NORTHERN CORRIDOR TRANSPORT OBSERVATORY

RELIABLE PERFORMANCE DATA

NORTHERN CORRIDOR QUARTERLY PERFORMANCE DASHBOARD

JANUARY TO MARCH 2023

TRADE MARK AFRICA

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1. Volume and Capacity

This section provides a comprehensive analysis of the volume and capacity of cargo managed at the port of Mombasa, as well as along the Northern Corridor. The analysis focuses on two specific indicators: cargo throughput through Mombasa port and volume per country of destination through the port of Mombasa.

Currently, the Port of Mombasa has a capacity to handle 2.1 million twenty-foot equivalent units (TEUs) annually. However, it handles approximately 1.5 million TEUs annually.

Significant progress has been made to enhance the port's capacity and efficiency. Notably, the completion of the second phase of the Second Container Terminal in June 2022 has bolstered the Port of Mombasa's capacity by an additional 450,000 TEUs. This expansion allows for improved ship and yard planning, creating opportunities for enhanced efficiency in cargo handling operations.

1.1. Cargo Throughput through the Mombasa Port

Cargo throughput, which encompasses various types of cargo such as break-bulk, liquid bulk, dry bulk, containerized cargo, transit cargo, and transshipment, serves as a key metric to measure the total volume of cargo discharged and loaded at the port.

In the period of January to March 2023, cargo throughput at the port experienced a notable expansion of 1.7%, reaching a total of 8.79 million metric tons, as compared to the corresponding quarter in 2022. Within this figure, containerized cargo accounted for 46.8% of the total throughput, while non-containerized cargo constituted the remaining 53.2%.

The growth in cargo throughput was primarily driven by a significant increase of 5.5% in containerized cargo. On the other hand, non-containerized cargo witnessed a slight reduction of 1.4%, primarily due to a significant decline of 14% in the throughput of dry bulk cargo.

In terms of cargo distribution during the reporting period, imports accounted for 79.4%, exports 13.7%, transshipment 6.5%, and restows 0.4%.

Growth

1.7%

Volume

8.79 million MT

Table 1: Cargo throughput in metric tons

Type of Cargo	2022	2023	Volume Change	Growth %	% Share of Total Throughput 2022	% Share of Total Throughput 2023
Non-Container						
Dry Bulk	1,816,601	1,550,334	-266,267	-14.7%	21.0%	17.6%
Liquid Bulk	2,396,118	2,586,840	190,722	8.0%	27.7%	29.4%
Conventional	531,079	542,537	11,458	2.2%	6.1%	6.2%
Sub-Total	**4,743,798**	**4,679,711**	**-64,087**	**-1.4%**	**54.9%**	**53.2%**
Containerized	**3,898,311**	**4,112,216**	**213,905**	**5.5%**	**45.1%**	**46.8%**
TOTAL	**8,642,109**	**8,791,927**	**149,818**	**1.7%**	**100.0%**	**100.0%**
IMPORT / EXPORT						
Imports	6,784,255	6,984,319	200,064	2.9%	78.5%	79.4%
Exports	1,222,819	1,201,022	-21,797	-1.8%	14.1%	13.7%
Transhipment	607,206	575,502	-31,704	-5.2%	7.0%	6.5%
Restows	27,829	31,084	3,255	11.7%	0.3%	0.4%
TOTAL	**8,642,109**	**8,791,927**	**149,818**	**1.7%**	**100.0%**	**100.0%**

Source: KPA data January to March 2022 and 2023

1.2. Volume per Country of destination through the Port of Mombasa

Cargo in transit is the movement of cargo discharged at a gateway seaport or cargo originating from a country within a union across international borders to another country where the final destination is mainly a landlocked country.

To determine the transit volume, a methodology based on the summation of the weight of all cargo in metric tonnes handled at the Port of Mombasa per country of destination is applied. The transit countries encompass the six Member States of the Northern Corridor, along with Tanzania, Somalia, and Ethiopia.

