NORTHERN CORRIDOR TRANSPORT OBSERVATORY

RELIABLE PERFORMANCE DATA

20TH EDITION

# NORTHERN CORRIDOR TRANSPORT OBSERVATORY

# 2024

# PERFORMANCE REPORT

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**Cover Photo**

**Front:** Port of Mombasa, Kipevu Oil Terminal

**Back:** Port of Mombasa



NORTHERN CORRIDOR
TRANSIT AND TRANSPORT
COORDINATION AUTHORITY

PARTNER

**Note:**

This report can also be found on the Internet, in all two official languages of the Northern Corridor Transit and Transport Coordination Authority, and the Northern Corridor Transport Observatory Portal, at: http://ttcanc.org/resources and https://top.ttcanc.org/documents

**Main text**

- The term "dollars" (USD) refers to United States dollars.
- The term "billion" signifies 1,000 million.
- Annual rates of growth and changes refer to compound rates.
- Use of a dash (–) between dates representing years or months, e.g. 2023–2024 or Jan-Dec, signifies the full period involved, including the initial and final years/months. A slash (/) between two years, e.g. 2023/24 or 2024/2025, signifies a fiscal year.
- The terms "country" and "economy", as appropriate, refer to territories or areas.

**Tables**

- A dash (–) indicates that the amount is nil or negligible.
- An asterik (*) or (**) indicates some data is missing
- Details and percentages do not necessarily add up to totals, because of rounding.

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# Acronyms and Abbreviations

| | |
|---|---|
| **ACPLRWA** | Association des Chauffeurs des Poids Lourds au Rwanda |
| **AfCFTA** | African Continental Free Trade Area |
| **AfDB** | African Development Bank |
| **DRC** | Democratic Republic of Congo |
| **DWT** | Dead Weigh Tonnes |
| **EAC** | East Africa Community |
| **EMDEs** | Emerging Markets and Developing Economies |
| **EPRA** | Energy and Petroleum Regulation Authority |
| **GDP** | Gross Domestic Product |
| **GVW** | Gross Vehicle Weight |
| **HSWIM** | High-Speed Weigh-in-Motion |
| **ICBT** | Informal Cross Border Trade |
| **ICD** | Inland Container Depot |
| **IMF** | International Monetary Fund |
| **IRI** | International Roughness Index |
| **IWT** | Inland Water Transport |
| **KeNHA** | Kenya National Highways Authority |
| **Km** | Kilometre |
| **KOJ** | Kisumu Oil Jetty |
| **KOSF** | Kipevu Oil Storage Facility |
| **KOT** | Kilindini Oil Terminal |
| **KPA** | Kenya Ports Authority |
| **KPC** | Kenya Pipeline Company |

| | |
|---|---|
| **KPRL** | Kenya Petroleum Refineries Limited |
| **KRA** | Kenya Revenue Authority |
| **KTA** | Kenya Transporters Association |
| **LPG** | Liquefied Petroleum Gas |
| **MGR** | Metre Gauge Railway |
| **MPNCCC** | Mombasa Port and Northern Corridor Community Charter |
| **MT** | Metric Tonnes |
| **NCTO** | Northern Corridor Transport Observatory |
| **NCTTA** | Northern Corridor Transit and Transport Agreement |
| **NCTTCA** | Northern Corridor Transit and Transport Coordination Authority |
| **NTBs** | Non-Tariff Barriers |
| **NTSA** | National Transport and Safety Authority |
| **OSBP** | One-Stop Border Post |
| **PS** | Pumping Station |
| **NMT** | Non-Motorized Transport |
| **PBC** | Performance-Based Maintenance Contracting |
| **PIP** | Privately Initiated Proposal |
| **PPP** | Public-Private Partnership |
| **RECTS** | Regional Electronic Cargo Tracking System |
| **RRA** | Rwanda Revenue Authority |
| **SCT** | Single Custom Territory |
| **SGR** | Standard Gauge Railway |
| **TEUs** | Twenty Feet Container Equivalent Units |
| **TMA** | TradeMark Africa |
| **URA** | Uganda Revenue Authority |
| **URC** | Uganda Railways Corporation |
| **USD** | United States Dollar |

# Foreword

We are delighted to unveil the 20th edition of the Northern Corridor Transport Observatory Report, a detailed assessment of the performance of the Northern Corridor and the Port of Mombasa over the past year 2024. This milestone publication underscores our unwavering commitment to monitoring and evaluating the corridor's progress, delivering evidence-based insights to guide policy formulation and drive regional development. As a continuation of our established series under the Transport Observatory, this edition builds on prior reports and should be viewed as an integral part of our comprehensive performance-tracking framework, with additional data accessible via the Observatory's online portal (http://top.ttcanc.org).

This report is compiled using raw data sourced from stakeholders across the Northern Corridor Member States, complemented by qualitative insights gathered through extensive trade and transport logistics surveys. It features key performance indicators, with year-on-year comparisons where feasible, offering a clear window into the region's advancements and challenges. Data contributions come from key stakeholders in member states, including Road Authorities, Revenue Authorities, Transport Associations, Agencies, Bureaus of Statistics, among others.

We are proud to report that the Port of Mombasa and the Northern Corridor have achieved significant improvements in some critical indicators, signalling improved efficiency and economic. resilience from persistent macro-economic vulnerabilities. This success is a testament to the dedication and collaboration of our stakeholders, the expertise of Member State representatives, and the strategic guidance of Northern Corridor Policy organs. We appreciate your steadfast support in advancing the Mombasa Port and Northern Corridor Community Charter Initiatives. It is our hope that this report will deepen your understanding of the corridor's performance and inspire informed, impactful policies for its continued growth.

We extend our heartfelt gratitude to all stakeholders who have played a pivotal role in the provision of data and validation of this report. Your contributions have been instrumental in ensuring its accuracy and relevance, and we look forward to sustained collaboration as we shape the future of the Northern Corridor.

**Dr. Jean Deng Diar Ding**
**Executive Secretary**

# Acknowledgement

This report was made possible by the Northern Corridor Transit and Transport Coordination Authority under the Northern Corridor Transport Observatory Project. Preparation of the report was made possible through the concerted efforts and contributions of various stakeholders within the Northern Corridor Member States, including Road Authorities, Revenue Authorities, Transport Associations, and the Bureau of Statistics, among others.

We extend our heartfelt appreciation to the Northern Corridor Policy organs for their invaluable support, as well as to Trademark Africa for their financial and technical support to the Northern Corridor Transport Observatory.

Furthermore, we acknowledge the dedicated efforts of the Northern Corridor Transport Observatory technical team, and all individuals involved in the development of this report.

# Executive Summary

The 20th edition of the Northern Corridor Transport Observatory (NCTO) Report for 2024 provides a comprehensive analysis of the Northern Corridor's transport performance, encompassing road, rail, pipeline, and maritime modes, with key insights aligned to the Mombasa Port and Northern Corridor Community Charter (MPNCCC).

The report highlights several challenges, including inefficiencies in transit times and border crossings, elevated handling charges and transport costs, safety and security concerns, and persistent trade imbalances in the region. To overcome these challenges, the report recommends infrastructure upgrades such as railways and roads, streamlining operations of OSBPs, weighbridge installations, systems automation and integration. The report also advocates for road safety measures including the development of RSSs, road crash databases, inland waterways navigation maps, and road safety awareness campaigns. Additionally, the report calls for promotion of regional and international trade and reduction of non-tariff barriers.

## Quality of Infrastructure

The quality of transport infrastructure varies across Member States. Along the Northern Corridor, 95% of the roads in Burundi, and 91% in Kenya are in good condition. In Rwanda and Uganda, the roads are in good condition with some sections undergoing rehabilitation and upgrades. On the other hand, DRC and South Sudan roads are unpaved and generally in poor condition. Some of the key road upgrades in the Corridor include the Kisumu-Busia / Kakira - Malaba & Busitema - Busia Expressway between Kenya and Uganda, Usahihi Expressway in Kenya and Kigali-Muhanga-Akanyaru Road in Rwanda.

On railway, Kenya operates SGR from the Port of Mombasa to Naivasha through Nairobi and plans to extend the SGR to Malaba through Kisumu. In its part, Uganda has commissioned the development of SGR from Malaba to Kampala. Kenya and Uganda are rehabilitating sections of the MGR network such as Naivasha-Malaba in Kenya and Malaba – Gulu in Uganda to enhance connectivity.

## Volume and Capacity

Cargo throughput at the Port of Mombasa recorded a 13.9% increase with the Port handling a record 40.99 million metric tonnes (MT) in 2024 compared to 2023. This increase in throughput was driven by a rise in containerized cargo, growth in liquid and dry bulk cargo attributed to increased efficiency and handling capacity at the Port. Imports grew by 5.5% from 2023 and accounted for 73% of the total throughput while exports accounted for 12%, and transshipments 14%.

Transit volumes through the Port of Mombasa grew by 17.8%, with Uganda contributing 85% of the increase. Rwanda cargo volume grew by 163,058 MT while DRC and Burundi grew by 68,410 MT and 47,180 MT respectively in 2024 compared to 2023. However, transit cargo to South Sudan recorded a 221,698 MT decline in 2024.

On rail, the SGR hauled 6.5 million MT recording a marginal decline while the MGR recorded 1.2 million tonnes in 2024 compared to one (1.0) million tonnes in 2023.

## Efficiency and Productivity

The efficiency and productivity of the Northern Corridor hinge on critical metrics such as ship turnaround time, cargo clearance time, and cargo dwell time. At the Port of Mombasa, ship turnaround time rose to 119 hours from 70 hours in 2023, exceeding the 67-hour target in 2024 occasioned by an influx of vessels calling at the Port. The processing and approval of cargo declarations by Revenue Authorities and other cargo interveners, along with the payment of duties for customs release at the Port of Mombasa, took an average of 42 hours.

Containerized import cargo dwell time increased to 97.8 hours from 85.8 hours in 2023, affected by extended free storage period for transit cargo from 9 to 15 days, cargo pick-up delays by shippers, delays in gate access processes and system downtimes.

## Rates and Costs

KPA charges for marine services, stevedoring/handling and storage at the Port of Mombasa. For rail transport, KRC charges USD 860-960 for a 20-foot container and USD 1,110-1,260 for a 40-foot container from Mombasa to Malaba on SGR/MGR. For local imports transported on SGR from Mombasa to Nairobi, the rates range between USD 500-600 for a 20-foot container and USD 630-780 for a 40-foot container.

In 2024, KPC charged 31.42 USD/M3 to move oil products from Mombasa to Nakuru Terminal, 37.83 USD/M3 for Mombasa - Eldoret and 37.79 USD/M3 for Mombasa - Kisumu. Tankers charged USD 2,200 from Mombasa to Kampala and USD 2400 to Kigali from either Nakuru, Eldoret or Kisumu depots.

Road freight charges from Mombasa to destinations in Kenya and Uganda averaged 1.8 USD/Km. Destinations in Burundi and Rwanda from Mombasa averaged 2 USD/Km while the rate to Juba was 2.4 USD/Km. On the other hand, transport rates to various destinations in DRC were the highest averaging 3 USD/Km.

## Transit Time and Delays

Transit times from Mombasa to Malaba and Busia were 80 hours and 73 hours, respectively. The transit times from Mombasa to Kampala was 105 hours, Mombasa- Nimule averaged 126 hours and Mombasa – Mpondwe was 161 hours affected by stoppages due to personal reasons, inefficiencies at the border crossing points, among other logistical bottlenecks.

## Intraregional Trade

The total intraregional trade value for Burundi amounted to USD 186.80 million, with its main trading partners being Uganda and DRC at USD 63.9 million and USD 62.7 million, respectively. For Kenya, the intraregional trade value stood at USD 1.6 billion, with Uganda emerging as its leading trading partner at USD 1.2 billion. Rwanda recorded an intraregional trade value of USD 1.47 billion, trading more with the DRC at USD 925.8 million. Uganda's intraregional trade reached USD 2.8 billion, with its main trading partner being Kenya.

## Road Safety

Overall, an estimate of 61 deaths per 100km of the Northern Corridor Roads in Kenya per year occurred in 2024. Kenya recorded 690 accidents resulting in 802 fatalities with the most hazardous sections relative to distance being Athi River - Rironi, Rironi - Gilgil, and Timboroa - Eldoret, with 149, 85, and 58 fatalities, respectively. Out of the 690 accidents reported, 248 involved commercial vehicles, with the highest occurrence from Saturday to Tuesday during early morning and late evening hours, primarily due to poor visibility, driver fatigue, and aggressive driving.

# CHAPTER ONE: Introduction

## 1.1 The Northern Corridor

The Northern Corridor is a transit route connecting the landlocked countries of Burundi, the Democratic Republic of Congo (DRC), Rwanda, South Sudan, and Uganda to the maritime port of Mombasa. It comprises four surface modes of transport: road, rail, pipeline and inland waterways. The Northern Corridor Transit and Transport Coordination Authority (NCTTCA), established under an inter-state agreement; the Northern Corridor Transit and Transport Agreement, oversees the implementation of the agreement. The NCTTCA is mandated to facilitate trade and movement of goods and persons, transform the Northern Corridor into a development corridor by stimulating investments, and to implement strategies to accelerate economic and social development while ensuring environmental sustainability.

The Corridor's physical infrastructure includes the Maritime Port of Mombasa, road networks, weighbridges, border crossing points (including One Stop Border Points (OSBPs)), railways, oil pipelines, inland waterways, roadside stations and Inland Container Depots (ICDs).

## 1.2 The Northern Corridor Transport Observatory

The Northern Corridor Transport Observatory is an online monitoring tool that assesses the Corridor's performance. The observatory provides a set of tools to diagnose problems, identify bottlenecks, recommend areas of improvement and provide evidence-based information for policy formulation. The observatory tracks 45 performance indicators across eight categories: Quality of Infrastructure, Volume and Capacity, Efficiency and Productivity, Rates and Costs, Transit Time and Delays, Intraregional Trade, Road Safety and Freight Transport Emissions. It is accessible via an online portal (https://top.ttcanc.org/).

Data for assessing Corridor performance is collected from various sources such as road transport surveys, electronic data from stakeholder business systems, trade and transport logistics reports among others. The collected data is then processed, analysed, compiled, validated, published and disseminated to stakeholders.

## 1.3 Macroeconomic Context

Global economies in 2024 remained ensnared in persistent shocks and structural realignments. These shocks were shaped by overlapping crises: lingering pandemic-induced supply chain disruptions, heightened geopolitical instability from the Russia-Ukraine conflict, persistent inflationary pressures, and escalating climate vulnerabilities (2024 IMF Report). IMF projections indicated a continued slowdown, with global growth decelerating to 2.9% in 2024 (down from 3.1% in 2023 and 3.5% in 2022). Further, tighter monetary policies, debt distress, and commodity market volatility exacerbate fiscal fragility, particularly in emerging markets and developing economies (EMDEs).

Across Africa, economic resilience shines through despite the global shocks, with average GDP growth projected to stabilize at a robust 4.0 percent in 2024–2025, outpacing the 3.1 percent of 2023. Last year's slowdown from 3.5 percent in 2022 was driven by soaring food and energy costs tied to Russia's invasion of Ukraine, weak global demand, climate challenges battering agriculture and energy, and political instability in some nations. Yet, 15 countries still achieved over 5 percent growth in 2023, and the rebound is underway with East Africa set to surge by 3.4 points, while Southern and West Africa each climb 0.6 points. This pushed the continent to 3.7 percent growth in 2024 and 4.3 percent in 2025 cementing Africa's spot as the world's second-fastest-growing region after Asia. (AfDB Africa Economic Outlook Report 2024)

In East Africa, where the Northern Corridor member states are domiciled, AfDB in October 2024 reported the region's economic growth was up 4.97 percentage points surpassing all other African regions (Africa Economic Outlook Report 2024). The projected GDP growth for the East Africa Member States for 2025 is 5.3 percent, and 6.1 percent in 2026. This 0.4 percentage point acceleration in 2025 is fuelled by half of the region's economies: South Sudan, Rwanda, Uganda, Ethiopia, Tanzania, and Kenya. South Sudan stands out with a stunning rebound, swinging from an estimated 26.4 percent contraction in 2024 to a projected 27.2 percent expansion in 2025. This surge is largely driven by the resumption of full production and exports of crude oil via the Petrodar pipeline.

## Table 1: Key Macroeconomic Indicators, Average 2024–2025

| Country | Growth in Real GDP (%) | | | Population (Million) 2024 | Area (Km2) | Population Growth Rate 2024 (%) |
|---|---|---|---|---|---|---|
| | 2023* | 2024* | 2025* | | | |
| Burundi | 3.3 | 2.0 | 3.5 | 14.05 | 25,680 | 2.62 |
| DR Congo | 8.6 | 5.5 | 5.3 | 111.73 | 2,267,050 | 3.30 |
| Kenya | 5.6 | 4.9 | 5.0 | 56.43 | 582,644 | 1.98 |
| Rwanda | 8.2 | 7.3 | 7.1 | 14.26 | 26,338 | 2.16 |
| South Sudan | 2.5 | -26.4 | 27.2 | 11.94 | 610,952 | 4.01 |
| Uganda | 4.9 | 6.2 | 6.8 | 50.02 | 199,810 | 2.79 |
| | **Average 5.3%** | **Average 4.97%** | **Average 5.5%** | **Total 258.40** | **Total 3,712,474** | **Average 2.81%** |

** Projected*

***Data Source:*** *Computed percentages from IMF, AfDB Microeconomic outlook data & UN database*


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# CHAPTER 2: Quality of Infrastructure

## 2.1 Introduction

The quality of transport infrastructure among the Northern Corridor member States varies significantly. While good infrastructure improves Corridor efficiency and promotes sustainable development, poor conditions on some sections of the transport systems and maintenance challenges hinder the realization of the Corridor's potential. This chapter provides an analysis of the status of infrastructure along the Northern Corridor, highlighting ongoing improvements and areas requiring intervention.

## 2.2 Ports and Inland Waterways Ports

### 2.2.1 Port of Mombasa

The Port of Mombasa is the main gateway to East and Central Africa serving a vast hinterland, including Burundi, Eastern Democratic Republic of Congo, Rwanda, South Sudan, Uganda, Northern Tanzania, Somalia, and Ethiopia. The port is connected by roads, railways, and pipeline network, ensuring seamless cargo movement and enhancing regional trade efficiency.

