | **May** | **June** |
| | | | Mariakani | 2,374 | 2,434 | 2,191 |
| | | | AthiRiver | 5,355 | 5,471 | 5,052 |
| | | | Gilgil | 4,462 | 4,479 | 4,396 |
| | | | Webuye | 1,432 | 1,304 | 1,659 |
| | | | Busia | 535 | 592 | 611 |
| | Weight compliance at weighbridge (%) | 100 | **Weighbridge** | **April** | **May** | **June** |
| | | | Mariakani | 93.0 | 93.8 | 93.6 |
| | | | AthiRiver | 92.6 | 92.0 | 93.0 |
| | | | Gilgil | 93.7 | 93.6 | 93.3 |
| | | | Webuye | 98.5 | 99.8 | 96.8 |
| | | | Busia | 77.3 | 77.7 | 76.6 |

# 2. INTRODUCTION

The main objective of this report is to provide an analytical dimension on how well the Mombasa Port and Northern Corridor is performing in relation to the realization of the commitments set in 2014 Mombasa Port Community Charter.

The monitoring of the implementation of the Mombasa port community charter is done through the Northern corridor performance dashboard which can be accessed via www.kandalakaskazi.or.ke or http:/top.ttcanc.org

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;
- Paperless cargo clearance by integrating community systems into the KNESWS by December 2014
- Increase liquid bulk holding capacity to 11,000,000 MT by December 2015.
- Grow cargo off take by rail to above 35% of throughput by December 2018.

The Mombasa Port Community Charter may be accessed via http://ttcanc.org/documents/Port_Comm_Charter_Final.pdf.

# 3. PROGRESS OF QUARTERLY PERFORMANCE ANALYSIS

This section gives the performance status for the fourth quarter of the 2016-2017 reporting period covering the months of April to June 2017. A comparison is made with the third quarter of the same year. The scope is limited to the indicators specified by the Mombasa Port Community charter and is part of the 31 performance indicators being measured by the Northern Corridor Transport Observatory. 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 the reduction of transport costs and to the evaluation of the effectiveness of programs designed to improve the competitiveness of the Corridor.

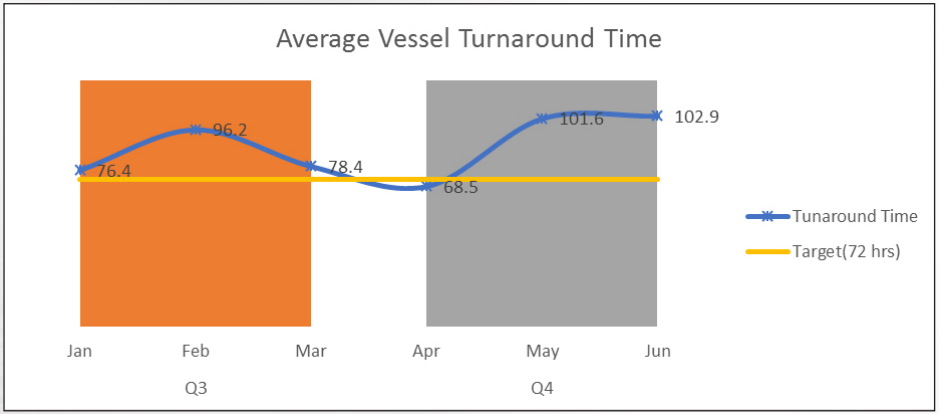
## 3.1 MARITIME INDICATORS

The 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.