In the quarter of January to March 2023, the total transit throughput reached 2.7 million metric tonnes, reflecting an 8.6% growth compared to the corresponding quarter in 2022. Of the total transit cargo volume, imports accounted for 89%, while exports constituted the remaining 11%.

During the quarter ending in March 2023, imports grew by 6.1% and exports witnessed a substantial growth of 34.5% compared to the corresponding quarter in 2022, suggesting a significant recovery in trade.

The 2023 quarter recorded total transit throughput of 2.7 million MT; 8.6% growth compared to a similar quarter in 2022. Of the total transit cargo volume, 89% were imports while 11% were exports. In the quarter ending March 2023, imports grew by 6.1% while exports grew by 34.5% compared to the corresponding quarter in 2022.

Transit Volume for Northern Corridor Member States in '000 Tonnes


3.8


410.4


131


448.9


1623

Table 2: Transit Volume through the port of Mombasa in tonnes (Jan to Mar 2022 and 2023)

	2022	2023	VOLUME CHANGE	% CHANGE
UGANDA: Imports	1,717,838	1,423,182	-294,656	-17.2%
: Exports	158,823	199,788	40,965	25.8%
TOTAL	**1,876,661**	**1,622,971**	**-253,691**	**-13.5%**
TANZANIA: Imports	42,862	72,885	30,024	70.0%
: Exports	8,141	16,673	8,533	104.8%
TOTAL	**51,002**	**89,559**	**38,556**	**75.6%**
BURUNDI: Imports	422	2,976	2,554	605.5%
: Exports	246	842	596	242.5%
TOTAL	**668**	**3,818**	**3,150**	**471.9%**
RWANDA: Imports	48,936	127,309	78,373	160.2%
: Exports	1,771	3,709	1,938	109.5%
TOTAL	**50,706**	**131,018**	**80,312**	**158.4%**
SOUTH SUDAN: Imports	261,781	396,319	134,538	51.4%
: Exports	27,585	52,570	24,984	90.6%
TOTAL	**289,367**	**448,889**	**159,522**	**55.1%**
D.R.C.: Imports	200,694	385,396	184,702	92.0%
: Exports	25,365	25,055	-310	-1.2%
TOTAL	**226,059**	**410,451**	**184,392**	**81.6%**
SOMALIA: Imports	14	130	116	848.1%
Exports	19	-	-19	-100.0%
TOTAL	**33**	**130**	**97**	**295.1%**
ETHIOPIA: Imports	3,182	5,434	2,252	70.8%

	2022	2023	VOLUME CHANGE	% CHANGE
: Exports	45	-	-45	-100.0%
TOTAL	**3,227**	**5,434**	**2,207**	**68.4%**
OTHERS: Imports	290	269	-21	-7.1%
: Exports	-	34	34	-
TOTAL	**290**	**303**	**13**	**4.6%**
TOTAL: Imports	**2,276,019**	**2,413,901**	**137,883**	**6.1%**
: Exports	**221,995**	**298,671**	**76,676**	**34.5%**
TOTAL	**2,498,014**	**2,712,573**	**214,559**	**8.6%**

Source: KPA data January to March 2022 and 2023


M S C

2. Maritime Indicators

The arrival and departure procedures at a port play a crucial role in a ship's voyage, as they involve various complexities. The daily operations of the Mombasa seaport revolve around planning safe ship schedules for vessels transiting through the port. The seaport consists of two container terminals, each with multiple berth segments. This sub-section focuses on evaluating the performance of container vessel movements at the Port of Mombasa during the quarter ending March 2023. Specifically, the analysis centres around indicators such as ship turnaround time and vessel waiting time before berthing. Comparisons are made with the corresponding quarter of previous years.