The port is divided into conventional cargo operations and container handling terminals. It has a total of 19 berths, with 12 designated for conventional cargo and seven for container handling. The container section is served by two terminals with an annual handling capacity of 2.2 million TEUs. The terminals are equipped with modern shore and yard equipment to ensure efficient cargo movement to minimize congestion.

The port has two oil handling facilities, the Kipevu Oil Terminal (KOT) with three operational berths and a total quay length of 770 metres, and Shimanzi Oil Terminal with a single berth. KOT can accommodate three ships concurrently with a capacity of 170,000 DWT tons. Beyond cargo handling, the Port of Mombasa also operates a modern, eco-friendly passenger cruise terminal.

### 2.2.2 Inland Waterways

The Northern Corridor features several navigable inland waterways, including Lake Victoria, Lake Albert, Lake Edward, Lake Kivu, Lake Tanganyika, River Nile, Akagera River, and the River Congo. These waterways provide an alternative mode of transport for goods and persons across Member States with a potential for enhancing intermodal transport.

Under the Northern Corridor Agreement, Member States have committed to promoting the safe and efficient use of inland waterways for transit transport and interstate traffic. Efforts are ongoing to modernize inland waterways infrastructure such as improving navigation safety, vessel upgrades, regulatory frameworks and enhancing port facilities, among others.

Northern Corridor Member States are actively enhancing their inland water transport systems through interventions such as infrastructure upgrades and vessel construction. Burundi is upgrading Bujumbura Port and mobilizing funds for building of new vessels. Kenya has modernized Kisumu Port, established a Railway Training Institute campus, and rehabilitated key vessels like MV Uhuru. Uganda has completed an oil jetty, and two vessels are operational at Kawuku while Ntoroko Port upgrade is completed. Bukasa Port development land acquisition is underway, and the multinational L. Victoria maritime communication and transport project is ongoing

The Democratic Republic of Congo (DRC) is focusing on port modernisation. DRC is upgrading Kalundu, Kalemie, Bukavu, Goma, and Kisangani ports to improve water transport networks. Rwanda has completed Rubavu port and is currently operational while Rusizi port is at 85% completion. Fund mobilisation is ongoing for construction of Karongi and Nkora ports, and Akagera river navigability study.

South Sudan is advancing river navigation and port infrastructure along the Nile. Efforts include dredging, widening shipping channels, and clearing hazards, alongside the rehabilitation and expansion of Juba Port. The country is also developing a regulatory framework to strengthen inland water transport governance.

## 2.3 Road Network

The Northern Corridor Road network spans over 12,000 km, covering Burundi, the Democratic Republic of Congo (DRC), Kenya, Rwanda, South Sudan, and Uganda. It connects the Port of Mombasa to land linked countries, facilitating trade and transport.

Current road infrastructure projects along the Corridor include upgrading and expanding key road sections, one-stop border posts (OSBPs), among others to accommodate increasing trade volumes, enhance efficiency and reduce transit delays. Member States are also working to develop and upgrade weighbridges. Among other parameters, the Northern Corridor employs the International Roughness Index (IRI)[1] to assess the quality of its road network. The table below classifies the IRI scale used to assess the Northern Corridor Road network:

### Table 2: International Roughness Index (IRI)

| Status | Very Good | Good | Fair | Poor | Very Poor |
|---|---|---|---|---|---|
| IRI (mm/m) | < 2 | 2–3.99 | 4–5.99 | 6–10 | Above 10 |

The analysis in **Table 2** presents Northern Corridor Road conditions based on the IRI in Member States.

### 2.3.1 Road Condition in Burundi

The designated Northern Corridor routes in the Republic of Burundi are Akanyaru-Haut (through Kayanza – Bujumbura) to Gatumba, Gasenyi (through Kirundo – Ngozi) to Bujumbura, Ruhwa (through Rugombo - Nyamitanga) to Bujumbura, and Kanyaru-Bas (through Ngozi - Nyangungu) to Gitega to Kobero/Kabanga.

Majority of the Northern Corridor roads in Burundi are paved two-lane with width of 3 metres except Nyamitanga-Bujumbura and Ngozi-Gitega routes with width of 3.5 metres. **Table 3** reports the condition of some road sections in Burundi.

1 *International Roughness Index (IRI)is a globally recognized standard for measuring road roughness. A low IRI value indicates smooth, well-maintained roads, while a high IRI value signals poor conditions, often characterized by potholes and surface depressions. The IRI measures the vertical motion of a vehicle's suspension as it travels at 80 km/h, divided by the distance covered. This provides a numerical representation of the road's roughness and overall quality*

## Table 3: Condition of Northern Corridor Road Sections in Burundi

| Status | IRI | Length (Km) | |
|---|---|---|---|
| | | 2023 | 2024 |
| Very Good | < 2 | 189.252 | 189.03 |
| Good | 2–3.99 | 319.122 | 321.19 |
| Very Poor | Above 10 | 41.51 | 23 |
| **Total Length** | | **549.884** | **533.22** |

*Data Source: Agence Routière du Burundi*

Burundi is making significant strides in improving its transport infrastructure along the Northern Corridor. Major drainage and stabilization works are ongoing along Kanyaru Haut - Kayanza (21.12 km), Kayanza - Bugarama (59.55 km), and Bugarama - Bujumbura (34.65 km), rehabilitation and widening works along Bujumbura - Gatumba (18.92 km) segment.

Future improvements include pothole repairs and Non-Motorized Transport (NMT) infrastructure upgrades. The Gashoho - Ngozi (40.56 km) and Gitega - Bugarama (65 km) road sections have undergone critical point repairs while the Kirundo - Gashoho (32 km) segment awaits pothole patching.

The Ruhwa - Nyamitanga (49.46 km) road section built in 2013, Nyamitanga - Gihanga (11.49 km) road section rehabilitated in 2022, and Gihanga - Bujumbura (19.86 km) dual carriageway are in good condition. However, the Kanyaru Bas - Ngozi (23 km) road sections is an unpaved and in poor condition.

The Revised National Development Plan 2018 - 2027 prioritizes upgrading of national roads to meet EAC standards. Roads set for rehabilitation and upgrading works include Bugarama – Akanyaru Haut, Bujumbura – Bugarama, Bugarama – Gitega, Kayanza – Gashoho, Gashoho – Kirundo, Kanyaru Bas – Ngozi, Kayanza – Akanyaru Haut, Ngozi - Akanyaru Bas border post, Rwegura - Buyumbu border post, and Ngozi (Mwumba) – Nyamurenza – Ntega – Kirundo (80 km). Additionally, a roadside station (RSS) is set for development at Bugarama to support long-distance drivers and enhance road safety.

## 2.3.2 Road Condition in DRC

The Northern Corridor routes in the Democratic Republic of Congo (DRC) are in the Eastern region. They include:

- Bukavu – Kindu – Kisangani
- Kiliba – Uvira – Kalundu
- Kamanyora – Bukavu – Kalundu
- Kavimvira – Uvira – Kalundu
- Kasindi – Beni – Kisangani/Bunia
- Mahagi – Bunia – Kisangani/Isiro
- Aru – Bunia – Kisangani/Isiro
- Bunagana – Goma
- Ishasha – Rutshuru – Goma

The sections of the Northern Corridor roads are unpaved and in poor condition affecting corridor efficiency and regional integration. **Table 4** presents the condition of Northern Corridor Road sections in DRC.

### Table 4: Condition of Northern Corridor Road Sections in DRC

| Status | IRI | Length (Km) | |
|---|---|---|---|
| | | 2023 | 2024* |
| Good | 2–3.99 | 2,102.4 | 935 |
| Fair | 4–5.99 | 1,335.2 | 351 |
| Very Poor | Above 10 | 1,433.4 | 516 |
| **Total Length** | | **4,871** | |

*Data Source: Office des Routes*

***Incomplete data as provided*


Northern Corridor Multimodal Transport Maps
Ethiopia
Tanzania
Somalia
Rumbek
Yirol
Bor
Pibor Post
Wanko river
Kangen river
Mbomou River
Mundri
Terekeka
Mongalla
JUBA
Juba Port
Nesitu ICD
Maridi
Mambe
Yambio
Rasul
Nesitu
Torit
Keyala
Kapoeta
Nadapal
Lokichogio
Illeret
Aru Junction
Lasu
Yei
Faradje
Kajo Keji
Dungu River
Kaya
Koboko
Nimule / Elegu OSBP
Lofusa
Madi Opei
L. Turkana
Moyale
North Horr
Rhamu
Ubangi River
Aru
Arua
Atiak
Kitgum
Agago
Lodwar
Isiro
Mawa Nao
Mungbere
Djamu
Dubele
Kafu
Goli
Olwiyo
Gulu ICD
Palenga
Moroto
El Wak
Marsabit
Tarbaj
Mahagi
Pakwach
Karuma
Itira
Kamdini
Ngote
Kiryandongo
Kalakeju
Amudat
Ayo
Bunia
L.Albert
Kigumba
Masindi
L.Kyoga
Soroti
Wajir
Nia-Nia
Mambasa
Komanda
Hoima
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Muyembe
Marich
Uaso Nyiro
Suam River
Maralal
Mbale WB
Kakoge
Ntoroko
Luwero WB
Mbulamuti
Lwakhakha
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Webuye WB
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Timboroa
Isiolo
Railway Facility
Subuiga
Meru
Nyahururu
Kisumu ICD
Kisumu Port
Kisumu Oil Jetty
Ahero
Mau Summit
Nanyuki
Mpondwe/Kasindi
Lukaya WB
Mahathi Oil jetty
Katunguru
Mbarara WB
Masaka
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Homabay Port
Kisumu PD
Chabera
kericho
Nakuru PD
Marua
Nyeri
Embu
Garissa
River Tana
Libutu
Ishasha River
Mbarara
Isingiro
Mutukula
Lake Victoria
Homa Bay
Kisii
Naivasha
Gilgil WB
Mai Mahiu
Makutano
Migori
Naivasha ICD
Narok
Thika
Kanyonyo
Bunagana
Kagitumba /Mirama Hills
Bukoba Port
Isibania
Mara River
Nairobi PD
Athi River WB
NAIROBI
Kitui
Embakasi ICD
Machakos
Walikale
Cyanika
Sake
Rubavu/Goma
Katuna/Gatuna
KIGALI
Rubengera
Musoma Port
Magadi
Mutomo
L.Magadi
Kavumu
Rusizi/Ruzizi
Rusumo
Bugarama
Ruhwa
Kalambo
Rugombo
Kiliba
Kibwezi
Garsen
Lamu
Railway Facility
Lamu Port
Mtito Andei
Namanga
Illasit
Kingombe Mbali
Gatumba/Kavimvira
Uvira
Port of Kalundu
GITEGA
Port of Bujumbura
Taveta / Holili
Voi
Mwatate
Kilifi
Kalole C.C
Kipaka
Kasongo
Basikasilu
Samba
Mwanza Port
Mariakani WB
Dongo Kundu WB
Mombasa Port
Kipevu PD
Kipevu Oil Jetty
Lungalunga
Indian

Mombasa-Nairobi Highway
© Maciej Czekajewski Dreamstime.com

## 2.3.3 Road Condition in Kenya

The Northern Corridor routes in Kenya are Mombasa to Busia by way of Nairobi – Kisumu, and Mombasa to Malaba by way of Nairobi – Eldoret. The other road sections which are included in the Revised Agreement are:

- Mombasa – Nairobi – Eldoret – Lokichogio
- Mombasa – Voi – Taveta
- Mombasa – Nairobi – Namanga
- Mombasa – Diani – Lunga Lunga
- Mombasa – Nairobi – Narok – Isebania
- Mombasa – Nairobi – Lwakhakha

Generally, the Northern Corridor Roads in Kenya are in good condition as shown in **Table 5**.

### Table 5: Condition of Northern Corridor Road Sections in Kenya

| Status | IRI | Length (Km) | |
|---|---|---|---|
| | | 2023 | 2024 |
| Very Good | < 2 | 382.93 | 324.43 |
| Good | 2–3.99 | 829.9 | 910.9 |
| **Total Length** | | **1,212.83** | **1235.33** |

*Data Source: KeNHA*

Kenya is advancing several key road projects to enhance regional connectivity and boost transit trade. The Kwa Jomvu - Mariakani section (30.4 km) is being upgraded to a four-lane dual carriageway with climbing lanes, service roads, NMT facilities, and truck parking areas. Equally, the route from Mariakani to Busia via Mau Summit and to Malaba is under Performance-Based Maintenance Contracting (PBC) to ensure long-term road quality and smoother transit operations.

The development of the Usahihi Expressway (Mombasa - Nairobi) has been initiated under a Privately Initiated Proposal (PIP) with funding from a Public-Private Partnership (PPP). The dualling of Rironi - Nakuru - Mau Summit section is planned to start in 2025. The Kisumu - Busia / Kakira - Malaba & Busitema - Busia Expressway Project, an initiative under the EAC, is planned for upgrading. The upgrading works will also include Kimaeti - Lwakhakha road and improvement of Malaba and Lwakhakha borders. Additionally, upgrading of the Lesseru - Kitale and Morpus – Lokichar sections is ongoing.

## 2.3.4 Road Condition in Rwanda

Kagitumba - Akanyaru haut, Kagitumba - Rusizi, Gatuna - Rusizi, Gatuna - Rubavu, Rusizi - Bugarama and Cyanika - Rubavu roads form the Northern Corridor routes. Rwanda plans to rehabilitate and widen Kigali-Muhanga, Kigali Logistics Platform Connect Project and Cyanika - Musanze roads to improve the quality of Northern Corridor Roads in Rwanda.

Feasibility studies and detailed engineering designs for Kayonza – Kigali, Muhanga-Huye, Rusizi-Bugarama and Huye - Akanyaru Haut road sections were completed, and fund mobilization is ongoing. Detailed engineering designs for Prince-House-Giporoso-Masaka are ongoing.

The Rwanda Transport Development Agency (RTDA) plans to assess the safety of Rwanda national roads and develop Safer Roads Investment Plans in collaboration with the International Road Assessment Programme (iRAP).

## 2.3.5 Road Condition in South Sudan

The Northern Corridor routes in South Sudan include Nadapal to Juba through Kapoeta and Torit, Nimule to Juba via Nesitu, and Kaya to Juba through Yei. Other vital connections include Juba to Wau through Yei and Yambio, Juba to Bor through Mangala, and Juba to Malakal via Bor. Additionally, routes like Juba to Rumbek through Terkeka and Yirol, Juba to Aweil via Rumbek, and Juba to Bentiu through Rumbek further strengthen South Sudan's integration into the regional trade network.

Despite the strategic importance of these roads, much of South Sudan's Northern Corridor network remains unpaved due to various constraints. The Nimule to Juba route (198 kms) has deteriorated over time requiring improvement. Juba to Nadapal route (~365 kms) needs a complete upgrade due to its poor condition. The poor road conditions hinder efficient transportation and increase the cost of doing business.

## 2.3.6 Road Condition in Uganda

Malaba to Katuna through Jinja, Kampala, Masaka and Kabale; Malaba to Ishasha River through Jinja and Kampala; Malaba to Mpondwe through Jinja and Kampala; Malaba to Goli through Tororo; Malaba to Arua through Tororo; Busia to Katuna through Jinja, Kampala, Masaka and Kabale; Busia to Ishasha River through Jinja and Kampala; Busia to Arua through Tororo; Busia to Goli through Tororo; Kasese to Kagitumba through Ishasha and Ntungamo; Kasese to Mpondwe; and Kasese to Ishasha River form the Northern Corridor routes in Uganda. The Northern Corridor roads in Uganda are in good condition as shown in **Table 6**.

### Table 6: Road Condition in Uganda

| Status | IRI | Length (KMs) |
|---|---|---|
| Very Good | <2 | 522.950 |
| Good | 2–3.99 | 2,269.214 |
| Fair | 4–5.99 | 652.553 |
| **Total Length** | | **3444.717** |

*Data Source: UNRA, 2024*

Uganda is implementing the following interventions to maintain and improve the quality of Northern Corridor Road infrastructure as shown in **Table 7**:

## Table 7: Status of Northern Corridor Road Sections in Uganda

| Road Section | Status |
|---|---|
| Malaba - Katuna | Improvement works ongoing in some sections |
| Lugazi – Mukono | Designs for rehabilitation in progress |
| Mukono - Kampala | Designs for rehabilitation in progress |
| Malaba - Ishasha | Improvement works are set to start in some sections |
| Malaba - Mpondwe | Construction works ongoing in some sections |
| Malaba - Goli | Construction works ongoing in some sections |
| Malaba - Arua | Construction works ongoing in some sections |
| Busia - Katuna | Planned periodic maintenance and rehabilitation in some sections |
| Busia - Ishasha | Ongoing rehabilitation and planned periodic maintenance in some sections |
| Kasese - Kagitumba | Ongoing rehabilitation |
| Kasese - Mpondwe | Ongoing rehabilitation |
| Kasese - Ishasha | Ongoing rehabilitation |

## 2.4 Weighbridges

Road construction and maintenance require a significant portion of national budgets. In addition to this, the public bears significant hidden costs from vehicle wear, increased fuel consumption, and faster depreciation when roads are poorly maintained. Overloading[2] has severe impacts on roads, accelerating deterioration and increasing maintenance costs. To address vehicle overloading, Northern Corridor Member States adopted the East African Community Vehicle Load Control Act, 2016 (EAC VLC Act 2016) which establishes uniform weight limits across the region to protect roads as shown in **Table 8**.

### Table 8: Permissible Maximum Axle Load[3] Limits

| Axle Type | No. of tyres on the axle | Type of tyre | Permissible limit |
|---|---|---|---|
| Single | 2 | Conventional | 8 |
| Single | 4 | Conventional | 10 |
| Tandem | 8 | Conventional | 18 |
| Tandem | 4 | Super Single | 16 |
| Tandem | 12 | Conventional | 24 |
| Tandem | 6 | Super Single | 22.5 |
| Liftable single | 4 | Conventional | 10 |
| Liftable single | 2 | Super Single | 8.5 |

*Source: EAC Vehicle Load Control Act, 2016*

Trucks with a gross vehicle weight (GVW) of 3.5 tonnes and above are required to weigh at designated weighbridges. The EAC Vehicle Load Control Act, 2016 sets the maximum GVW limit at 56 tonnes for a 7–axle truck. The law also allows overloaded trucks to redistribute their cargo to meet axle group limits without penalties, provided they stay within the overall weight limit. A 5% tolerance of the permissible maximum axle-load limit is allowed to account for possible cargo shifts during transit. This tolerance is not extended to the GVW. **Table 9** presents the implementation status of weighbridges in the Northern Corridor Member States.