### 3.1.1 Vessel 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.

Figure 1: Ship Turnaround Time (Hours)




*Source: KPA, Jan-Jun 2017*

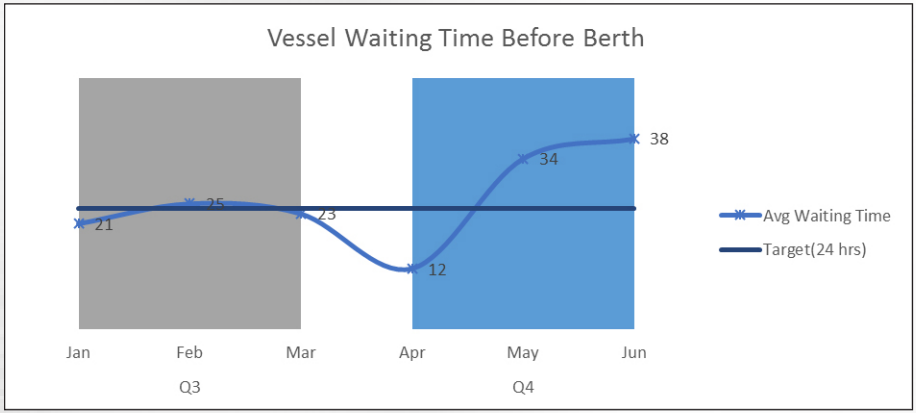
Average vessel turnaround time increased marginally in the fourth quarter period covering the months of April to June 2017 when compared to third quarter. Turnaround time rose from 83.7 hours in the third quarter to 91 hours in fourth quarter indicating deterioration in performance. Performance over the two quarters moved further from the set target of 72 hours.

Some of the initiatives implemented to improve ship turnaround include the development of the second container terminal with 550,000 Twenty Feet Equivalent Units (TEUs) capacity which was launched in September 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. The construction of an offshore Single Buoy Mooring and establishment of up to date dry bulk facilities should be implemented.

### 3.1.2 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.

Figure 2: Ship waiting time (hours)




*Source: KPA, Jan-Jun 2017*

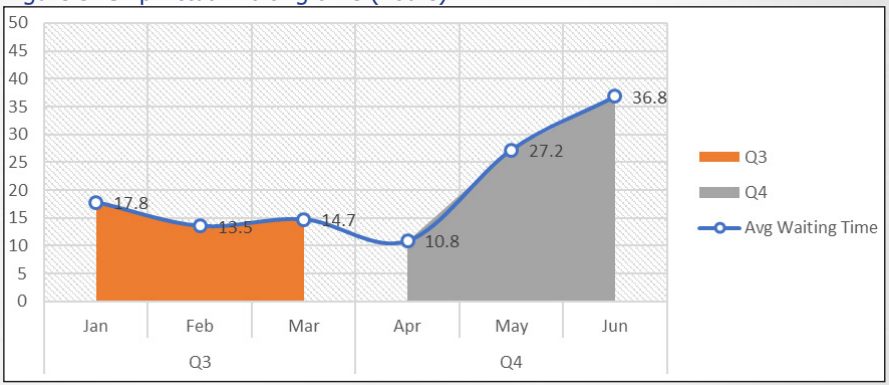
Figure 2 shows that average waiting time significantly increased from 23 hours at the end of quarter three to 38 hours in quarter four respectively. The performance for the fourth quarter is still higher than the set target of 24 hours. The report recommends pre-planning at the terminal in advance before the vessels arrive for berthing. In addition, Creation of additional berths should have hastened including the conversion of berth Nos. 11-14 into container handling terminal.

### 3.1.3 Ship Actual Waiting Time (hours)

This refers to the time ship arrives at the fairway buoy to the time pilot boards the ship for clearance.

From figure 3, actual ship waiting time considerably increased from 10.8 hours in April 2017 to 36.8 hours in June 2017. Analysis show that average ship actual waiting time (excluding those waiters at their own convenience) increased to 24.9 hours in the fourth quarter from 15.3 hours in quarter three.