To enhance operational efficiency at the port, the Kenya Ports Authority (KPA) has planned the acquisition of five new Harbour Mobile Cranes by June 2023. Among these, three cranes will be deployed at the Port of Lamu, while the remaining two will be utilized in Mombasa. Furthermore, four Ship to Shore Gantry cranes are also scheduled to be acquired by July 2023, serving as replacements for the existing outdated ones.

The arrival of the four new Ship to Shore Gantry Cranes in July is expected significantly contribute to the port's efficiency by providing more reliable equipment for ship operations, ultimately reducing ship turnaround time. Additionally, in December 2022, KPA procured 12 Reach Stackers and nine Empty Container Handlers, which were commissioned for operations in January 2023. These acquisitions have boosted yard and ship operations, further enhancing the overall efficiency of the port.

2.1. Ship turnaround time at the port of Mombasa

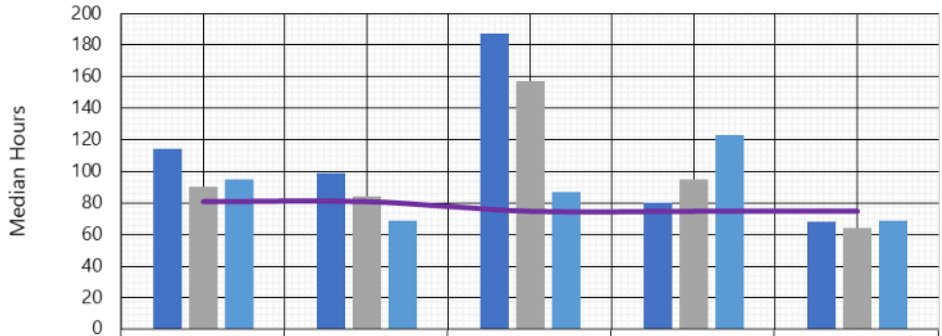
The Ship Turnaround Time is calculated from the time the vessel enters the port area (delineated by the fairway buoy) until the time it departs the port area.

Target: 75 Hrs

The total turnaround time for the ship takes into account waiting, berthing, service, and sailing delays. By December 2023 and December 2024, respectively, the Mombasa Port and Northern Corridor Community Charter sought to achieve the target for a vessel turnaround time of 75 hours. The ultimate objective is to attain a 24-hour (1-day) ship turnaround global benchmark time.

January-March 2023 quarter recorded a reduction in ship turnaround time when compared to the corresponding quarter in 2022. The ship turnaround time averaged 67 hours in the quarter ending March 2023 while a similar quarter in 2022 averaged 99 hours. The performance during the quarter under review is within the set target.

Figure 1: Ship turnaround Time at the port of Mombasa in hours



	2019	2020	2021	2022	2023
Jan	114	99	187	80	68
Feb	90	84	157	95	64
Mar	95	69	87	123	69
Target	81	81	75	75	75

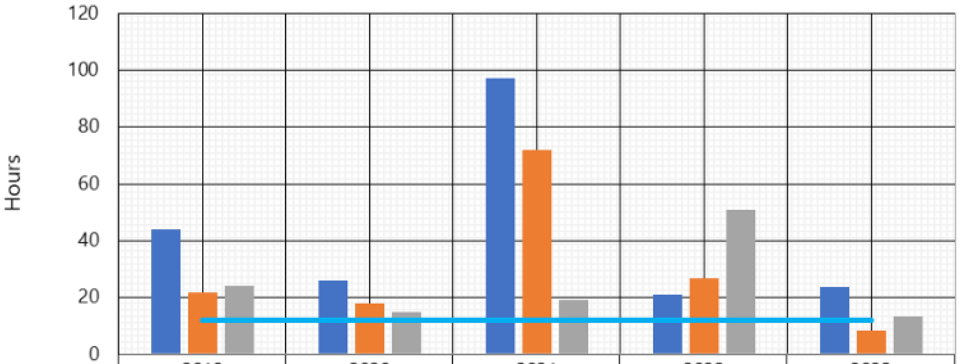
Source: KPA data Jan to March various years

2.2. 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, including waiting at their own convenience.