2 *"Overload" means an axle load, a load from a group of axles, or gross vehicle weight on a vehicle that exceeds the prescribed legal limits for the vehicle or for any particular part of public roads*

3 *"Axle Load" means the sum of the wheel weight loads of all wheels on any axle*

## Table 9: Weighbridges in Northern Corridor Member States

| Member States | No. along the Northern Corridor | Location | Status/Ongoing initiatives |
|---|---|---|---|
| Burundi | No weighbridges | | Adopted and signed a law to regulate vehicle overloading. In implementing this law, Burundi seeks to install mobile weighbridges and has requested support from the East African Community (EAC). |
| DRC | TBD | TBD | TBD |
| Kenya | Five main weighbridges along the Northern Corridor | • Athi-River (Mlolongo)<br>• Mariakani<br>• Webuye<br>• Gilgil<br>• Busia | Mariakani, Busia, Webuye and Gilgil are currently operating on HSWIM while Athi river is operating on static scale. There are plans to re-install HSWIM at Athi River. |
| | 10 virtual weighbridge stations have been installed and integrated at selected locations along the Northern Corridor Road Network. | • Ahero<br>• Eldoret<br>• Makutano<br>• Malaba<br>• Cheptiret<br>• Two (2) along Southern Bypass<br>• Mau Summit<br>• Malili<br>• Mwatate | Kenya has also installed 26 virtual weighbridges across the country, with 10 strategically positioned along the Northern Corridor routes to enhance efficiency and monitor vehicle load compliance. |

| Member States | No. along the Northern Corridor | Location | Status/Ongoing initiatives |
|---|---|---|---|
| Rwanda | No operational weighbridge. However, 8 Sites for Weigh in Motion Weighbridges have been identified. | | Two (2) static weighbridges are under Construction/installation between Kagitumba-Kayonza and Rusumo-Kayonza road section.<br><br>Rwanda has planned to install two high-speed weigh-in-Motion weighbridges.<br><br>The weighbridge along the Kagitumba-Gabiro-Kayonza road at Ntoma in Nyagatare District is complete but not operational, but the Government of Rwanda is in the process of establishing an efficient operational framework for its functionality. |
| South Sudan | One (1) static weighbridge | Nimule | Operational |
| Uganda | Eight (8) static weighbridges | • Malaba<br>• Lukaya<br>• Mbarara<br>• Mubende<br>• Mbale<br>• Luwero<br>• Magamaga<br>• Ibanda | Static weighbridges are operational. At Magamaga weighbridge, the development of Weigh-in-Motion is in progress. |

Nairobi ICD
© Kenya Ports Authority on X.com

## 2.5 Inland Container Depots

Inland Container Depots (ICDs) are becoming increasingly vital to trade along the Northern Corridor, driven by rising freight volumes and the expansion of the Standard Gauge Railway (SGR). Member States are investing in ICDs to enhance logistics operations.

Kenya's ICDs, managed by the Kenya Ports Authority (KPA), are located in Nairobi and Naivasha, connected to Mombasa by rail and road networks. Nairobi ICD, the largest, handles 450,000 TEUs, while Naivasha ICD, linked via SGR, has a 2 million TEU capacity.

Rwanda's key ICDs include MAGERWA and the Kigali Logistics Platform handling 50,000 TEUs annually and supporting trans-shipment and customs clearance.

Uganda has several ICDs, including Mukono and Multiple ICD, with the latter managing 50,000 TEUs yearly. Additional facilities like Bollore, Unifreight, and Spedag Interfreight provide bonded warehouse services, contributing to Uganda's total capacity of over 200,000 TEUs annually.

## 2.6 Railway

Northern Corridor Member States have prioritized railway expansion to boost economic growth. The Northern Corridor Railway network consists of both Meter Gauge Railway (MGR) and Standard Gauge Railway (SGR). The MGR network in Kenya spans 2,046 km, with a key 1,082 km mainline running from Mombasa to Malaba while the SGR network stretches 592 km from Mombasa to Naivasha through Nairobi. Plans to extend the SGR to Malaba through Kisumu are underway. **Table 10** presents the status and capacity of MGR railway sections in Kenya.

### Table 10: Status of MGR Network in Kenya

| Section | Length in KMs | Status |
|---|---|---|
| Mombasa – Malaba | 1,082.18 | Operational |
| Nakuru – Kisumu | 216.7 | Operational |
| Kisumu – Butere | 69.05 | Operational |
| Leseru – Kitale | 64.9 | Operational |
| Gilgil – Nyahururu | 76.85 | Operational |
| Thika – Nanyuki | 178.68 | Operational |
| Konza – Magadi | 146.3 | Operational (Leased) |
| Voi – Taveta | 118.6 | Not operational |

*Source: Kenya Railways*

Standard Gauge Railway
©NTVKenya on x.com

Kenya completed several key railway projects including the operationalization of a 23.35 km MGR line linking Naivasha ICD to Longonot Station, a 2.8 km MGR-SGR link at Miritini, and the establishment of the Mombasa Freight Terminus for SGR-MGR transshipment to improve first and last mile connectivity between the MGR and SGR. Feasibility studies for the Naivasha–Kisumu SGR line are completed, and construction works are planned to start in 2025. Rehabilitation works are ongoing on the Longonot–Malaba MGR section.

Uganda launched the development of 272km SGR from Malaba to Kampala in November 2024 and is rehabilitating several MGR sections to improve connectivity and enhance efficiency.

## 2.7 Pipeline Network

The Kenya Pipeline Company (KPC) manages Kenya's pipeline network which starts from Shimanzi and Kipevu Oil Terminals at the port of Mombasa and stretches 1,342 kilometres from Mombasa to Konza, Nairobi, Nakuru, Eldoret, and Kisumu. The pipeline network can handle up to 14 million cubic metres of petroleum products annually. It supplies Uganda, South Sudan, Rwanda, Burundi, and DRC via tanker transshipment.

The Kisumu Oil Jetty enhances regional access by linking Kenya's pipeline network to Uganda's Bugiri-Bukasa Oil Jetty via Lake Victoria. **Table 11** provides the pipeline flow rates in Kenya.

### Table 11: Pipeline Flow Rates in Kenya

| Pipeline Segments | Date completed | Distance (KM) | Diameter (Inches) | Flow Rate (m3/hr) |
|---|---|---|---|---|
| Mombasa - Nairobi (Line 5) | 2018 | 450 | 20 | 1,300 |
| Sinendet-Kisumu (Line 6) | 2016 | 121 | 10 | 290 |
| Nairobi - Eldoret (Line 2) | 1994 | 325 | 8 & 6 | 220 |
| Sinendet - Kisumu (Line 3) | 1994 | 121 | 6 | 110 |
| Nairobi - Eldoret (Line 4) | 2011 | 325 | 14 | 510 |

*Source: Kenya Pipeline Company*

Kipevu Oil Terminal
© Kenya Ports Authority on X.com

**Table 12** shows the storage capacity in the different KPC terminals/depots.

## Table 12: KPC Pipeline Storage Facilities' Capacity

| Facility/ Location | Capacity (M3) | Capacity (Litres) |
|---|---|---|
| Kipevu Oil Storage Facility (KOSF) -Kipevu (Mombasa) | 326,000 | 326,000,000 |
| Kenya Petroleum Refineries Limited (KPRL) (Changamwe) | 140,000 | 140,000,000 |
| Moi Airport (Mombasa) | 7,000 | 7,000,000 |
| JKIA (Nairobi) | 54,000 | 54,000,000 |
| Nairobi Terminal | 233,000 | 233,000,000 |
| Nakuru | 31,000 | 31,000,000 |
| Eldoret | 48,000 | 48,000,000 |
| Kisumu | 45,000 | 45,000,000 |

*Source: Kenya Pipeline Company*

To enhance pipeline throughput and improve operational efficiency, several targeted interventions have been implemented across key depots, supported by safety measures and ullage management policies. These efforts focus on increasing loading capacity, streamlining processes, and ensuring the safety and reliability of the pipeline network as described below.

1. **Increasing Loading Capacity and Speeding Up Processes**

   Key depots have been upgraded with additional loading bays and modern systems to reduce truck turnaround times and improve throughput. KPRL Depot now operates with 8 loading bays, supported by an improved and upgraded loading system designed for faster, more efficient operations.

   Nakuru, Eldoret, and Kisumu depots have also undergone significant improvements, including top and bottom loading facilities for quicker and safer loading, accommodating trucks of different configurations. KPC has integrated its systems with the Kenya Revenue Authority (KRA) to ensure seamless coordination, speeding up customs clearance processes. Additionally, a KRA gate pass system has been introduced at the KPC security gatehouse to allow local trucks to exit faster. To manage congestion, an enhanced digital queue management system optimizes truck flow, reducing waiting times. Extra loading points have been installed to handle peak periods and higher demand. At Kisumu Depot, ongoing jetty improvements aim to enable simultaneous truck and jetty loading, significantly increasing fuel throughput capacity.

2. **Ullage Management Policy**

   An ullage management procedure is in place to ensure storage capacity is used optimally. This policy is reviewed on need basis to reflect operational needs and evolving market conditions. It prevents storage bottlenecks and ensures product availability, especially during high-demand periods.

3. **Pipeline Safety Enhancements**

   KPC has implemented a range of safety measures to enhance the reliability of the pipeline network. KPC strictly follows national and international safety standards governing pipeline construction, operations, and maintenance to ensure safe and sustainable transport of petroleum products. Routine inspections and predictive maintenance help maintain the structural integrity of the pipelines, reducing the risk of breakdowns and minimizing unplanned downtime.

   To monitor and inspect the pipeline system, KPC uses Pipeline Inspection Gauges (PIGs), specialized tools that clean the pipeline, assess internal conditions, and detect potential faults before they escalate into larger issues. Real-time automatic leak detection systems

continuously monitor the pipeline, immediately triggering a response to contain any detected leaks and prevent damage.

Advanced control systems and automation have further strengthened pipeline safety. Automated shutoff valves are in place to quickly stop the flow of product in the event of a leak or rupture, minimizing environmental damage and product loss. KPC's Supervisory Control and Data Acquisition (SCADA) system provides remote monitoring and control of pipeline operations, enabling quick identification of issues and real-time interventions to ensure safe and efficient operations.

To combat corrosion, one of the leading causes of pipeline degradation, KPC uses cathodic protection systems, an electrical method that prevents metal corrosion. This extends the lifespan of pipelines and reduces long-term maintenance costs.

KPC also conducts regular emergency response drills and joint exercises with Oil Marketing Companies (OMCs) to ensure personnel are prepared for rapid, coordinated responses to spills, leaks, or other emergencies. Independent safety audits and assessments, carried out by the Energy and Petroleum Regulatory Authority (EPRA) and other third-party experts, help identify potential risks, ensure compliance, and drive continuous improvements in operational safety standards.

Tankers still face delays at KPC depots as a result of system integration challenges, deteriorating access roads to the depots at Kisumu and Eldoret, and power outages. KPC needs to collaborate with Kenya Power to address power outages and enhance truck clearance processes by integrating systems with KRA and OMCs. Additionally, KPC should work with KeNHA, KURA, and County Governments to improve access roads to Kisumu and Eldoret depots. These measures will boost pipeline efficiency, reduce delays, and ensure safer, faster fuel delivery across the region.


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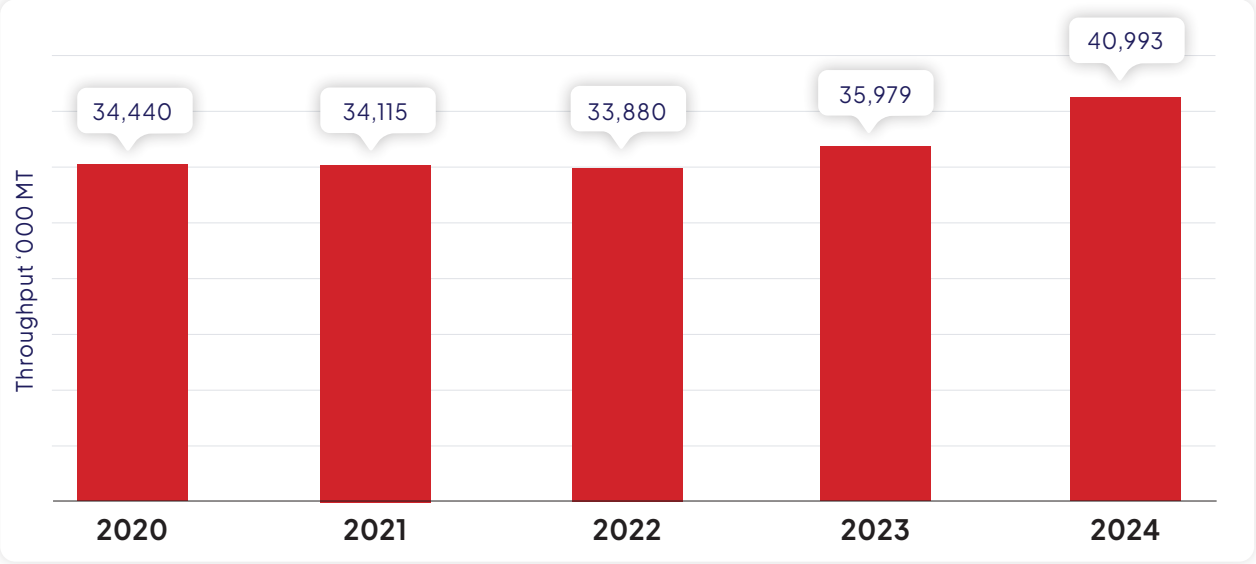
# CHAPTER 3: Volume and Capacity

Cargo throughput is the total volume of cargo discharged and loaded at the port over a specific period. This chapter presents volume and capacity of cargo handled at the port of Mombasa and along the Northern Corridor. The following indicators are featured:

i. Cargo throughput at the Port of Mombasa
ii. Transit volume through the port of Mombasa
iii. Container traffic at the Port of Mombasa
iv. Railway Throughput
v. Pipeline Throughput
vi. Cargo throughput at Nairobi ICD

## 3.1 Cargo throughput at the Port of Mombasa

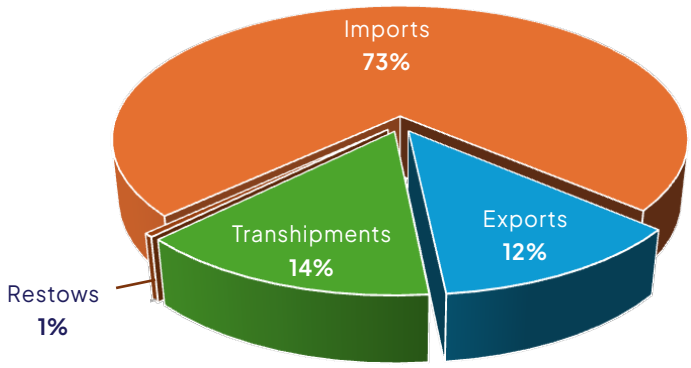
The Port of Mombasa handles diverse range of cargo, including containerized goods, bulk cargo, liquid bulk, and motor vehicles. **Figure 1** illustrates cargo throughput at the Port of Mombasa over a five-year period.




## Figure 1: Annual Mombasa port throughput '000' in MT

*Data Source: KPA 2020–2024*

The Port of Mombasa handled 40.99 million metric tons (MT) in 2024 compared to 35.98 million MT tons in 2023. This translates to 13.9% growth in cargo throughput: representing 73% imports, 12% exports, and 14% transshipments as depicted in **Figure 2**.




## Figure 2: Percentage Share of Mombasa Port Throughput in 2024

*Data Source: KPA 2024*

The remarkable performance at the Port of Mombasa was mainly driven by growth in containerized cargo, including transshipments, which increased by 3.79 million MT representing a 20.9% growth. As part of the growth, Dry Bulk grew by 4.5%, Liquid Bulk increased by 7.3%, and Conventional Cargo grew by 13.3% compared to 2023. The detailed breakdown of the port performance is presented in **Table 13**.

## Table 13: Annual Mombasa port throughput in MT

| | 2020 | 2021 | 2022 | 2023 | 2024 | Growth % | % Share of Total Throughput 2024 |
|---|---|---|---|---|---|---|---|
| IMPORTS ('000' MT) | | | | | | | |
| Containerized Cargo | 9,093 | 9,056 | 9,164 | 10,937 | 11,176 | 2.2% | 27.3% |
| Conventional Cargo | 2,105 | 2,507 | 2,516 | 1,835 | 2,068 | 12.7% | 5.0% |
| Dry Bulk | 8,254 | 7,165 | 6,229 | 6,525 | 6,936 | 6.3% | 16.9% |
| Liquid Bulk | 8,318 | 8,604 | 8,804 | 9,159 | 9,827 | 7.3% | 24.0% |
| TOTAL | 27,770 | 27,332 | 26,713 | 28,456 | 30,007 | 5.5% | 73.2% |
| of which Transit In | 9,446 | 8,673 | 9,257 | 10,225 | 12,191 | 19.2% | 29.7% |
| EXPORTS ('000' MT) | | | | | | | |
| Containerized Cargo | 3,633 | 3,922 | 4,223 | 4,606 | 4,708 | 2.2% | 11.5% |
| Conventional Cargo | 37 | 54 | 41 | 48 | 65 | 35.4% | 0.2% |
| Dry Bulk | 475 | 586 | 453 | 282 | 175 | -37.9% | 0.4% |
| Liquid Bulk | 60 | 50 | 54 | 14 | 17 | 21.4% | 0.0% |
| TOTAL | 4,205 | 4612 | 4,771 | 4,950 | 4,965 | 0.3% | 12.1% |
| of which Transit Out | 725 | 868 | 977 | 1,189 | 1,097 | -7.7% | 2.7% |
| TOTAL IMPORTS & EXPORTS | 31,975 | 31,944 | 31,484 | 33,406 | 34,972 | 4.7% | 85.3% |
| Transhipment ('000' MT) | 2,031 | 2,489 | 2,304 | 2,448 | 5,832 | 138.2% | 14.2% |
| Restows | 109 | 118 | 92 | 125 | 188 | 50.4% | 0.5% |
| TOTAL THROUGHPUT ('000' MT) | 34,115 | 34,551 | 33,880 | 35,979 | 40,992 | 13.9% | 100.0% |
| Container Traffic (TEU) | 1,359,579 | 1,435,250 | 1449,863 | 1,623,080 | 2,004,683 | 23.5% | |
| Total Vessel Calls (No.) | 1621 | 1635 | 1561 | 1835 | 1873 | 2.1% | |

*Data Source: KPA, 2020–2024*

## 3.2 Container Traffic at the Port of Mombasa

The port handled 2,004,683 TEUs during the review period, an increase of 381,603 TEUs compared to 1,623,080 TEUs handled in 2023. Transshipment traffic increased by 135% mainly driven by the diversion of Tanzania-bound cargo due to congestion and the re-routing of vessels traversing the Red Sea via the Cape of Good Hope in South Africa. Over and above, imports and exports recorded moderate gains, increasing by 7.0% and 6.1% respectively as presented in **Table 14**.