Figure 3: Ship Actual waiting time (hours)



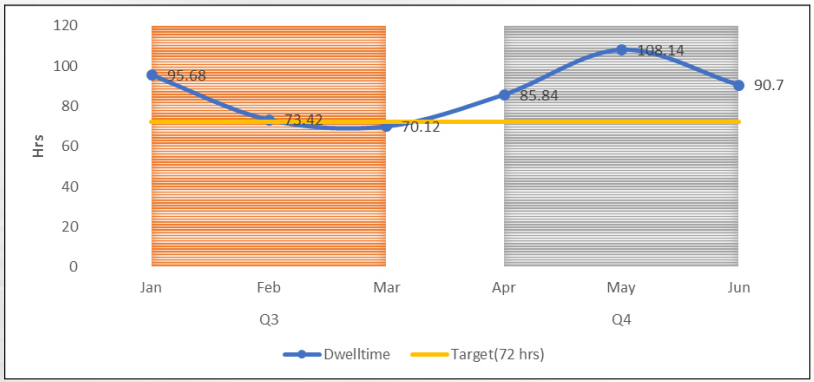

*Source: KPA, Jan-Jun 2017*

## 3.2 PORT INDICATORS

### 3.2.1 Containerised Cargo Dwell Time

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

**Figure 4: Containerised Cargo dwell time (Hours)**




*Source: KPA, Jan-Jun 2017*

The average containerised cargo dwell time was 95 hours in the quarter under review. 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.

From the analysis, the third quarter showed better performance registering average dwell time of 80 hours compared to 95 hours in the fourth quarter. Challenges associated with the introduction of Single Customs Territory for the transit containers caused by lack of full integration between ASYCUDA++, SIMBA and KWATOS resulted in a large proportion of transit containers being cleared manually which led to poor performance.

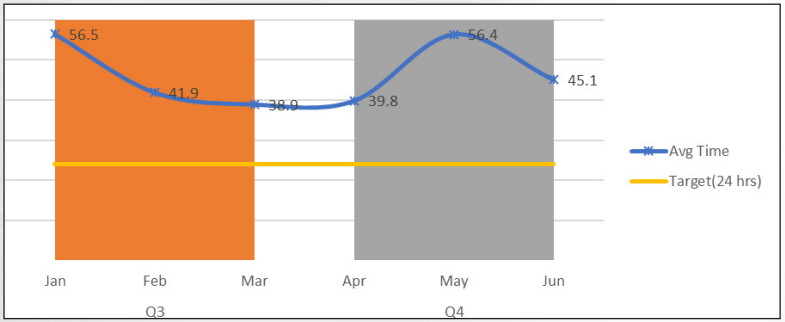
### 3.2.2 One Stop Centre Clearance Time

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

Figure 5 shows that performance in average time taken at the one stop centre clearance increased from 39.8 hours in April to 45.1 hours in June 2016 against a target of 24 hours. Comparing analysis for between third and fourth quarters shows that performance slightly deteriorated from 45.8 hours to 47.1 hours respectively.

The indicator did not meet the 24 hours target which could be partly attributed to uncoordinated joint verification of cargo and late submission of documents by clearance agents thus contributing to delays. Full implementation of these activities will go a long way in attaining this indicator.

Figure 5: One Stop Centre Clearance (Hrs)