The set target for this indicator is 12 hours as per the Mombasa Port and Northern Corridor Community Charter. Long ship waiting times represent apparent inefficiencies in the transport systems. During the quarter, the performance of this indicator showed a downward trend with waiting time fluctuating from 24 hours in January down to 9 hours in February and then to 13 hours in March.

Figure 2: Average Vessel Waiting Time before Berth in hours at the port of Mombasa



	2019	2020	2021	2022	2023
Jan	44	26	97	21	24
Feb	22	18	72	27	9
Mar	24	15	19	51	13
Target	12	12	12	12	12

Source: KPA data Jan to March various years


MAERSK
MAERSK SEALAND
KPA 2102
KPA 2101

3. Port Indicators

The Port of Mombasa has two container terminals 1 and 2. Terminal 1 has three berths (No. 16, No. 17, and No. 18), whereas Terminal 2 has two berths (No. 20 and No. 21). Among other facilities and equipment, there are 10 conventional cargo berths, 2 bulk cement berths with 3 silos, and 2 bulk oil jetties. This section focuses on the port's time and delays performance for the quarter from January to March 2023. Where possible, a comparison with corresponding quarters from prior years is made.

3.1. Containerized Import Cargo Dwell time at the port of Mombasa

The 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.

The methodology applied for this indicator is based on the calendar month the cargo arrived, i.e., the date of entry inward is considered. The outlier cases of consignments held from clearance for more than 21 days due to non-compliance issues and court matters, among others, are excluded. Further, dwell time assessment is done separately for Green Channel (Facilitated) and Red Channel (Non-facilitated) cargo. For this purpose, cargo not subjected to Customs examination is considered Green Channel cargo.

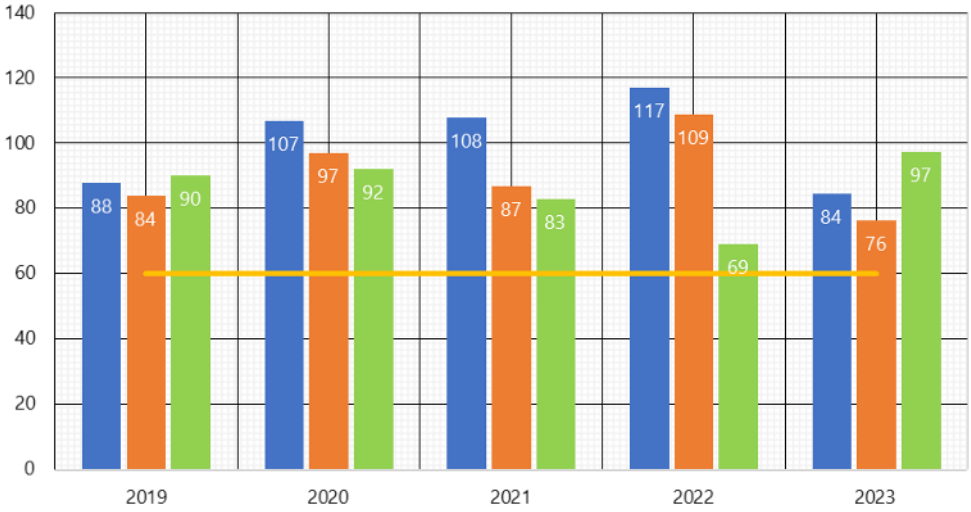
Target: 60 Hrs

Improved cargo dwell times are crucial because they open up space in the port's container yards, which relieves congestion. The average import cargo stay time for the reviewed quarter was 86 hours, compared to 98 hours for a comparable quarter in 2022. Despite the improvement compared to the same quarter in 2022,

the 60-hour Mombasa Port and Northern Corridor Community Charter target has not yet been met.