### Table 14: Container traffic through the Port of Mombasa

| | | 2023 | 2024 | V. Change | % Change |
|---|---|---|---|---|---|
| IMPORTS | Full | 695,920 | 747,782 | 51,862 | 7.5% |
| | Empty | 20,573 | 18,687 | -1,886 | -9.2% |
| | Total | 716,493 | 766,469 | 49,976 | 7.0% |
| EXPORTS | Full | 206,946 | 210,271 | 3,325 | 1.6% |
| | Empty | 479,580 | 518,455 | 38,875 | 8.1% |
| | Total | 686,526 | 728,726 | 42,200 | 6.1% |
| T/MENT | Full | 146,931 | 370,803 | 223,872 | 152.4% |
| | Empty | 64,142 | 125,231 | 61,089 | 95.2% |
| | Total | 211,073 | 496,034 | 284,961 | 135.0% |
| RESTOWS | Full | 7,812 | 12,314 | 4,502 | 57.6% |
| | Empty | 1,176 | 1,140 | -36 | -3.1% |
| | Total | 8,988 | 13,454 | 4,466 | 49.7% |
| TOTAL | Full | 1,057,609 | 1,341,170 | 283,561 | 26.8% |
| | Empty | 565,471 | 663,513 | 98,042 | 17.3% |
| | Total | 1,623,080 | 2,004,683 | 381,603 | 23.5% |

*Data Source: KPA, 2023 & 2024*

### 3.2.1 Transit volume through the Port of Mombasa

**Table 15** shows that transit cargo grew by 1,988,035 tons in 2024 of which Uganda contributed 85.3%. Burundi doubled its volume while Rwanda recorded 31.3% growth and DRC 4.5%. However, South Sudan volume dropped by 11.5%. Beyond the Northern Corridor, Tanzania recorded a notable 45.7% increase in volume, while Ethiopia, Somalia, and other destinations also posted significant volume gains.

## Table 15: Transit Volume through the Port of Mombasa

| | 2020 | 2021 | 2022 | 2023 | 2024 | Change | | % Share | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | % | 2023 | 2024 |
| BURUNDI | 725 | 1,027 | 13,895 | 18,320 | 65,500 | 47,180 | 257.5% | 0.2% | 0.5% |
| D.R. CONGO | 732,108 | 787,933 | 962,888 | 1,510,979 | 1,579,389 | 68,410 | 4.5% | 13.2% | 11.8% |
| RWANDA | 426,814 | 184,753 | 429,857 | 520,201 | 683,259 | 163,058 | 31.3% | 4.6% | 5.1% |
| SOUTH SUDAN | 1,056,026 | 1,065,699 | 1,262,581 | 1,920,114 | 1,698,416 | -221,698 | -11.5% | 16.8% | 12.7% |
| UGANDA | 7,698,331 | 7,263,290 | 7,319,408 | 7,115,079 | 8,811,000 | 1,695,921 | 23.8% | 62.3% | 65.7% |
| TANZANIA | 253,010 | 232,101 | 235,531 | 312,871 | 455,903 | 143,032 | 45.7% | 2.7% | 3.4% |
| SOMALIA | 1,236 | 105 | 190 | 235 | 744 | 509 | 216.6% | 0.002% | 0.01% |
| ETHIOPIA | 1,133 | 3,904 | 6,915 | 14,383 | 103,145 | 88,762 | 617.1% | 0.1% | 0.8% |
| OTHERS | 2,765 | 6,039 | 9,724 | 1,647 | 4,507 | 2,860 | 173.6% | 0.01% | 0.03% |
| **TOTAL** | **10,171,015** | **9,540,955** | **10,234,075** | **11,413,828** | **13,401,863** | **1,988,035** | **17.4%** | | |

*Data Source: KPA, 2020–2024*


## 3.3 Railway Throughput

In 2024, the volume of cargo hauled by SGR recorded a marginal decline in total throughput compared to 2023 as presented in **Table 16**. The MGR in Kenya moved 1.2 million tonnes in 2024 compared to one (1.0) million tonnes in 2023.

### Table 16: SGR Throughput 2020 to 2024

| | Loaded Containers (TEUs) | | Empty Containers | Total Volume in TEUs | Weight (Tonnes) | Growth (% Tonnes) |
|---|---|---|---|---|---|---|
| | Imports Loaded | Exports Loaded | | | | |
| 2020 | 256,918 | 14,047 | 141,619 | 412,584 | 4,410,904 | 6% |
| 2021 | 253,399 | 17,569 | 174,994 | 445,962 | 5,407,408 | 23% |
| 2022 | 243,354 | 21,241 | 172,359 | 436,954 | 6,089,960 | 13% |
| 2023 | 209,186 | 21,942 | 171,912 | 403,040 | 6,533,028 | 7% |
| 2024 | 193,110 | 28,813 | 144,281 | 366,204 | 6,530,394 | |

*Source: Kenya Railways 2020–2024*

Kenya Railways Corporation (KRC) targets to raise rail's market share from 26% in 2023 to 42% by 2027. To achieve this, KRC has set up a rail-road intermodal facility at Malaba, extended SGR to conventional cargo sections at Mombasa Port, refurbished MGR locomotives and wagons,

and developed a joint SGR freight enhancement strategy with KPA. The Corporation also plans to extend its marketing efforts targeting Rwanda, Uganda, and South Sudan to encourage cargo offtake from Naivasha, promote cold chain haulage, and negotiate trackage rights with Uganda Railways Corporation for smoother cross-border freight movement.

## 3.4 Pipeline Throughput

In 2024, the pipeline throughput at the Nakuru, Eldoret, and Kisumu oil depots reached 4.33 million cubic metres. KPC has installed bottom-loading facilities at these depots to enhance loading capacities and reduce truck turnaround times. **Table 17** shows the pipeline throughput in 2024.

### Table 17: Pipeline Throughput in $M^3$

| Product | Automotive Gasoil | Illuminating Kerosene | Jet Fuel | Motor Spirit Premium | Grand Total |
|---|---|---|---|---|---|
| DRC | 218,180.78 | - | 7,561.89 | 196,519.41 | **422,262.08** |
| Congo | 121,274.81 | 221.98 | 40,636.78 | 110,708.71 | **272,842.28** |
| Kenya | 697,905.76 | 6,136.14 | - | 685,235.08 | **1,389,276.97** |
| Rwanda | 8,433.02 | 3,909.41 | - | 9,082.43 | **21,424.86** |
| South Sudan | 20,296.10 | - | 42,952.00 | 2,991.48 | **66,239.58** |
| Uganda | 912,738.40 | 42,717.20 | 150,724.32 | 1,055,233.94 | **2,161,413.87** |
| **Grand Total** | **1,978,828.87** | **52,984.72** | **241,875.00** | **2,059,771.04** | **4,333,459.63** |

*Source: Kenya Pipeline Company*

Kenya Oil Pipeline
© KPC on x.com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# CHAPTER FOUR: Efficiency and Productivity

The Northern Corridor evaluates efficiency and productivity from ship turnaround time, cargo clearance processes from origin to destination, and associated procedures. In essence, investments in infrastructure such as roads, railways and acquisition of modern cargo-handling equipment, adoption of modern technologies, and streamlined procedures, have reduced transit time and costs, boosting the overall corridor performance.

## 4.1 Ship Turnaround Time

The indicator on ship turnaround time tracks the duration from when a vessel arrives at the port area demarcated by the Fairway Buoy to its departure from the port area. It combines the time spent servicing the ship at berth and waiting time before docking or departure. **Figure 3** shows the average ship turnaround time in 2024.

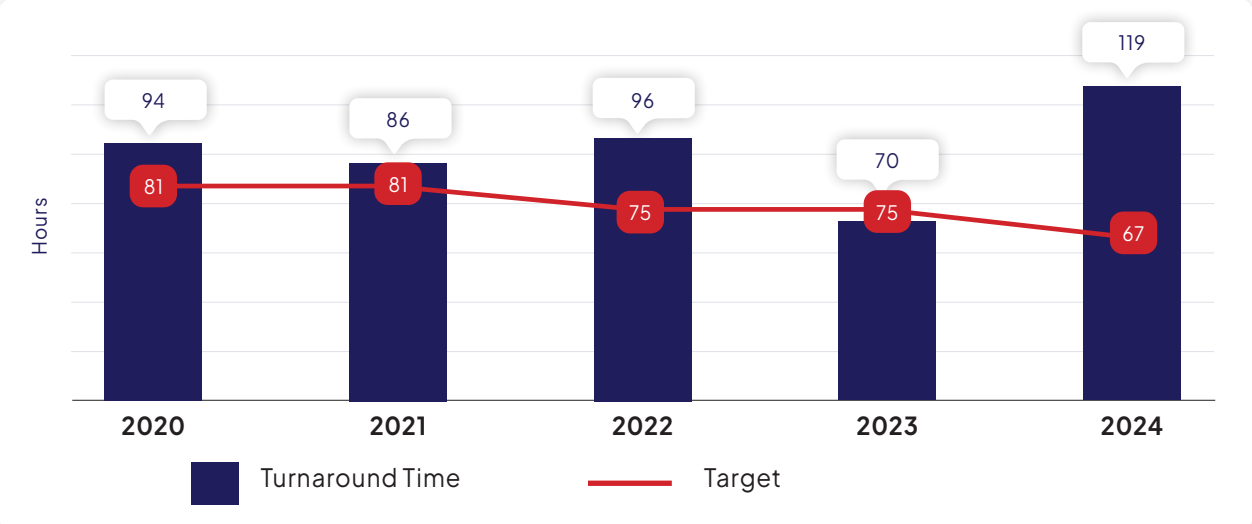


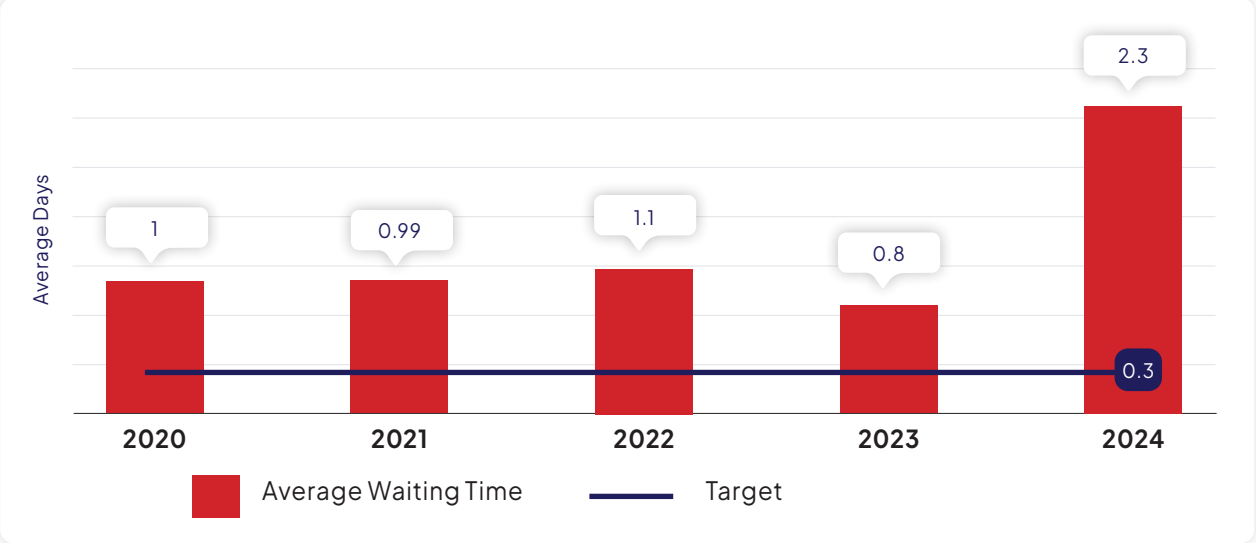

**Figure 3: Ship Turnaround Time at the Port of Mombasa**

*Data Source: KPA 2020–2024*

From **Figure 3**, the average ship turnaround time at the port deteriorated, recording 119 hours in 2024 from 70 hours in 2023. This decline is partly attributed to an influx of vessels, including those diverted from Tanzania and the Red Sea via the Cape of Good Hope. This performance is above the Mombasa Port and Northern Corridor Community Charter's (MPNCCC) target of 67 hours in 2024.

## 4.2 Ship Waiting Time before berth at the Port of Mombasa

This indicator measures the time difference from when the ship enters the port area to the time of berthing. Ship waiting time at the port is affected by availability of berths, conflicting schedules, adverse weather, and operational inefficiencies. **Figure 4** illustrates the ship waiting time at the port of Mombasa in 2024.




### Figure 4: Vessel Waiting Time before Berth at the Port of Mombasa in Days

*Data Source: KPA 2020–2024*

From **Figure 4**, the Ship waiting time deteriorated to 2.3 days in 2024 from 0.8 days in 2023 attributable to the unprecedented volume of ships calling at the port. To reduce ship waiting time, the Port of Mombasa has implemented the Fixed Berthing Window allocating ship scheduled timelines for docking, offloading/loading of cargo and departure.

Containers at Mombasa Port
© Kenya Ports Authority on x.com

## 4.3 Containerized Import Cargo Dwell Time at the Port of Mombasa

Cargo dwell time is a measure of the time elapsed between cargo being unloaded from a ship until it leaves the port gates. **Figure 5** presents the containerised import cargo dwell time at the port of Mombasa in 2024.


**Figure 5: Annual average containerized import cargo dwell time in hours**

*Data Source: KPA 2020–2024*

**Figure 5** shows that containerized import cargo dwell time increased to 97.8 hours in 2024 from 85.8 hours in 2023. Cargo dwell time has generally been affected by increased free storage period for transit cargo from 9 to 15 days, cargo pickup delays by shippers after release, delays in gate access processes and system downtimes.

## 4.4 Time Taken from Pass to Release and Release to removal at the port of Mombasa

The Pass to Release time is the duration it takes to process and approve cargo declarations by revenue authorities and other relevant cargo interveners, while the Release to Removal time is the duration it takes to remove cargo after it has been released by customs. **Figure 6** presents time taken from Pass to Release and Release to Removal at the Port of Mombasa in 2024.

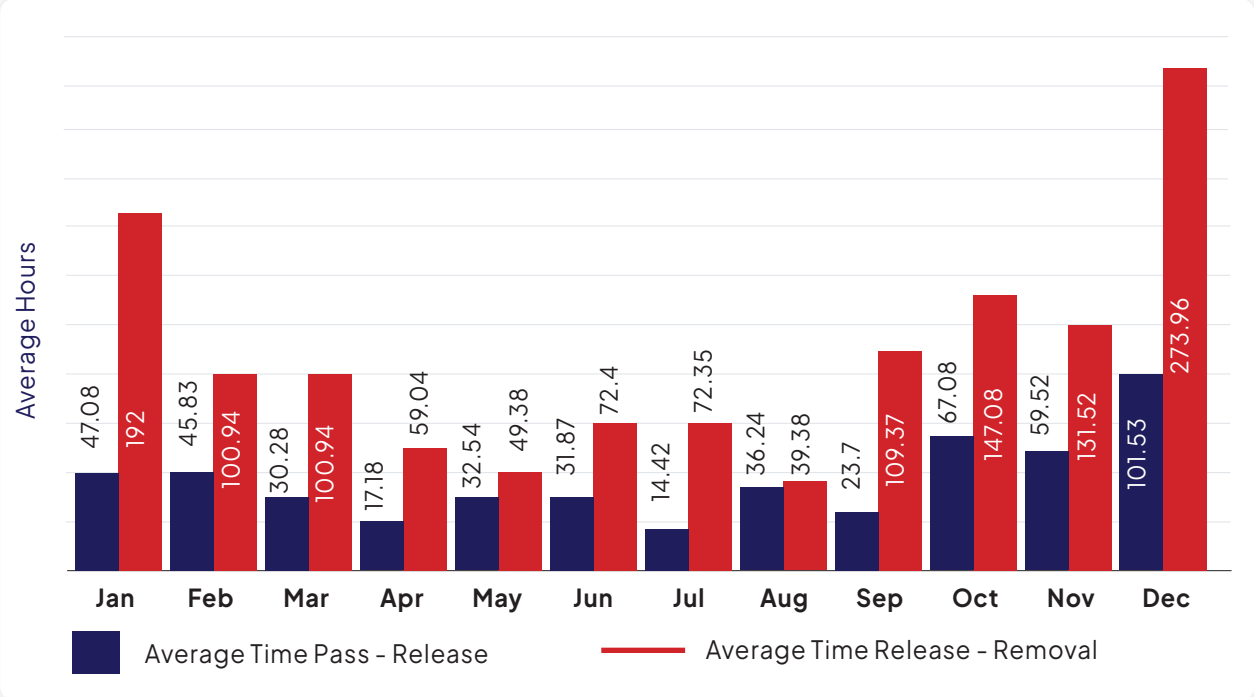



**Figure 6: Time Taken from Pass to Release and Release to Removal in hours**

*Data Source: KPA 2020–2024*

The Pass to Release time Release to Removal stage consistently takes longer, with a sharp increase in December 2024 reaching 274 hours, compared to 101.5 hours for Government Agencies processing. This trend highlights increasing end-of-year logistical delays and port congestion, emphasizing the need for better coordination and efficiency in post-release activities to reduce overall clearance time.