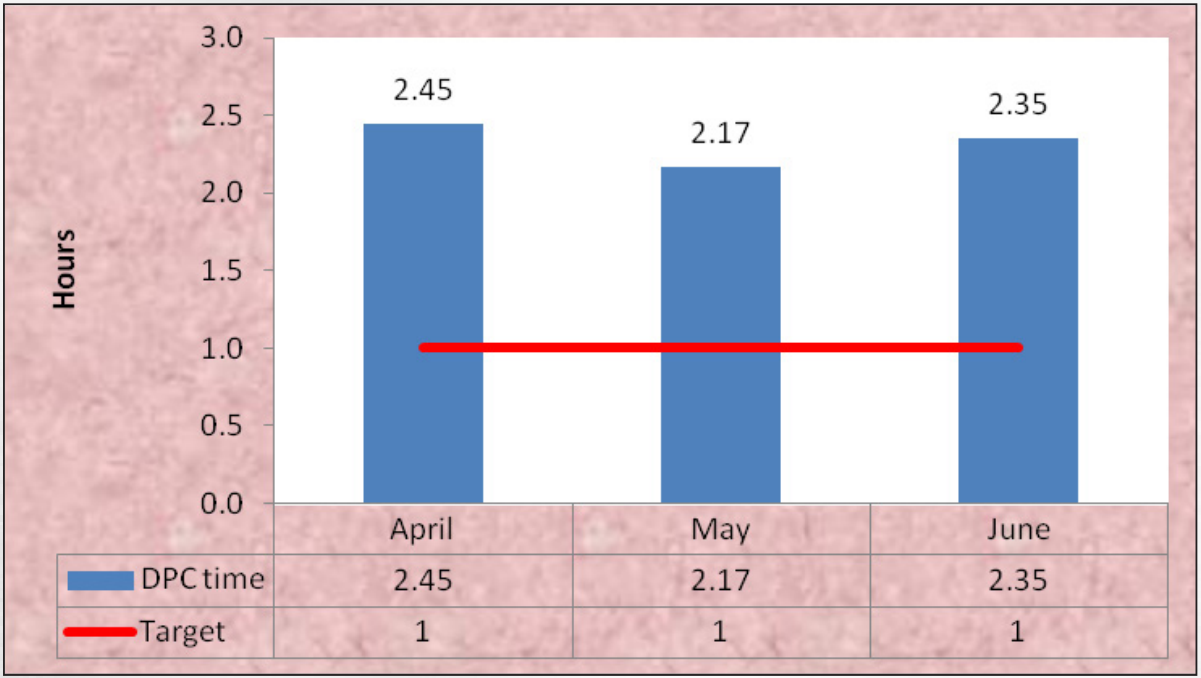

*Source: KRA, Jan-Jun 2017*

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

This refers to the time taken by Customs to pass an entry lodged by a clearing agent. This time contributes to the total port dwell time.

Figure 6 shows that there was a marginal decrease in DPC time from 2.45 hours in April 2017 to 2.35 hours in June 2017. Performance in DPC time improved slightly towards the target of 1 hour in May to 2.17 hours before deteriorating in June 2017. Among the initiatives to improve DPC time include on the spot approval of manifest, allow partial manifest and simultaneous online submission of manifest.

Figure 6: Time Taken at the Document Processing Centre (DPC)