There is also a need to develop a parking yard outside the port with a proper truck calling system to the port. Currently, most truck owners do not have parking yards prompting them to park alongside the roads, causing congestion or accessing the port to park and shop for cargo. There is a need to evaluate the processes in cargo clearance and identify and address sources of delays, including delay areas and parties responsible for each delay.

Figure 3: Average import containerized cargo dwell time



Source: KPA data Jan to March various years

3.2. Integrated Customs Management System (iCMS)

In line with the World Trade Organization (WTO) requirement for simplifying and harmonizing international trade procedures, iCMS promises to simplify further and optimize Customs processes. The needed changes involved developing a new system incorporating all the subsystems built around the main clearance system and newly defined functionalities. In addition, KRA commits to automating the DPC process (Under iCMS) to be instant by accelerating DPC processes towards eventual completion and strengthening ICT infrastructure to minimize KRA customs' systems downtime and disruption. Further, it is envisioned that clearance time for imports and exports will reduce by at least 60 per cent.

The Mombasa Port and Northern Corridor Community Charter established a baseline of 2.3 hours in December 2018 as freight forwarders pay the average time taken from the time duties to the time entry is passed or rejected by customs (under iCMS). Since the implementation of iCMS, performance on this target has significantly improved to real time. Previously, the Customs system heavily relied on the stability of the Simba 2005/2014 system, which had a multiplicity of subsystems and required multiple points of authentication for users, taking more time. Unlike Simba System, iCMS enables KRA to receive declarations of goods way before the ships dock at the port. This essentially will reduce the time taken to clear goods as they are verified by the time they arrive.

Performance Indicator	Unit of Measure	Baseline 2018	Jan-2023	Feb-2023	Mar-2023
Average time to submit manifests (under iCMS)	Minutes	60	Instant	Instant	Instant
Average time elapsed from the time duties are paid by freight forwarders until the entry is passed or rejected by customs (under iCMS)	Hours	2.3	Instant	Instant	Instant
Automation of DPC process (Under iCMS)	Instant	Instant	Instant	Instant	Instant

Source: KRA data (iCMS)

3.3. Rwanda Revenue Authority (RRA) Customs Time and Delays

The Mombasa Port and Northern Corridor Community Charter commits the Rwanda Revenue Authority to facilitate the fast-processing release of transit cargo and reduce clearance times for transit cargo. The indicators examined in this section are the ASYCUDA system's after-release time, delay processing time, and customs release time.

The process of clearance under SCT is as follows:

- The clearing agent lodges an entry into ASYCUDA, which is interfaced with other agencies under a single window system (Rwanda Electronic Single Window) that allows all the border agencies to interface with ASYCUDA when a consignment is dealt with at Mombasa.
- The agent self-assesses taxes/bond security and pays taxes in the bank where applicable
- Customs processes and electronically issues entry release to the agent.
- If a consignment is dealt with at Mombasa, the Agent requests for the physical release of goods from RRA Mombasa office; RRA issues a physical goods release order (Exit Note) to the agent
- Basing on the Exit Note, KRA processes the final release of goods from the Port on Form C2, which accompanies the goods to exit border station and also seals the goods where applicable
- Seals are applied at Mombasa, and the other agencies conduct their procedures when the truck/goods arrive at the trader's premise in Rwanda.

The average time between custom release order to the exit i.e., evacuate the cargo from the port after it is officially released by Customs reduced from 38 hours in January 2023 to 15 hours in March 2023. Compared to a similar quarter in 2022, RRA after release time is on a reducing trend. Similarly, the average time between passing/acceptance of customs entry registration and issuance of customs release order improved to 24 hours during the review period. Performance for delay processing time averaged 35 hours during the period under review compared to 44 hours for the 2022 quarter.

Despite the advancements, the automatic data interchange between the Member States taking part in the SCT framework of clearing goods remains a barrier.