## 4.5 Rwanda Revenue Authority Customs Time and Delays

The Transport Observatory measures Customs Release Time, Delay Processing and After Release Time for Rwanda Revenue Authority (RRA) at the port of Mombasa. Customs Release Time refers to the average time between the registration of the customs entry and the issuance of the customs release order. Delay Processing Time (Document Passing) is the average time from when the customs entry is lodged to when payment is made by the clearing agent. On the other hand, After Release Time measures the average time between the issuance of the customs release order and the physical exit of goods from the port. **Figure 7** illustrates the average Customs Release Time, Delay Processing and After Release Time in 2024.

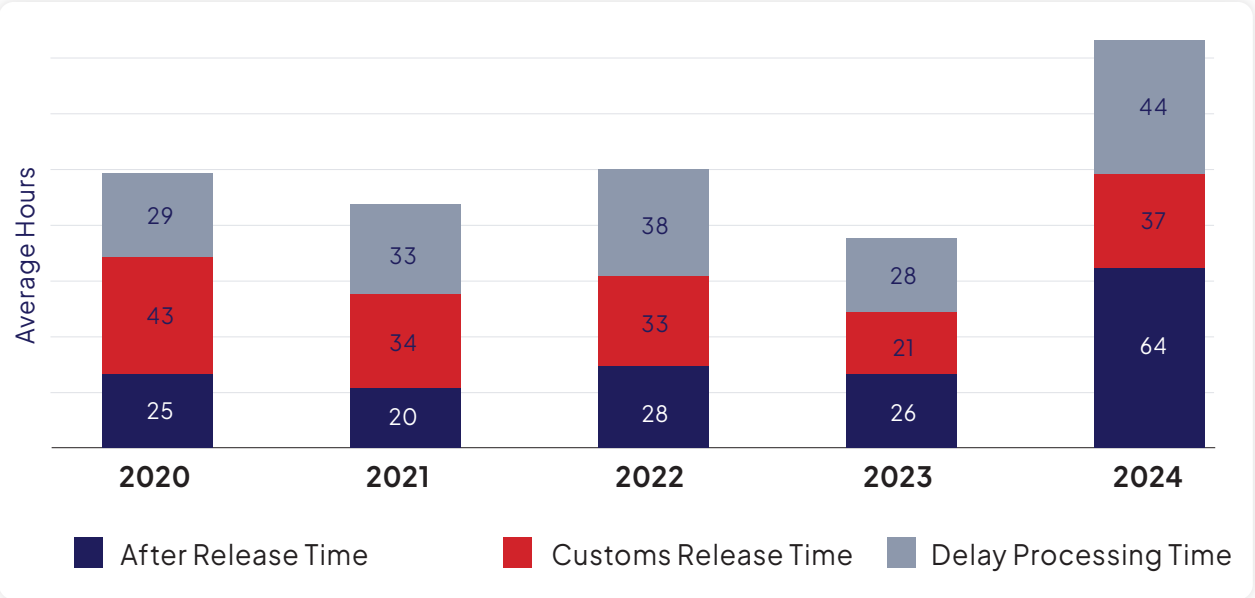



**Figure 7: After Release Time, Custom Release Time, and Delay Processing Time in hours**

*Data Source: RRA 2020–2024*

**Figure 7** shows that in 2024, Customs Release Time increased to 34 hours from 21 hours in 2023, Delay Processing Time recorded 44 hours up from 28 hours in 2023 and After Release Time deteriorated to 64 hours from 26 hours in 2023.

### 4.5.1 MAGERWA

In 2024, MAGERWA ICD containerised cargo dwell time averaged 22.71 hours as presented in **Figure 8**. MAGERWA has implemented several initiatives to mitigate operational challenges including system upgrades, streamlining operations, upgrading handling equipment, acquiring additional reefer containers and training operators on health and safety standards.

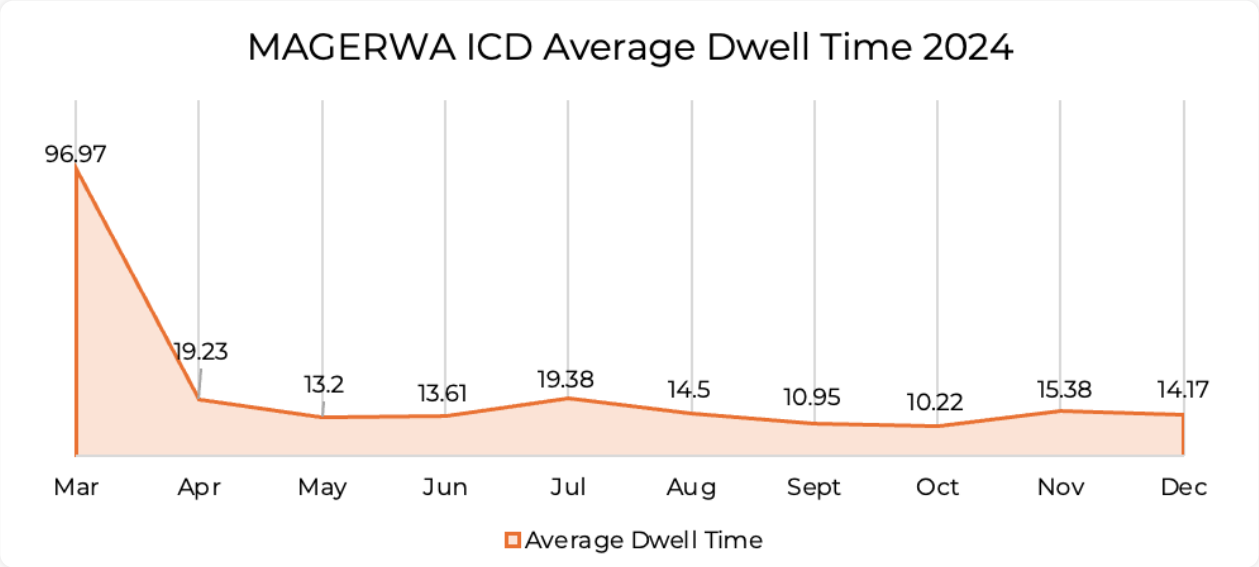



**Figure 8: MAGERWA ICD Average Dwell Time in Hours**

*Data Source: MAGERWA Data-2024*

## 4.6 Weighbridge Performance

The EAC VLC Act 2016 provides for the installation of weighbridges and control of vehicle loads to prevent premature damage of road infrastructure. The performance of the weighbridges is measured by weighbridge crossing time, monthly average daily traffic and weight compliance to the EAC VLC Act weight limits.

### 4.6.1 Kenya Monthly Average Daily Traffic

The monthly average daily traffic count is the mean tally of vehicles crossing the weighbridge over a 24-hour period in a month. **Table 18** shows the monthly average daily traffic for select weighbridges in Kenya in 2024.

#### Table 18: Monthly Average Daily Weighed Weighbridge Traffic in Kenya

| | Mariakani | Busia |
|---|---|---|
| Jan | 2687 | 655 |
| Feb | 3387 | 563 |
| Mar | 3377 | 732 |
| Apr | 2765 | 569 |
| May | 3002 | 598 |
| Jun | 2854 | 568 |
| Jul | 2879 | 596 |
| Aug | 3110 | 466 |
| Sept | 2968 | 568 |
| Oct | 3544 | 589 |
| Nov | 3476 | 602 |
| Dec | 3277 | 591 |

*Data Source: KeNHA 2024*

### 4.6.2 Kenya Weighbridge Compliance

The Weighbridge compliance indicator provides a measure of the proportion of trucks that abide by the EAC vehicle load control Act, 2016 against the total number of trucks passing through the weighbridge. It gives the percentage of trucks complying to both the axle load limit and the Gross Vehicle Weight (GVW).

In Kenya, Mariakani weighbridge had a compliance level above 97 % except for April and June where it recorded a compliance level of 94% and 96% respectively. Busia registered a relatively low compliance level averaging 88.8% which may be attributed to a number of trucks passing through the weighbridge without having been pre-weighed at other weighbridges. In some cases, however, non-containerized cargo carrying fresh produce with lower axles also passes from this weighbridge.

## Table 19: Percentage Compliance at Weighbridges in Kenya

| | Mariakani | Busia |
|---|---|---|
| Jan | 98.54 | 88.98 |
| Feb | 97.32 | 87.54 |
| Mar | 99.54 | 86.43 |
| Apr | 94.63 | 90.76 |
| May | 98.43 | 88.76 |
| Jun | 98.43 | 90.11 |
| Jul | 96.03 | 91.05 |
| Aug | 98.78 | 89.29 |
| Sept | 98.56 | 88.54 |
| Oct | 97.43 | 87.34 |
| Nov | 98.01 | 89.43 |
| Dec | 98.89 | 86.98 |

*Data Source: KeNHA 2024*


A truck weighs at Mariakani weighbridge

### 4.6.3 Uganda Monthly Average Daily Traffic

Uganda has several operational weigh stations, though their conditions vary. Key stations like Mbarara, Elegu, Malaba, Busia, and Kamdini have sufficient land, built offices, and adequate parking yards, though some require repairs to weighing lanes and paving. However, stations in Luwero, Magamaga, Mubende, Mbale, Lukaya, and Busitema face challenges such as poor weigh lanes, insufficient parking, and locations within road reserves, limiting their efficiency.

Kamdini stands out as one of the better-equipped stations, with paved parking and fencing, while Ntungamo (Rwentobo) operates on limited land with a containerized office. Overall, while many weighbridges are functional, infrastructure upgrades, particularly for weigh lanes, parking areas, and fencing, are needed to improve efficiency and compliance enforcement across the network.

**Table 20** shows the monthly average daily traffic for select weighbridges in Uganda in 2024.

**Table 20: Monthly Average Daily Weighed Weighbridge Traffic in Uganda**

| Month | Magamaga | Malaba | Lukaya | Mbarara | Mbale | Luwero | Mubende | Elegu |
|---|---|---|---|---|---|---|---|---|
| Jan | 936 | 510 | 475 | 269 | 399 | 319 | 146 | 100 |
| Feb | 744 | 402 | 452 | 198 | 325 | 364 | 242 | 86 |
| Mar | 593 | 462 | 468 | 238 | 348 | 353 | 221 | 58 |
| Apr | 892 | 392 | 399 | 308 | 224 | 302 | 186 | 57 |
| May | 862 | 478 | 443 | 312 | 260 | 268 | 157 | 57 |
| Jun | 749 | 403 | 280 | 268 | 276 | 191 | 156 | 32 |
| Jul | 778 | 499 | 369 | 257 | 365 | 176 | 184 | 43 |
| Aug | 677 | 460 | 457 | 275 | 383 | 176 | 172 | 37 |
| Sept | 774 | - | 450 | 252 | 337 | 167 | 158 | 45 |
| Oct | 896 | - | 446 | 290 | 352 | 165 | 199 | 37 |
| Nov | 813 | - | 531 | 316 | 363 | 170 | 202 | 51 |
| Dec | 704 | - | 506 | 106 | 304 | 64 | 203 | 25 |

*Data Source: MoWT Uganda 2024*

## 4.6.4 Uganda Weighbridge Compliance

In Uganda, Malaba weighbridge reported an overall average compliance level of 98% while Mbale registered relatively low compliance levels averaging 76.9% as presented in **Table 21**.

### Table 21: Percentage Compliance at Weighbridges in Uganda

| Month | Magamaga | Malaba | Lukaya | Mbarara | Mbale | Luwero | Mubende | Elegu |
|---|---|---|---|---|---|---|---|---|
| Jan | 86.3 | 99 | 92.6 | 87.8 | 82.9 | 83.5 | 81.9 | 99.8 |
| Feb | 86.2 | 98 | 92.8 | 78.7 | 78.3 | 88.7 | 85.8 | 97.6 |
| Mar | 85.7 | 98 | 94.5 | 84.2 | 79.6 | 88.9 | 85.7 | 98.0 |
| Apr | 85.3 | 98 | 91.0 | 93.9 | 76.7 | 89.9 | 85.2 | 96.7 |
| May | 85.2 | 98 | 90.9 | 94.4 | 76.3 | 85.6 | 86.4 | 96.6 |
| Jun | 86.6 | 99 | 87.9 | 92.2 | 75.5 | 86.9 | 86.9 | 90.1 |
| Jul | 86.9 | 98 | 83.3 | 93.1 | 76.0 | 83.1 | 87.2 | 94.3 |
| Aug | 86.9 | 98 | 87.0 | 91.0 | 75.4 | 78.9 | 86.6 | 94.2 |
| Sept | 86.9 | - | 85.3 | 90.7 | 73.9 | 80.0 | 86.5 | 96.6 |
| Oct | 87.3 | - | 93.4 | 95.0 | 75.5 | 82.1 | 88.2 | 94.8 |
| Nov | 87.7 | - | 91.6 | 95.7 | 76.1 | 80.7 | 88.4 | 96.8 |
| Dec | 87.6 | - | 88.3 | 92.1 | 76.2 | 84.6 | 89.2 | 95.8 |

*Data Source: MoWT Uganda 2024*

# CHAPTER FIVE: Rates and Costs

Transport rates and costs are the charges associated with the movement of goods and people from the origin to destination along the Corridor. They vary depending on haulage distance, cargo weight/volume, number of transit borders, road conditions, and preferred transport mode.

This chapter explores the costs that traders, shippers, and transporters incur when using the Northern Corridor's sourced from port, railway, and pipeline agencies, as well as trucking and transport companies in the Northern Corridor Member States.

## 5.1 Port and Marine Charges at the Port of Mombasa

The Port of Mombasa charges for Marine Services and Ship Dues, which cover pilotage fees, tug services, and mooring services, among others. Stevedoring charges apply to dry general cargo, dry bulk, and liquid bulk cargo. Containerized cargo charges are based on standard 20–foot (20') and 40–foot (40') containers per move to or from ships. Additionally, Shore Handling, Wharfage, and Storage Charges cover the costs associated with handling cargo from ship to shore, utilizing port facilities, and cargo storage. General Service Charges apply for other essential port services provided. The port charges are published in the KPA tariff book. Select additional port charges are outlined in Annex 6.

## 5.2 Railway Tariff/Charges

In Kenya, railway services are operated by the Kenya Railways Corporation (KRC) for passengers and freight services. Railway freight tariff varies depending on the type of cargo, distance, weight/volume, and the specific services required. Additional charges are levied for loading, unloading, and transshipment. Kenya has been working to modernize its railway system, especially with the Standard Gauge Railway (SGR) project which offers faster and more efficient transport option from the MGR.

**Table 22** below specifies the standard charges for cargo haulage by both SGR and MGR for loaded and empty import transit containers.

## Table 22: Import Transit Loaded / Empty Containers Rate Per Container in USD

| Rail Route | Rate USD/ container | | | | Network |
|---|---|---|---|---|---|
| | 20 FT | | 40 FT | | |
| | 0-30 TONS | ABOVE 30 TONS | 0-30 TONS | ABOVE 30 TONS | |
| Kilindini - Malaba | 860 | 960 | 1110 | 1260 | SGR/ MGR |
| Kilindini - Kisumu | 860 | 960 | 1110 | 1260 | SGR/ MGR |
| Kilindini - Naivasha | 650 | 750 | 865 | 1015 | SGR |
| Naivasha - Malaba | 350 | 450 | 460 | 610 | MGR |
| Naivasha - Kisumu | 350 | 450 | 460 | 610 | MGR |

*Source: KR TARIFF NOTICE NO. 3 OF 2021*

Uganda Metre Gauge Rilway cargo train
©Ministry of Works and Transport on x.com

### Table 23: Import Local Loaded / Empty Containers Rate Per Container in USD

| Rail Route | Rate USD/ container | | | | Network |
|---|---|---|---|---|---|
| | 20 FT | | 40 FT | | |
| | 0-30 TONS | >30 TONS | 0-30 TONS | >30 TONS | |
| Kilindini - Naivasha | 510 | 610 | 650 | 800 | SGR |
| Kilindini - Nairobi | 500 | 600 | 630 | 780 | SGR |
| Kilindini - Athi River | 500 | 600 | 630 | 780 | SGR |
| Kilindini - Kisumu | 860 | 960 | 1110 | 1260 | SGR / MGR |
| Nairobi - Naivasha | 150 | 250 | 235 | 385 | SGR |

*Source: KR TARIFF NOTICE NO. 3 OF 2021*

### Table 24: Rates for Containerized Cargo, Downward Direction

| Rail Route | Export Container | | Empty Container | | Network |
|---|---|---|---|---|---|
| | 20FT | 40FT | 20FT | 40FT | |
| Malaba – Mombasa | 450 | 690 | 100 | 150 | MGR /SGR |
| Kisumu – Mombasa | 450 | 690 | 100 | 150 | MGR /SGR |
| Malaba – Naivasha | 195 | 330 | 50 | 75 | MGR |
| Kisumu – Naivasha | 195 | 330 | 50 | 75 | MGR |
| Malaba – Nairobi | 225 | 385 | 70 | 100 | MGR |
| Kisumu – Nairobi | 225 | 385 | 70 | 100 | MGR |
| Naivasha – Mombasa | 255 | 360 | 50 | 75 | SGR |
| Naivasha – Nairobi | 100 | 150 | 50 | 75 | SGR |
| Nairobi – Mombasa | 250 | 350 | 50 | 75 | SGR |
| Athi River – Mombasa | 250 | 350 | 50 | 75 | SGR |

*Source: Kenya Railways TARIFF NOTICE NO. 3 OF 2021*

## 5.3 Pipeline Charges/Tariff

The Energy and Petroleum Regulatory Authority (EPRA) approved new tariffs for the Kenya Pipeline Company (KPC), covering the tariff control period from 2022/2023 to 2024/2025. The new tariffs aimed to support KPC's infrastructure projects and operational costs, with the expectation that these changes would lead to marginal increases in fuel prices for consumers. The composite tariff includes expenses for transportation, storage, and handling. **Table 25** shows EPRA Pipeline rates up to the period 2024/2025.