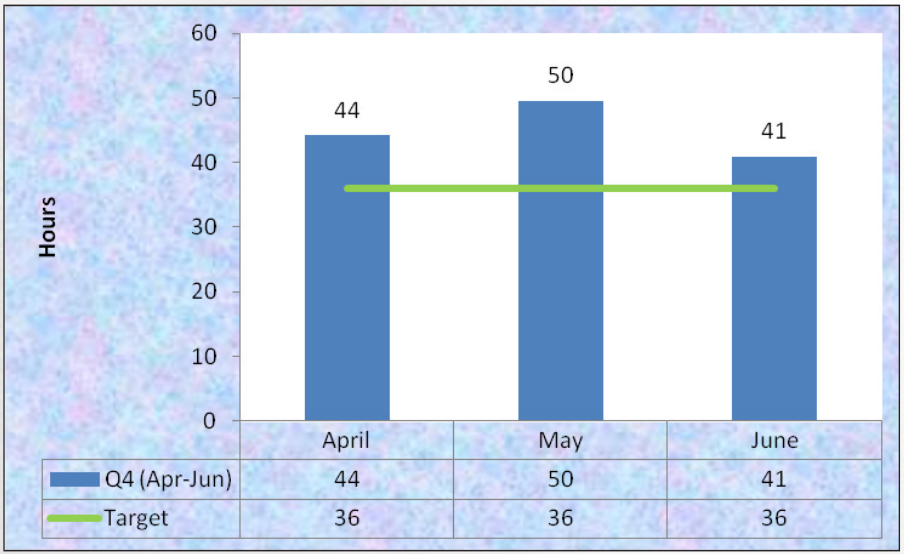

*Source: KRA data Jan-March 2015/2016/2017*

### 3.2.4 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 decreased from 44 hours in April 2017 to 41 hours in June 2017 as illustrated in figure 7. Analysis show that after release time target has not been met as committed in the port charter, but there has been improvement in the elimination of bottlenecks that cause the long after release time. Some of the activities aimed at improving performance of this indicator that have been implemented include: Automating gate clearance procedures, dedicating special gates to Container Freight Stations (CFSs) and ensuring 24 hour operations.

Figure 7: Delay after Custom Release




*Source: KRA, Apr-Jun 2017*

## 3.3 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 Kenyan borders.

### 3.3.1 Weighbridge Traffic

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

From figure 8, findings show a steady monthly average daily traffic weighed from April to June 2017 at all the weighbridges except the one at Busia which, however, recorded the least traffic. 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.

Figure 8: Monthly average daily traffic 2017


| | Mariakani | Athi River | Gilgil | Webuye | Busia |
|---|---|---|---|---|---|
| June | 2,191 | 5,052 | 4,396 | 1,659 | 611 |
| May | 2,434 | 5,471 | 4,479 | 1,304 | 592 |

*Source: KeNHA, April-June 2017*

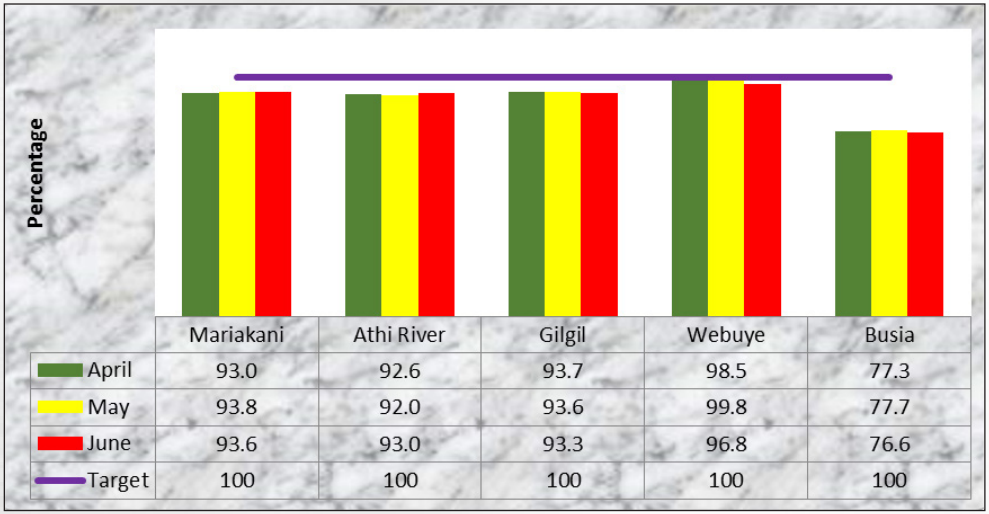
### 3.3.2 Weight Compliance at the Weighbridge

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

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. Kenya roads are crucial because they form an un-avoidable link to other Member States. As per March 2017, 63 percent of the roads in Kenya are in good condition paved and tarmac, 21 percent in fair condition and 16 percent in bad condition.

From April to June 2017 the weighbridges recorded a steady performance in terms of compliance levels of over 90 percent performance and Busia weighbridge registering a steady compliance level of 77%. Low compliance at the Busia weighbridge could be attributed to the weighbridge not implementing the high-speed weigh –in- motion.