Table 3: RRA SCT release at the Port of Mombasa (Hours)

	After Release Time		Customs Release Time		Delay Processing Time	
	2022	2023	2022	2023	2022	2023
Jan	15	38	28	32	46	33
Feb	22	20	26	36	47	42
Mar	24	15	32	24	38	30
Average	**20**	**24**	**29**	**31**	**44**	**35**

Source: RRA data January to March 2022 and 2023


DEEP CREEK
EXIT
KUTOKA

4. Corridor Indicators

The Corridor Indicators section focuses on assessing the performance of the Northern Corridor during the period from the release of goods at the Port of Mombasa or Inland Container Depots (ICDs) to their exit at the border and final destinations. Within this category, the indicators of concern are the level of compliance observed at weighbridges, the volume of traffic, and the transit time along the routes specific to the Northern Corridor. It is noteworthy that other than in the Member State of Kenya, transit time indicators along the Northern Corridor routes lack baselines and targets for performance measurement.

4.1. Transit Time in Kenya

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

Mombasa to Malaba

Target: 40 Hrs

Mombasa to Busia

Target: 45 Hrs

This section focuses on road transport. The Northern Corridor is served by a combination of surface transport modes; road, railway, oil pipeline and inland waterways. Accessing the port accounts for a considerable share of corridors costs.

The Mombasa Port and Northern Corridor Community Charter has set specific targets for transit time. According to the Charter, the desired timeframe for cargo movement from Mombasa to Malaba is 40 hours, while from Mombasa to Busia, it is 45 hours. These targets are to be achieved by December 2023. Both Malaba and Busia serve as the initial exit points from Kenya into Uganda along the Northern Corridor. The transit routes passing through these borders encounter

five weighbridges (Mariakani, Athi River, Gilgil, Webuye, and Busia). However, as indicated in the table below, the average transit time for both the Mombasa-Malaba and Mombasa-Busia routes was twice the set targets of the port charter. This disparity suggests the existence of obstacles hindering smooth cargo movement along the corridor routes.

During the analyzed period, delays along the route were attributed to various factors, including road conditions, delays at weighbridges, police checks, company vehicle inspections, road accidents, and personal reasons of drivers. These barriers to cargo movement need to be addressed in order to enhance efficiency. Moreover, ongoing infrastructure improvements on different stretches of the routes are expected to contribute to a reduction in transit time.

Table 4: Transit time from Mombasa to Malaba and Busia in hours

	Mombasa to Malaba		Busia to Malaba	
	2022	2023	2022	2023
Jan	162	57	173	80
Feb	175	50		98
Mar	70	71		75
Average	136	59	173	85
Target	40	40	45	45

Source: RECTS data 2022 and 2023

The table below presents the transit time from the port of Mombasa to Kampala, Uganda, and Elegu, South Sudan, for the months of January to March 2023. The duration of transit time varied across different routes due to factors such as the distance to the destination, road conditions, and the presence of non-tariff barriers. Despite the greater distance, the Mombasa to Kampala route exhibited slower transit times, averaging 11 kilometres per hour, compared to the Mombasa to Elegu route,

which averaged 14 kilometres per hour. This discrepancy suggests the presence of factors that impede cargo movement specifically on the Malaba to Kampala route. Additionally, delays can occur when disarming the RECTS gadgets upon the arrival of a truck, contributing to an increase in transit time.

Table 5: Transit time from the port of Mombasa to various destinations (Hours)

	Mombasa to Elegu		Mombasa to Kampala	
	2022	2023	2022	2023
Jan	270	108	246	115
Feb	187	97	127	103
Mar		102		115
Average	**229**	**101**	**187**	**109**
Distance	1430	1430	1169	1169
Average Km/Hr	**6**	**14**	**6**	**11**

Source: RECTS data 2022 and 2023

4.2. Transit time in Rwanda

Transit time in Rwanda is the time 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 has three entry borders: Kagitumba/Mirama Hills, Gatuna/Katuna, and Cyanika/Cyanika. Conversely, the exit borders from Rwanda include Rubavu/Goma, Akanyaru-Haut/Kanyaru Haut, Mururu/Rusizi, and Nemba/Gasenyi.