## Table 25: EPRA Pipeline Rates

| Entry Point | Point of Delivery | 2022/23 | 2023/24 | 2024/25 |
|---|---|---|---|---|
| Mombasa | Moi Airport (USD/m3) | 22.89 | 23.4 | 25.29 |
| Mombasa | Jomo Kenyatta Airport (USD/m3) | 22.89 | 23.4 | 25.29 |
| Mombasa | Petrocity - Konza (Kshs/m3) | 1,407.40 | 1,420.73 | 1,527.48 |
| Mombasa | Nairobi Terminal (Kshs/m3) | 2,526.60 | 2,582.72 | 2,791.85 |
| Mombasa | Nakuru Terminal - Local (Kshs/m3) | 3,149.25 | 3,211.26 | 3,467.62 |
| Mombasa | Nakuru Terminal - Export (USD/m3) | 28.53 | 29.09 | 31.42 |
| Mombasa | Eldoret Terminal - Local (Kshs/m3) | 3,801.37 | 3,869.56 | 4,175.37 |
| Mombasa | Eldoret Terminal - Export (USD/m3) | 34.44 | 35.06 | 37.83 |
| Mombasa | Kisumu Terminal - Local (Kshs/m3) | 3,797.69 | 3,865.84 | 4,171.37 |
| Mombasa | Kisumu Terminal - Export (USD/m3) | 34.41 | 35.02 | 37.79 |

*Source: EPRA Tariff February 2024*

Fuel transport rates vary depending on volume and distance. **Table 26** presents last-mile tanker rates for transit fuel products from various depots to different destinations.

## Table 26: Transport Rates for Tankers from KPC Oil Depots to the Member States (USD)

| From | To | Amount (USD) 2024 |
|---|---|---|
| Mombasa | Nairobi | 800 |
| Mombasa | Nakuru | 1200 |
| Mombasa | Kisumu | 1500 |
| Mombasa | Eldoret | 1500 |
| Mombasa | Kampala | 2200 |
| Nakuru | Kigali | 2400 |
| Kisumu | Kigali | 2400 |
| Eldoret | Kigali | 2400 |

*Source: ACPLRWA, KTA 2024*

## 5.4 Road Freight Charges/Tariff

The road freight tariff covers all costs and charges by transporters for moving cargo from the point of origin to the final destination along different Northern Corridor routes. Transport rates to various destinations vary based on factors such as distance, road conditions, and the number of border crossings. **Table 27** provides transport rates from Mombasa and Nairobi to various destinations.

### Table 27: Transport Rates from Mombasa and Nairobi to Various Destinations

| From | To | Rates (USD) | Distance (Km) | Rate/Km |
|---|---|---|---|---|
| Mombasa | Nairobi | 892 | 481 | 1.85 |
| Mombasa | Kampala | 2200 | 1169 | 1.88 |
| Mombasa | Kigali | 3500 | 1682 | 2.08 |
| Mombasa | Bujumbura | 4100 | 1957 | 2.10 |
| Mombasa | Goma | 5500 | 1838 | 2.99 |
| Mombasa | Bunia | 5500 | 1666 | 3.30 |
| Mombasa | Butembo | 5500 | 1746 | 3.15 |
| Mombasa | Juba | 4000 | 1662 | 2.41 |
| Nairobi | Mombasa | 698 | 481 | 1.45 |
| Nairobi | Kampala | 1800 | 688 | 2.62 |
| Nairobi | Kigali | 2,700 | 1201 | 2.25 |
| Nairobi | Goma | 5000 | 1357 | 3.68 |
| Nairobi | Butembo | 5000 | 1265 | 3.95 |
| Nairobi | Bunia | 5000 | 1185 | 4.22 |

*Source: KTA 2024*

The transport rates to various destinations in the Democratic Republic of Congo (DRC) were high compared to other destinations in the member States, averaging over USD 3 per kilometre. This could be attributed to poor state of infrastructure among other factors.

### 5.4.1 Transport Rates to Various Destinations

Transport rates in the outbound direction from the port of Mombasa are higher than the rates in the inbound direction mainly due to low export cargo volumes. **Table 28** presents transport rates from various points of origin to destinations in the member States.

#### Table 28: Transport Rates to various Destinations

| From | To | Rates (USD) | Distance (Km) | Rate/Km |
|---|---|---|---|---|
| Kampala | Mombasa | 1000 | 1,169 | 0.86 |
| Kampala | Nairobi | 700 | 688 | 1.02 |
| Kampala | Juba | 3200 | 653 | 4.90 |
| Kampala | Bujumbura | 3500 | 788 | 4.44 |
| Kampala | Kigali | 1800 | 513 | 3.51 |
| Kampala | Goma | 3500 | 669 | 5.23 |
| Kampala | Bunia | 3000 | 718 | 4.18 |
| Kampala | Butembo | 3600 | 577 | 6.24 |
| Kampala | Kisangani | 5500 | 1200 | 4.58 |
| Kigali | Bujumbura | 1000 | 275 | 3.64 |
| Kigali | Mombasa | 1,700 | 1,682 | 1.01 |
| Kigali | Nairobi | 1,300 | 1,201 | 1.08 |
| Kigali | Kampala | 700 | 513 | 1.36 |
| Kigali | Goma | 800 | 156 | 5.13 |
| Kigali | Bunia | 1000 | 697 | 1.43 |
| Kigali | Butembo | 3,300 | 556 | 5.94 |
| Goma | Mombasa | 2,300 | 1,838 | 1.25 |
| Goma | Nairobi | 1,900 | 1,357 | 1.40 |
| Goma | Bujumbura | 2,100 | 431 | 4.87 |
| Goma | Kampala | 1,600 | 669 | 2.39 |
| Bunia | Mombasa | 1,800 | 1,666 | 1.08 |
| Bunia | Nairobi | 1,500 | 1,040 | 1.44 |
| Bunia | Kampala | 1,500 | 718 | 2.09 |
| Bunia | Butembo | 1700 | 251 | 6.77 |
| Butembo | Nairobi | 1,800 | 1,265 | 1.42 |
| Butembo | Kampala | 1,400 | 577 | 2.43 |
| Butembo | Mombasa | 3100 | 1746 | 1.78 |

*Source: UNTA, ATIB, ACPLRWA and FEC Congo 2024*

## 5.4.2 Number of Round trips from Origin to Destination in a month

The port Charter set an annual target of 120,000 kms travel distance per truck as an indication of effective truck utilization. **Table 29** presents the monthly average number of round trips covered by trucks in 2024.

### Table 29: Monthly Average Number of Round trips

| From | To | Number of Round Trips | Distance (Kms) | Rate/Km |
|---|---|---|---|---|
| Mombasa | Nairobi | 10 | 481 | 1.85 |
| Mombasa | Kampala | 3 | 1169 | 1.88 |
| Mombasa | Kigali | 2 | 1682 | 2.08 |
| Mombasa | Bujumbura | 2 | 1957 | 2.10 |
| Mombasa | Goma | 2 | 1848 | 2.99 |
| Mombasa | Juba | 2 | 1662 | 3.30 |
| Nairobi | Goma | 2 | 1357 | 3.15 |
| Nairobi | Kigali | 3 | 1201 | 2.41 |
| Kampala | Kigali | 5 | 513 | 1.45 |
| Kampala | Goma | 4 | 669 | 2.62 |
| Kigali | Goma | 5 | 156 | 2.25 |
| Kigali | Bujumbura | 6 | 275 | 3.68 |
| Bujumbura | Goma | 4 | 431 | 3.95 |

*Source: UNTA, ATIB, ACPLRWA and FEC Congo 2024*

The Mombasa to Kampala route for instance, averaged 3 round trips per month which translates to 84,168 kms per year. This is a shortfall of 35,832 kms against the Port Charter target of 120,000 kms. This shortfall can be attributed to the delays at the various transport nodes and low volumes of cargo among others.


Container truck along Mombasa road in Kenya

# CHAPTER SIX: Transit Time and Delays

This section discusses the transit times for moving cargo from points of origin to border crossings and final destinations, and ways to increase efficiency in the corridor. Transit times are calculated from the moment goods are released or depart from the point of origin until arrival at the borders or destinations. The transit time indicator includes the actual travel time and delays encountered at various transit nodes and stop locations.

## 6.1 Transit Time in Kenya

The Northern Corridor Transit routes in Kenya are Mombasa to Busia/Malaba borders through Nairobi. **Figure 9** presents transit times from the port of Mombasa to Busia/Malaba borders.

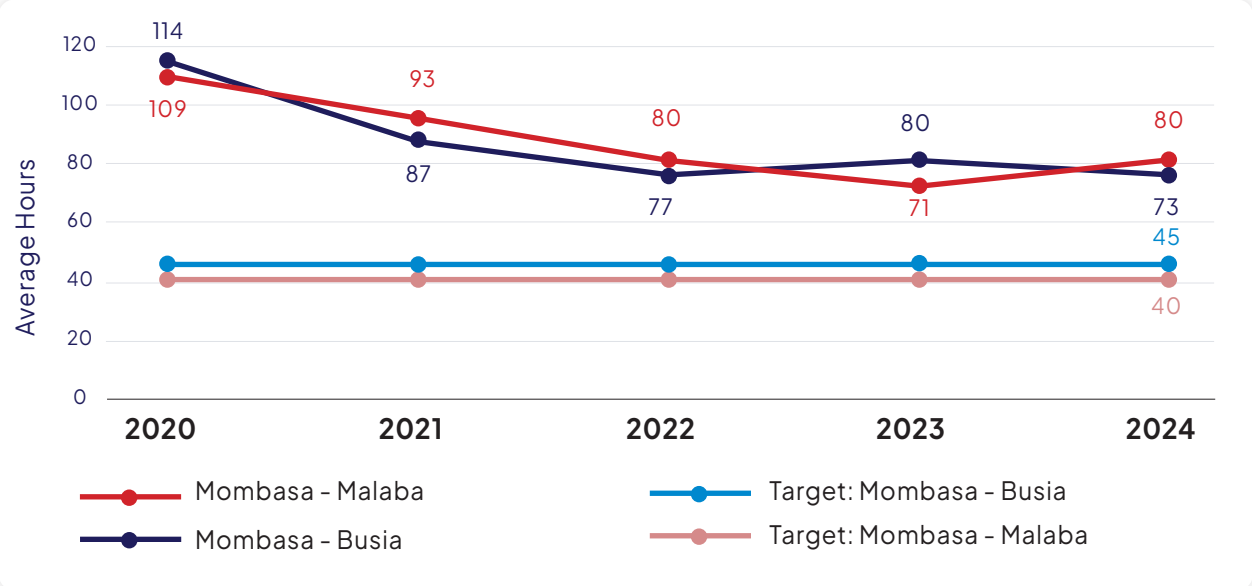
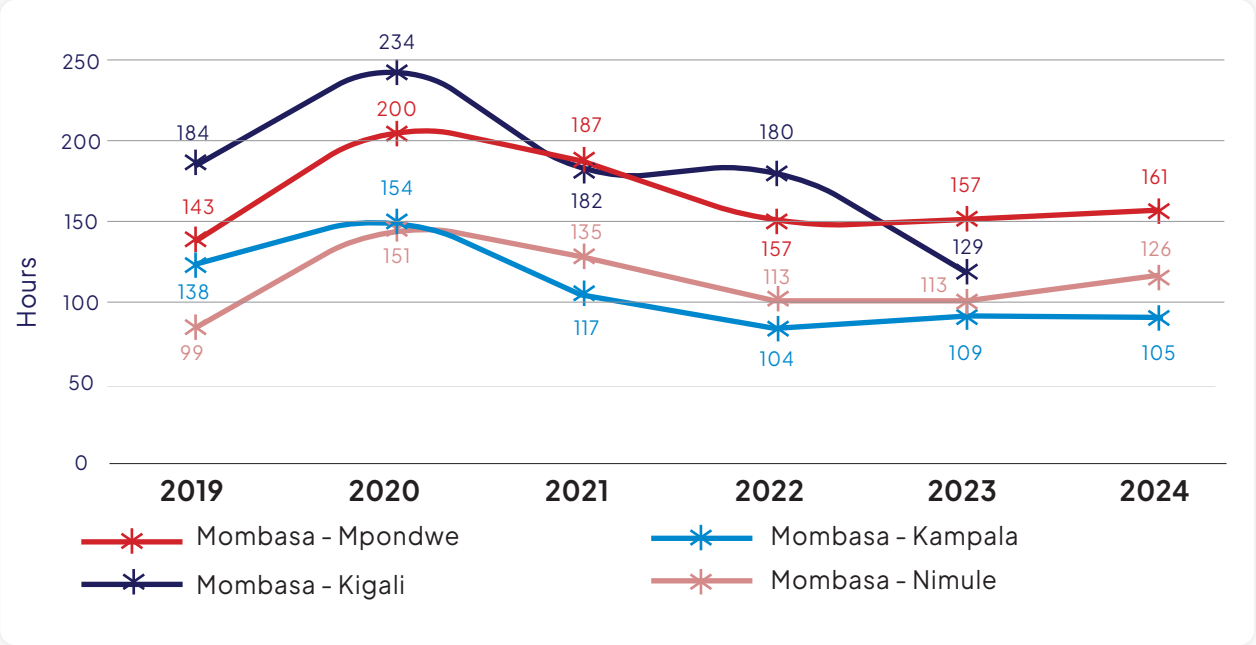



**Figure 9: Average Transit Time from Mombasa to Busia/Malaba Borders**

*Data Source: RECTS 2024*

The average transit times from Mombasa to Malaba and Busia borders exceeded the set targets by 35 hours and 33 hours respectively in 2024. This could be attributed to delays caused by congestions due to ongoing upgrade of some road sections, stoppages for personal reasons, anticipated traffic jam at the borders, among others. **Figure 10** reports the transit times from Mombasa to various destinations.




## Figure 10: Average Transit Time from Mombasa to Various Destinations

*Data Source: RECTS 2020–2024*

***Missing Data*

In 2024, the transit route from Mombasa to Kampala reported a 4-hour reduction due to improved infrastructure on the Malaba-Kampala Road section. Mombasa to Nimule, and Mombasa to Mpondwe reported a 14 hours and 4 hours increase respectively as a result of increased border crossing times.

## 6.2 Transit Time in Uganda

The Busia to Katuna route reported median transit times of 31.2 hours to 102.9 hours, while Busia to Mpondwe takes slightly less time at 37.7 to 87.3 hours. These reflects how cargo movement along these routes is quite volatile due to several logistical and regulatory limitations.

Busia processes less trucks in comparison to Malaba, because Busia route is preferred more by transporters. At Busia, police checks, security issues, and even driver personal issues like prolonged rest breaks call for better coordination with logistics providers lead to increased transit delays.

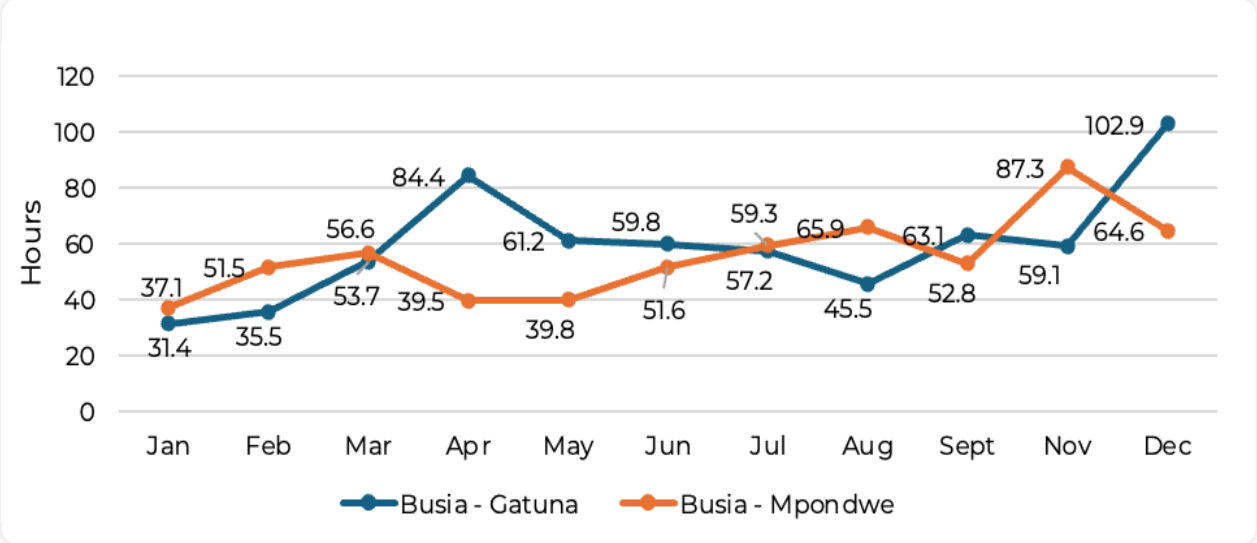
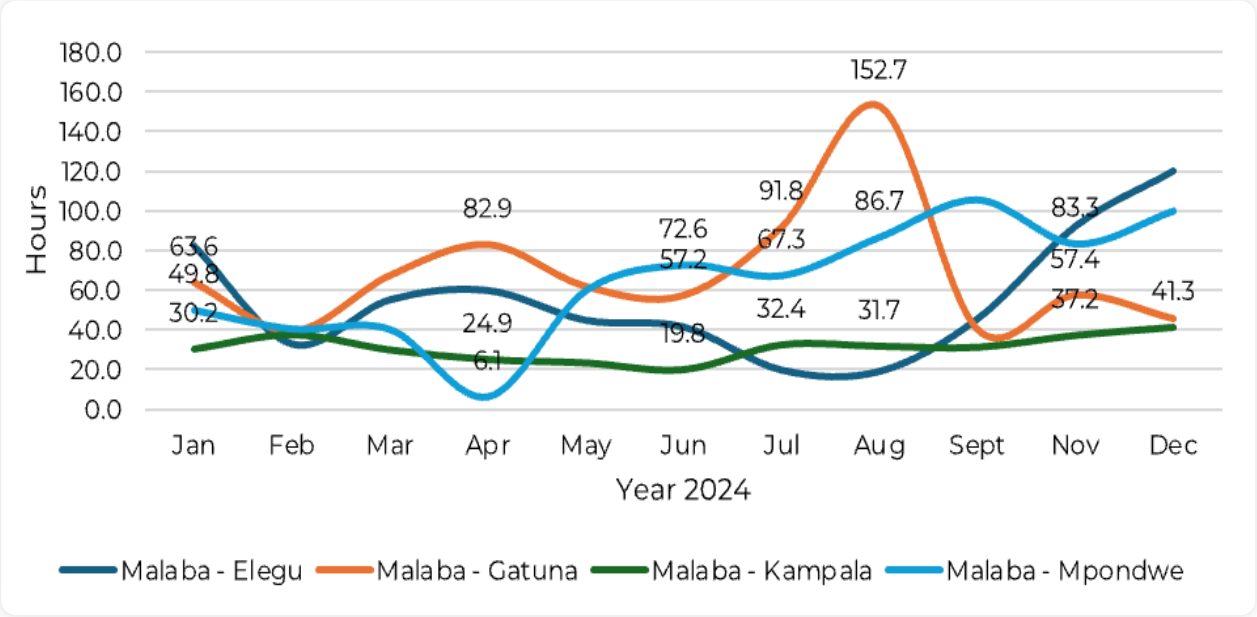



**Figure 11: Average Transit Time in Uganda from Busia Border**

*Data Source: RECTS 2024*

The Malaba border acts as a major gateway into Uganda for trucks headed to Kampala and neighbouring areas, as well as to border points like Elegu, Gatuna, and Mpondwe. Travel times along these routes differ because of factors like distance and others varying for each route.