Figure 9: Weighbridge Compliance




| | Mariakani | Athi River | Gilgil | Webuye | Busia |
|---|---|---|---|---|---|
| April | 93.0 | 92.6 | 93.7 | 98.5 | 77.3 |
| May | 93.8 | 92.0 | 93.6 | 99.8 | 77.7 |
| June | 93.6 | 93.0 | 93.3 | 96.8 | 76.6 |
| Target | 100 | 100 | 100 | 100 | 100 |

*Source: KeNHA, Apr-Jun 2017*

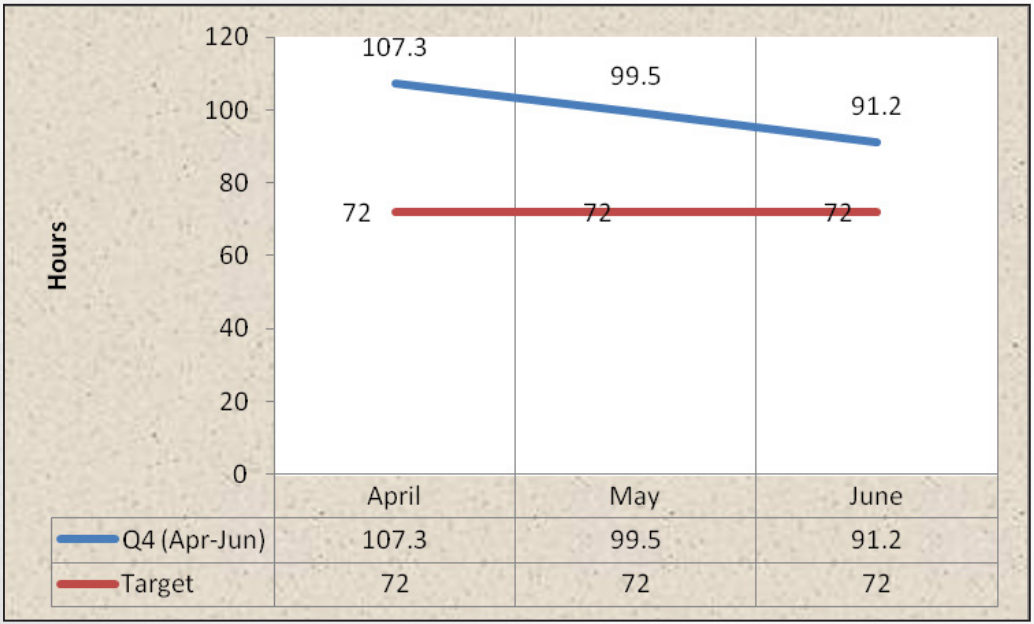
### 3.3.3 TRANSIT TIME

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.

The main objective of the Northern Corridor is to expedite timely movement of goods. Therefore, ensuring minimum congestion, less time and minimal cost improves port efficiency and significantly increases trade volumes. Transit time is key indicator of efficiency on the Corridor.

Figure 10 shows the transit time from Mombasa to Malaba. From the analysis, average transit time from Mombasa to Malaba which is 933 km, reduced steadily from 107.3 hours to 91.2 hours across the three months under review. Transit time recorded an average of 99.3 hours for the fourth quarter which is still beyond the 72-hour target. This could be attributed to delays at the port and stoppages on the road.

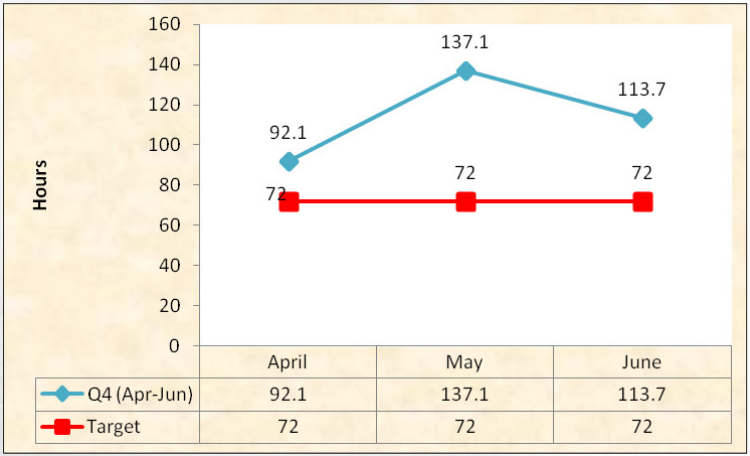
Figure 10: Average Transit Time in Kenya (Mombasa to Malaba)