Analysis shows that average transit time varied across these routes, contingent on the distance and the number of encountered non-tariff barriers. In Rwanda, the average transit time from Cyanika to Rubavu amounted to 45 hours for the quarter ending in March 2023. In contrast, it took approximately 79 hours for trucks to transport cargo from the Kagitumba border to Kigali during the same period, excluding January, which witnessed a recorded time of 390 hours. Outside of Rwanda, the average duration to transport cargo from Mombasa to Kigali amounted to 176 hours. It is noteworthy that there are no baselines and targets for transit time in Rwanda.

Table 6: Average Transit time in Rwanda (Hours)

Origin	Destination	Jan	Feb	Mar	Average
Cyanika	Rubavu	29	41	65	**45**
Cyanika	Rusizi		43	38	**41**
Kagitumba	Kigali	390	92	66	**183**
Kagitumba	Rubavu	46	58	54	**53**
Kagitumba	Rusizi	50	63	56	**57**
Mombasa	Kigali	180	166	181	**176**
Mombasa	Rubavu	109	115	184	**136**
Mombasa	Rusizi	141	177	161	**159**

Source: RRA data 2023

4.3. Transit Time in Uganda

Transit time in Uganda tracks the time taken to move cargo between Kampala and various borders between Uganda and Northern Corridor Member States.

The table presented below displays the average transit time in hours on various routes from Kampala, as recorded by the electronic cargo tracking system (ECTS) during the period from January to March 2023. The analysis reveals that the time taken for transit varied depending on the distance of the route. Notably, the Kampala to Mirama Hills/Kagitumba border route exhibited the slowest average speed of 5 kilometres per hour, indicating the presence of prevalent factors that hindered cargo movement on this particular route. In contrast, the fastest routes in 2023 were Kampala to Oraba and Kampala to Elegu, with average speeds of 14 kilometres per hour and 13 kilometres per hour, respectively. Factors contributing to increased transit times include congestion caused by weather conditions, a high number of accident-prone areas (black spots), and others.

The analysis indicates an improvement in transit times along most routes within the Northern Corridor in Uganda, suggesting the implementation of interventions to facilitate smoother cargo movement. The reduction in transit time has a direct impact on lowering transport costs, which have significantly decreased over the years. However, the report recommends conducting a qualitative survey to identify inefficiencies and bottlenecks along the corridor, and subsequently propose evidence-based recommendations to enhance operational efficiency for transporters. Transit time indicator for Uganda lacks baselines and targets.

Table 7: Average transit Time from Kampala in hours

Origin	Destination	Jan	Feb	Mar	Average	Distance	Average Km/Hr
Kampala	Elegu	32	35	38	35	457	13
Kampala	Goli	78	32	48	53	465	9
Kampala	Kigali	43	62	28	45	513	12
Kampala	Malaba	9	26	28	21	236	11
Kampala	Mirama Hills	52	81	72	68	368	5
Kampala	Mombasa	121	121	134	126	1169	9
Kampala	Mpondwe	40	39	39	39	442	11
Kampala	Oraba	38	44	39	40	581	14
Malaba	Elegu	79	49	78	69	497	7

Source: RECTS data 2022 and 2023

4.4. Weighbridge performance in terms of traffic

The indicator measures the average number of trucks weighed per day at the various weighbridges. Table 8 illustrates the average daily traffic at five weighbridges for both inbound and outbound trucks, namely Mariakani, Athi River, Gilgil, Webuye and Busia.