In 2024, the transit times to Kampala experienced minimal change with transit times having no notable improvements. However, an overall transit time has been reported for most routes, suggesting increasing inefficiencies in corridor performance. These increased transit times indicate inefficiencies that continue to undermine the effectiveness of corridor performance.




## Figure 12: Average Transit Time in Uganda from Malaba Border

*Data Source: RECTS 2024*

## 6.3 Delays along the Northern Corridor

The mobile survey data confirmed stop locations, time spent and stop reasons along the corridor in 2024. **Table 30** shows that 312 truck drivers who stopped at Malaba Border in Kenya spent a median of 8.4 hours.

### Table 30: Top 10 Stop Locations along the Northern Corridor

| Stop Locations | Country | Number of Stops | Median Delay (hrs) | Rate/Km |
|---|---|---|---|---|
| Malaba Border | Kenya | 312 | 8.4 | 1.85 |
| Mombasa Port | Kenya | 290 | 6.2 | 1.88 |
| Eldoret Town | Kenya | 260 | 5.7 | 2.08 |
| Busia Border | Kenya | 240 | 7.9 | 2.10 |
| Nairobi Inland Depot | Kenya | 220 | 4.3 | 2.99 |
| Kampala City | Uganda | 190 | 5.6 | 3.30 |
| Nimule Border | South Sudan | 160 | 9.2 | 3.15 |
| Bungoma | Kenya | 145 | 3.5 | 2.41 |
| Juba Entry | South Sudan | 120 | 10.1 | 1.45 |
| Gulu Town | Uganda | 115 | 6.8 | 2.62 |

*Data Source: NCTTCA Mobile data 2024*

Juba Entry and Nimule Border stop locations in South Sudan recorded median time of 10.1 and 9.2 hours, respectively. The prolonged stops were due to lengthy border crossing clearance procedures and security of cargo, among other reasons. **Figure 13** shows the frequency of stop locations along the corridor.

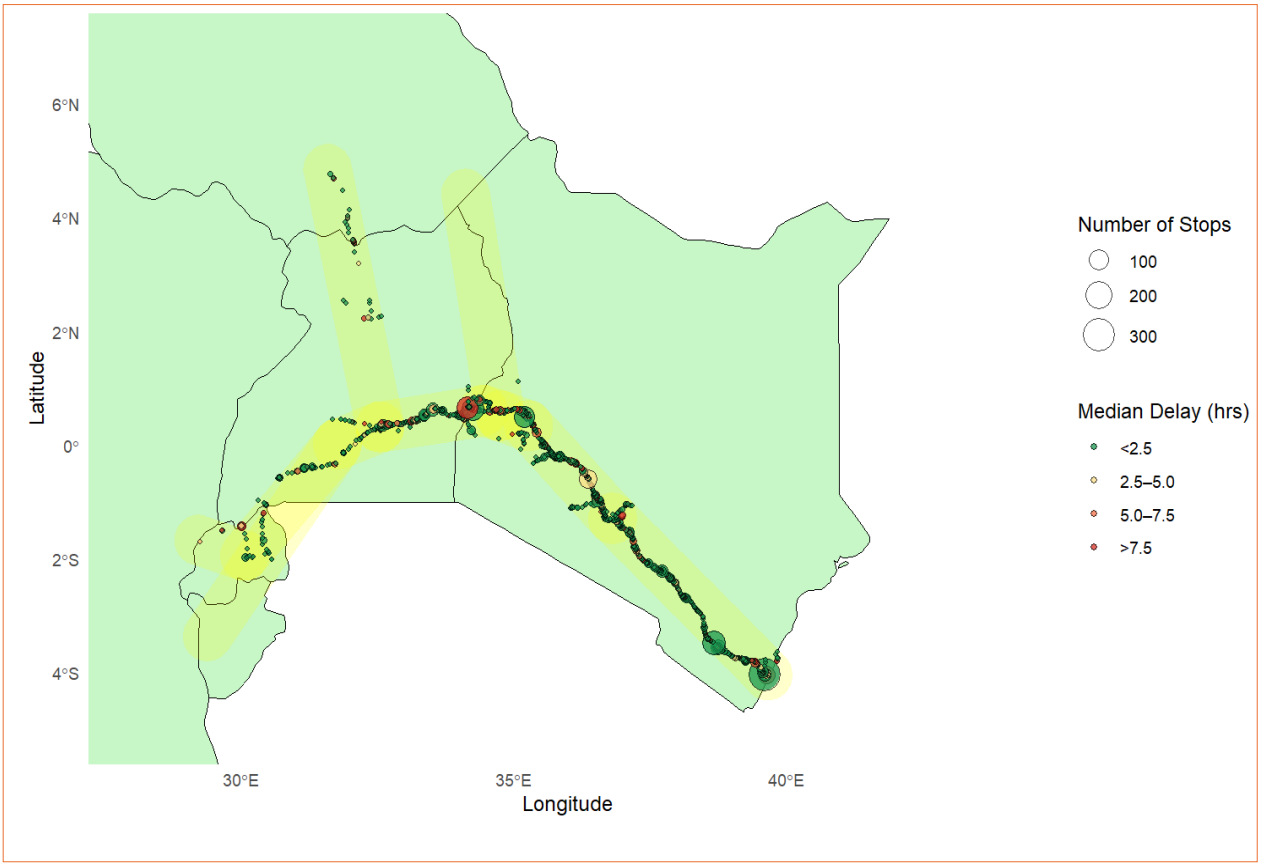
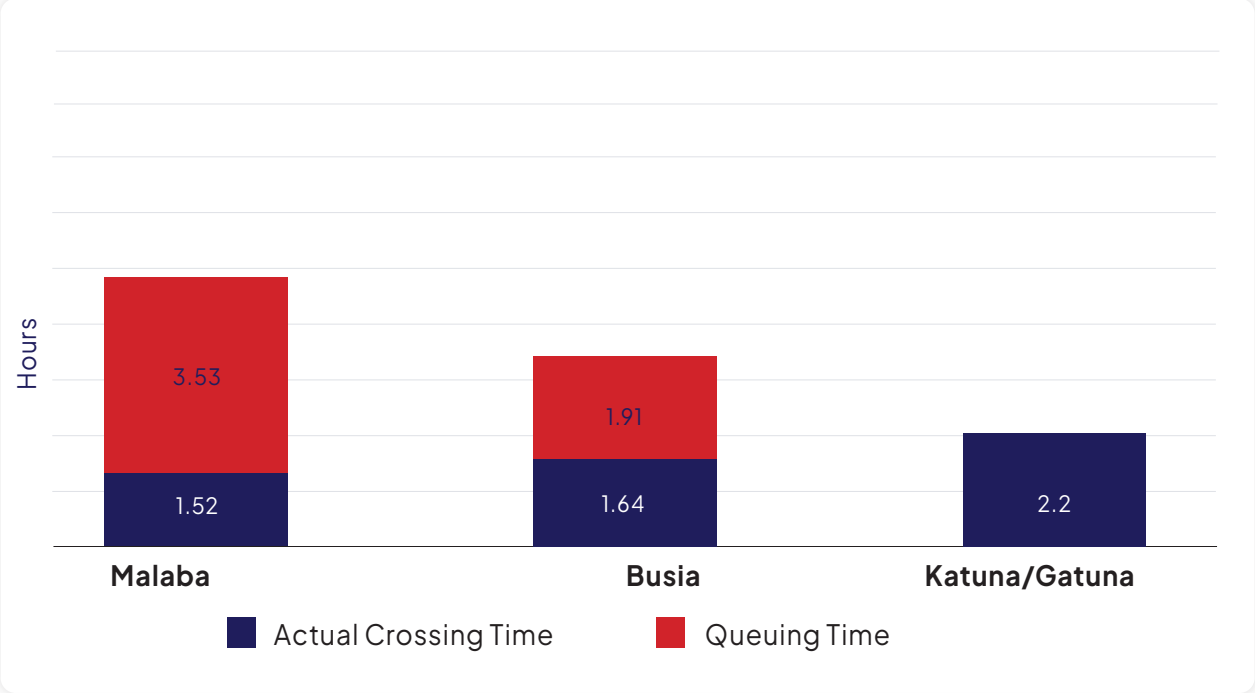



**Figure 13: Frequency of Stop Locations**

*Data Source: NCTTCA Mobile data 2024*

# 6.4 Border Crossing Time

The Northern Corridor Member States have been investing in OSBPs development to streamline border clearance operations, facilitate trade and reduce transit time. The border crossing time indicator measures the time difference from when a truck enters the customs area at the border of the country of exit to the time it exits after all the border clearance processes of the country of entry. **Figure 14** shows the average border crossing and queuing times in hours at the Northern Corridor borders of Busia, Malaba and Katuna/Gatuna.

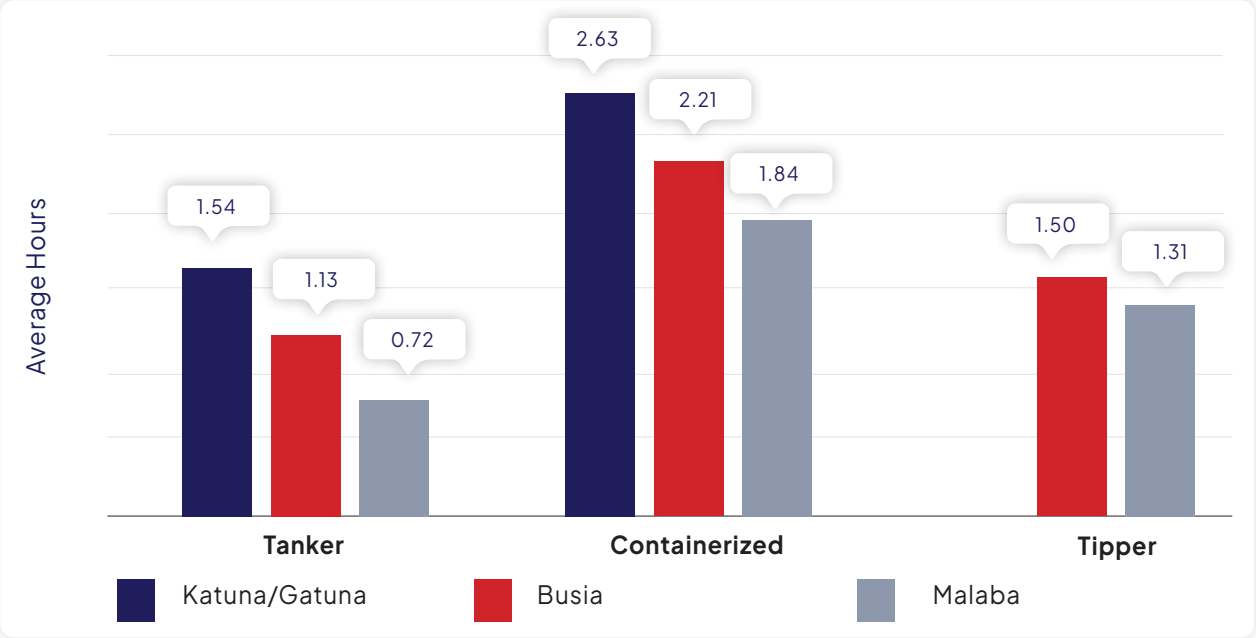



## Figure 14: Average Northern Corridor Border Crossing Time

*Source: NCTTCA Border Crossing Survey*

Malaba border actual crossing time averaged 1.52 hours, Busia border averaged 1.64 hours while Katuna/Gatuna border averaged 2.2 hours. Elegu/Nimule borders recorded a longer border crossing time of 48 hours due to the manual clearance processes amongst other challenges.

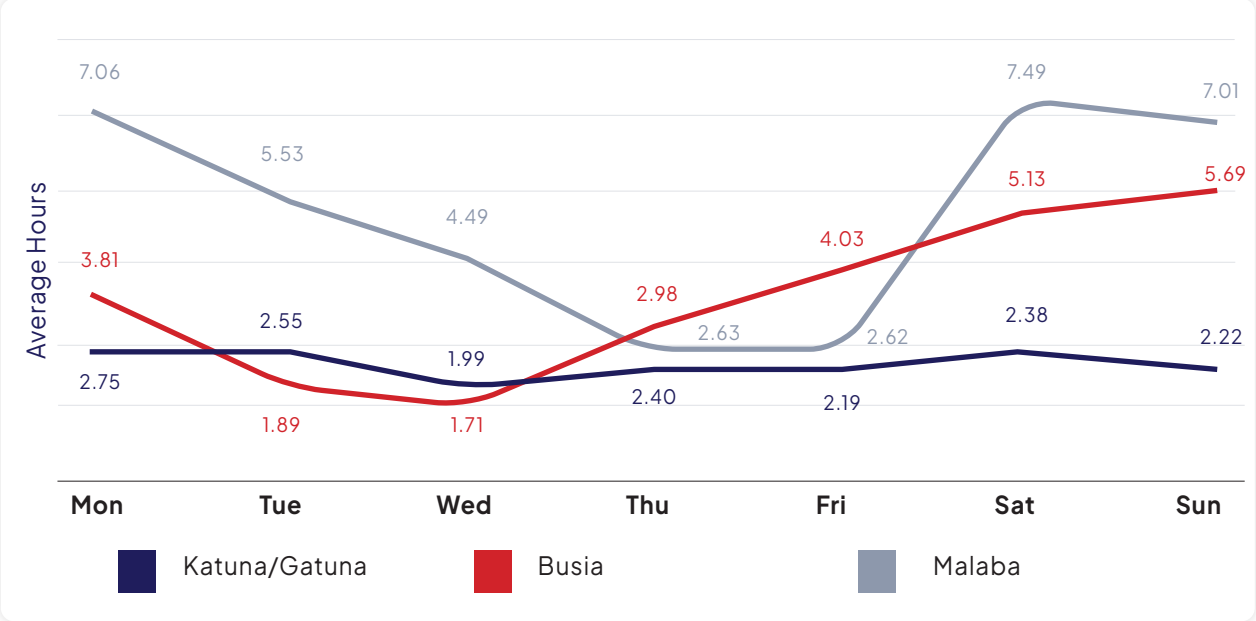
From **Figure 15**, it can be observed that tankers and tippers took the shortest time to cross all the borders compared to containerized trucks which took longer time to cross the borders. This can be attributed to different cargo clearance regimes the trucks categories are subjected to. The tankers and tippers are mostly cleared under Exit Note-No and do not go through verification while most containerized cargo are cleared at the border under Exit Note-Yes subjecting them to verification.




## Figure 15: Average Border Crossing Time by Vehicle Type at Busia and Malaba

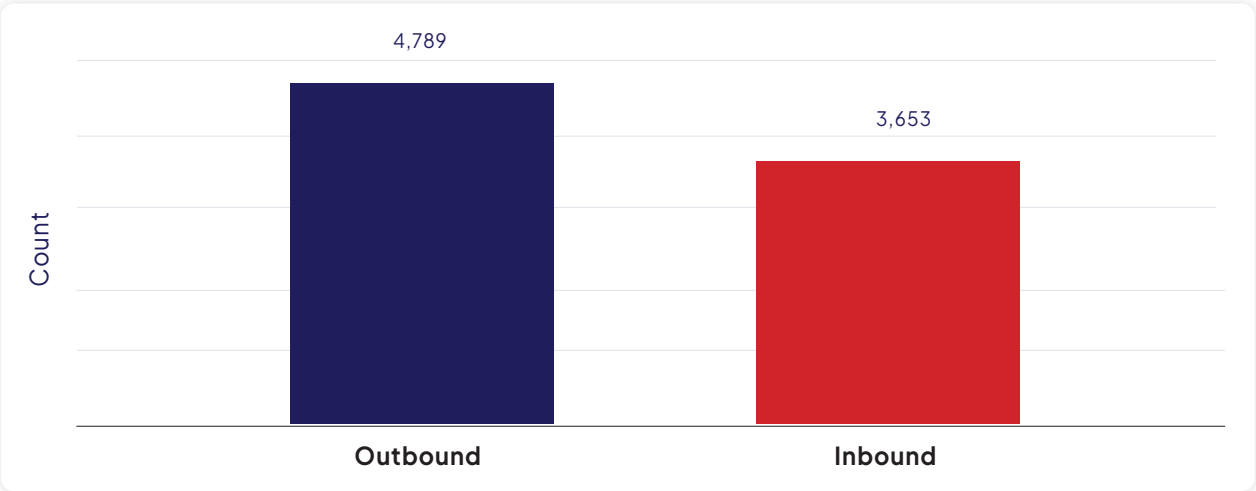
*Source: NCTTCA Border Crossing Survey*

**Figure 16** shows the overall average border crossing time by day of the week. Tuesdays, Wednesdays and Thursdays recorded the fastest overall average crossing time for trucks at the borders. At both Busia and Malaba borders, the overall border crossing time picked towards the weekend from Friday to Sundays.




## Figure 16: Overall Average Border Crossing Time by Day of Week

*Source: NCTTCA Border Crossing Survey*




## Figure 17: Busia Border Traffic Count

*Source: NCTTCA Border Crossing Survey 2025*

From **Figure 17**, it can be observed that the number of outbound trucks for Busia border were 4789 while inbound trucks were 3653, totalling to 8442 trucks.