*Source: KRA, Apr-Jun 2017*

Transit time Mombasa to Busia (947 Km) is as shown in figure 11. Data shows an increase from 92.1 hours in April 2017 to 113.7 hours in June 2017. In general, transit time is still beyond the expected 72 hours. Therefore, initiatives that were agreed upon to attain this target should be implemented to the latter.

Figure 11: Average Transit Time in Kenya (Mombasa to Busia)




| | April | May | June |
|---|---|---|---|
| Q4 (Apr-Jun) | 92.1 | 137.1 | 113.7 |
| Target | 72 | 72 | 72 |

*Source: KRA, Apr-Jun 2017*

From figure 12 below, half of the consignments from Mombasa to Malaba take less 4 days (95 hours) which is slightly higher than the 72 hours target. However, this time includes the delays after customs release at the port as well as stoppages along the way due to personal reasons.

Figure 12: Distribution of Transit Time in Kenya from April to June, 2017

| ROUTE | AVERAGE FOR BOTTOM 25% | MEDIAN | MEAN | AVERAGE FOR TOP 75% |
|---|---|---|---|---|
| MOMBASA-BUSIA | 34 | 97 | 126 | 267 |
| MOMBASA-MALABA | 29 | 95 | 112 | 227 |

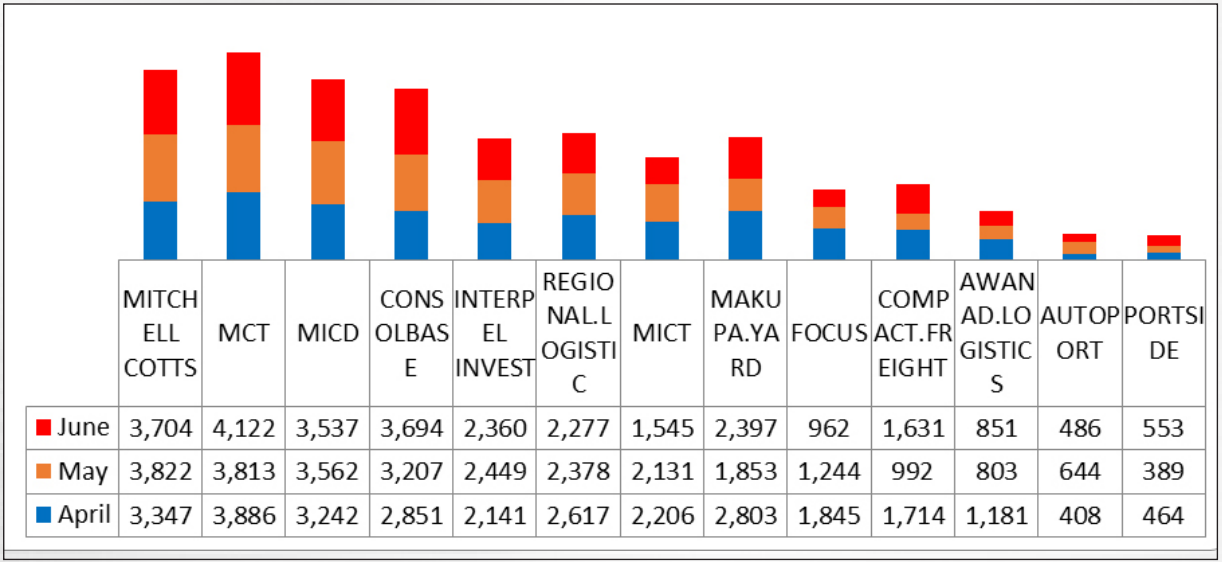
*Source: KRA, Apr-Jun 2017*

## 3.4 CONTAINERS UPTAKE FROM THE PORT TO THE CFS

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 cargo pick up from the Port by CFS's and efficient cargo clearance process at the CFS's. Cargo to the CFSs is either client nominated or KPA nominated.