Analysis shows an increase in traffic at all weighbridges, except for Busia, when compared to the corresponding quarters in 2021 and 2022. Among the weighbridges, Athi River recorded the highest traffic volume, primarily due to traffic originating from or heading to the port of Mombasa, including both local and transit cargo. Additionally, traffic from/to Namanga Border Point also contributed to the high traffic at Athi River. However, it is worth noting that the traffic at Gilgil weighbridge slightly decreased by 50%, as a portion of traffic at Athi River was destined for Nairobi and its surrounding areas. On the other hand, Webuye and Busia Weighbridges reported lower traffic volumes, mainly consisting of transit cargo heading towards the border points of Malaba and Busia, respectively.

Table 8: Weighbridge traffic through Kenyan weighbridges

Weighbridge	Year	Jan	Feb	Mar
Mariakani	2021	6,747	6,452	6,641
	2022	4,290	5,442	6,811
	2023	4,901	5,587	5,707
Athi River	2021	7,173	8,276	8,139
	2022	6,937	7,861	6,932
	2023	7,831	8,031	7,964
Gilgil	2021	3,715	3,921	3,400
	2022	2,931	3,042	4,046
	2023	4,403	4,173	3,994
Webuye	2021	2,931	2,271	2,223
	2022	2,984	2,594	3,018
	2023	3,093	3,102	2,802
Busia	2021	696	704	788
	2022	876	923	782
	2023	729	691	812

Source: KeNHA data January to March 2021 to 2023

1.5. Weighbridge performance in terms of compliance

The indicator measures the Percentage of trucks that comply with the gross vehicle weight and the vehicle axle load limits before and after redistribution of cargo as stipulated in the East Africa Community Vehicle Load Control Act of 2016.

Overloading of trucks has emerged as a significant contributor to the rapid deterioration of the Kenyan road network, particularly along the Northern Corridor route, which witnesses a substantial proportion of truck traffic in the country. Weighbridges play a crucial role in enforcing compliance with vehicle load limits. The EAC Vehicle Load Control Act, established in 2016, imposes weight restrictions on roads and prescribes severe penalties for those found guilty of violating the stipulated regulations. Trucks with a gross weight of 3.5 tonnes and above are required to be weighed at the weighbridges they encounter. Transporters who bypass, evade, or fail to stop at weigh stations can face legal prosecution. Additionally, the law has reduced the maximum weight for super single tires' axles from 10 tonnes to 8.5 tonnes, while the maximum axle load is set at 56 tonnes.

As illustrated in the table below, the weighbridges in Kenya have consistently demonstrated a high level of compliance, with a performance exceeding 94% during the period from January to March 2023, except for the Busia weighbridge. The relatively low compliance observed at the Busia weighbridge can be attributed to the fact that a majority of the cargo passing through Busia consists of exports originating from Kenya and the Busia weighbridge offers the first opportunity for the loaded trucks to be weighed. Furthermore, the Busia Weighbridge experiences lower traffic volume and does not utilize the HSWIM (High-Speed Weigh-In-Motion) technology, which diminishes its effectiveness. It is imperative to develop strategies that allow truckers to verify load limits at the point of loading and to reduce the frequency of weighing to twice – at the entry and exit points – for transit cargo originating from the port of Mombasa.

Table 9: Weighbridge compliance at the Kenyan weighbridges (Percentage)

Weighbridge	Year	Jan	Feb	Mar
	2021	99.9	99.7	98.5
	2022	98.2	97.2	99.5
Mariakani	2023	98.7	99.1	98.0
	2021	98.6	97.4	98.9
	2022	97.5	99.1	98.4
Athi River	2023	97.8	98.5	98.0
	2021	94.8	94.4	93.4
	2022	98.7	96.0	97.3
Gilgil	2023	94.4	95.1	96.7
	2021	91.9	91.4	93.9
	2022	92.1	96.4	95.5
Webuye	2023	94.9	95.0	95.0
	2021	79.1	77.0	83.1
	2022	85.3	84.5	83.2
Busia	2023	87.3	84.9	80.0

Source: KeNHA data January to March 2021 to 2023

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