Figure 13 below 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.

Figure 13: Monthly Container Deliveries to CFS

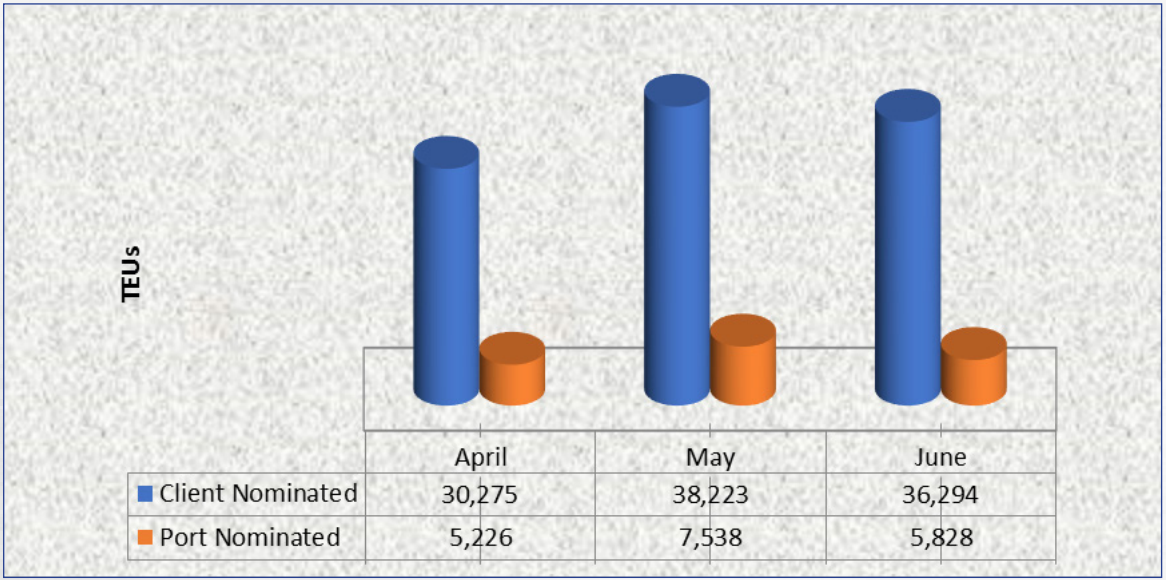


| | MITCHELL COTTS | MCT | MICD | CONSOLBASE | INTERPEL INVEST | REGIONAL.LOGISTIC | MICT | MAKUPA.YARD | FOCUS | COMPACT.FREIGHT | AWANAD.LOGISTICS | AUTOPORT | PORTSIDE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| June | 3,704 | 4,122 | 3,537 | 3,694 | 2,360 | 2,277 | 1,545 | 2,397 | 962 | 1,631 | 851 | 486 | 553 |
| May | 3,822 | 3,813 | 3,562 | 3,207 | 2,449 | 2,378 | 2,131 | 1,853 | 1,244 | 992 | 803 | 644 | 389 |
| April | 3,347 | 3,886 | 3,242 | 2,851 | 2,141 | 2,617 | 2,206 | 2,803 | 1,845 | 1,714 | 1,181 | 408 | 464 |

*Source: KPA, Apr-Jun 2017*

Cargo to the CFSs is either client nominated or KPA nominated. As shown in Figure 14 below, results for quarter four indicate that on average 85% percent of the containers received at the CFSs were client nominated compared to 15% port nomination. There should be a CFS inspection system to ensure round the clock delivery of services.

Figure 14: CFS nomination April to June 2017




*Source: KPA, Apr-Jun 2017*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