# CHAPTER SEVEN: Intraregional Trade

Intra-regional trade is the exchange of goods and services between countries within a specific region or geographic area. It is a driver of economic growth, regional integration, and greater economic self-reliance among nations. This chapter presents the total trade values among Northern Corridor Member States for the year 2024.

## 7.1 Formal Trade in Burundi

The total trade value for Burundi was USD 1.197 Billion in 2024, a 14.94% drop compared to USD 1.407 billion in 2023. **Figure 18** shows the formal trade value for Burundi in 2024.

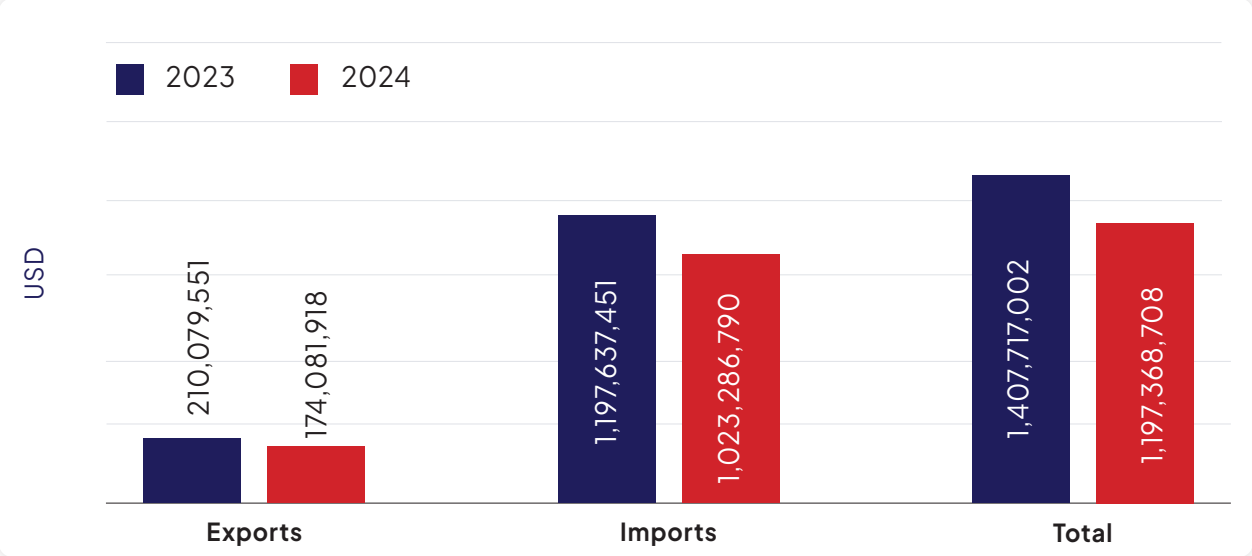
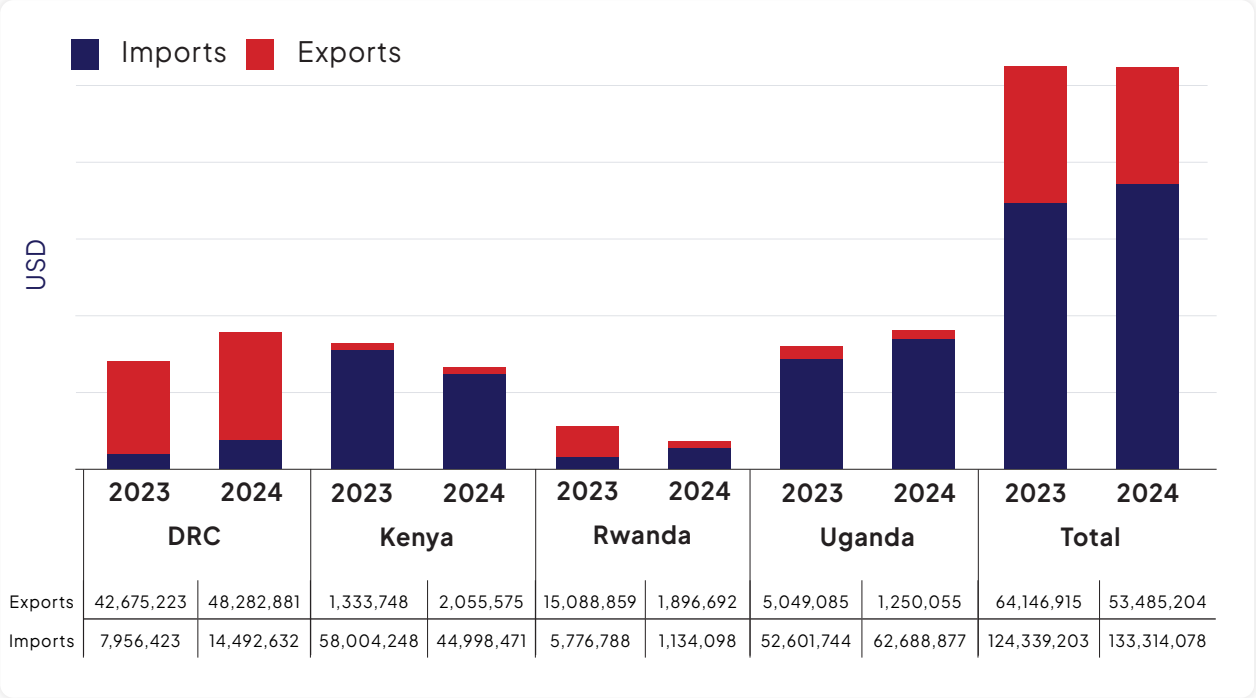



**Figure 18: Comparison of Formal Burundi Trade in 2023 and 2024**

*Source: INSBU 2023 and 2024*

The value of imports decreased from USD 1.197 billion in 2023 to USD 1.023 billion in 2024, while the value of exports reduced from USD 0.210 billion in 2023 to USD 0.174 billion in 2024. Burundi trade with other Northern Corridor Member States which was valued at USD 186.80 million, accounting for 15.6% of the total formal trade, recorded a marginal decline in 2024. **Figure 19** illustrates the share of formal Burundi intraregional trade.



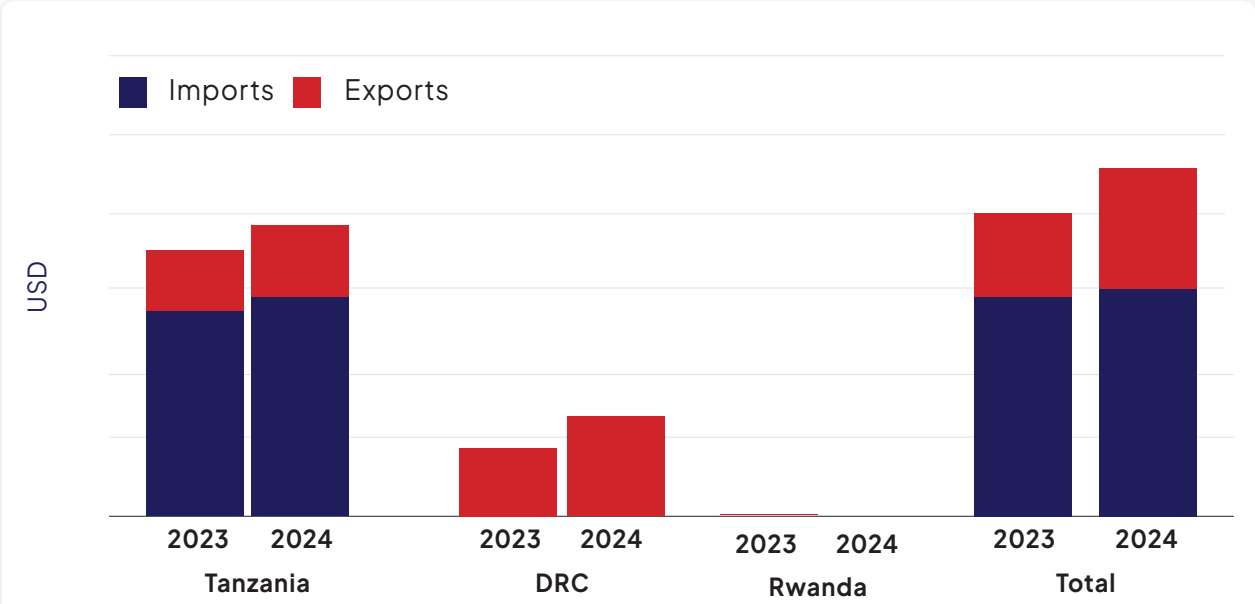

| | DRC | | Kenya | | Rwanda | | Uganda | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2023 | 2024 | 2023 | 2024 | 2023 | 2024 | 2023 | 2024 | 2023 | 2024 |
| Exports | 42,675,223 | 48,282,881 | 1,333,748 | 2,055,575 | 15,088,859 | 1,896,692 | 5,049,085 | 1,250,055 | 64,146,915 | 53,485,204 |
| Imports | 7,956,423 | 14,492,632 | 58,004,248 | 44,998,471 | 5,776,788 | 1,134,098 | 52,601,744 | 62,688,877 | 124,339,203 | 133,314,078 |

## Figure 19: Burundi Formal Trade with Northern Corridor Member States in 2024

*Source: INSBU 2023 and 2024*

Imports grew by 7% of the total intraregional trade, while exports declined by 17%, occasioned by a reduction in exports to Rwanda and Uganda in 2024. Kenya, Uganda and DRC were the biggest Burundi trading partners in the Northern Corridor region accounting for 25%, 34, and 34% of the total intraregional trade, respectively.

Informal trade in Burundi reached a total value of USD 140.7 million in 2024, playing a significant role in the country's economy and providing livelihoods for many. **Figure 20** shows Burundi informal trade in 2024.



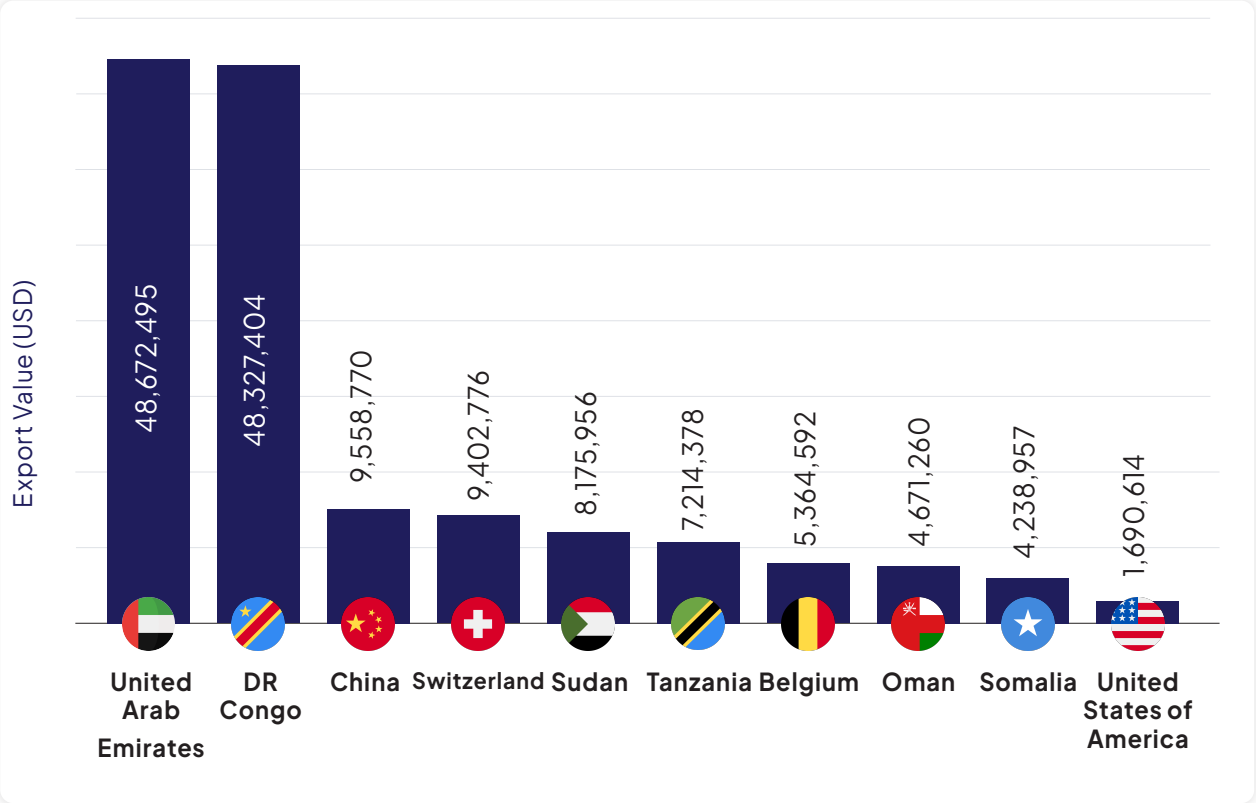

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Imports | 80,191,347 | 84,890,166 | 456,139 | 422,044 | 351,827 | 33,342 | 80,999,312 | 85,345,552 |
| Exports | 25,258,089 | 30,499,896 | 13,961,944 | 24,926,160 | 315,861 | 19,271 | 39,535,894 | 55,445,327 |
| Total | 105,449,435 | 115,390,062 | 14,418,083 | 25,348,204 | 667,688 | 52,613 | 120,535,206 | 140,790,878 |

## Figure 20: Informal Burundi Trade with Tanzania, DRC, Rwanda in 2023 – 2024

*Source: INSBU 2023 and 2024*

Burundi traded more with Tanzania informally in 2024 accounting for 82% of total informal trade reaching USD 115 million. Trade with DRC saw a significant increase with exports dominating while Rwanda had minimal informal trade with Burundi.

Globally, Burundi exports more to the UAE and DRC with their combined export trade values exceeding the remaining top destinations **Figure 21** illustrates the top 10 destinations for Burundi exports in 2024.




## Figure 21: Top Destinations for Burundi Exports in 2024 (USD)

*Source: INSBU 2024*

The United Arab Emirates (UAE) was the leading destination for Burundi's exports in 2024, with exports worth USD 48.7 million. The Democratic Republic of Congo (DRC) followed closely in second place, with exports valued at USD 48.3 million. Other significant destinations included China (USD 9.6 million), Switzerland (USD 9.4 million), Sudan (USD 8.2 million), and Belgium (USD 5.4 million).

Generally, Burundi imported more from the Asian block with five Asian countries appearing in the top 10 list for Burundi imports **Figure 22** illustrates the top 10 destinations for Burundi imports in 2024.

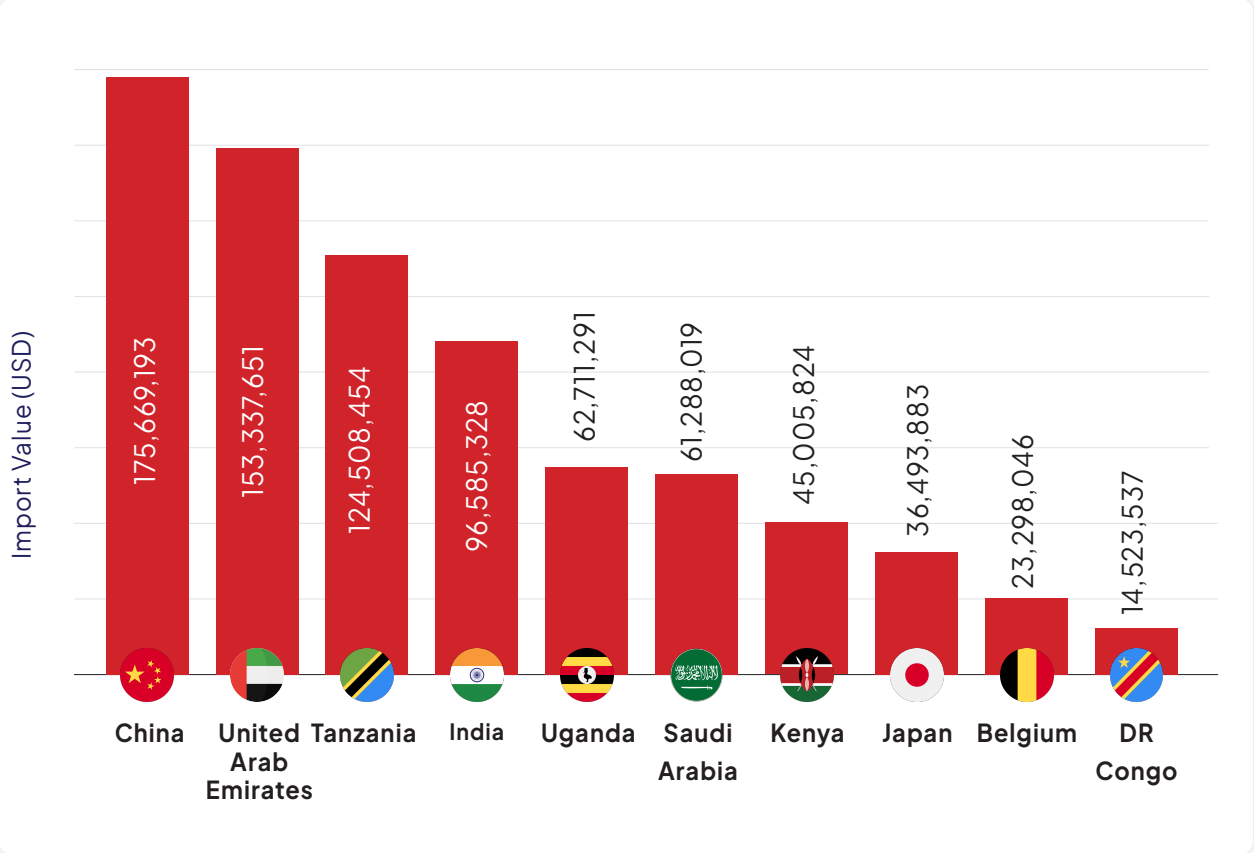



**Figure 22: Top Import Countries for Burundi in 2024 (USD)**

*Source: INSBU 2024*

China was the leading import source for Burundi in 2024, with imports worth USD 175.7 million. The United Arab Emirates (UAE) followed closely with imports valued at USD 153.3 million, while Tanzania ranked third with USD 124.5 million. Other significant import sources included India (USD 96.6 million), Uganda (USD 62.7 million), and Saudi Arabia (USD 61.3 million).

## 7.2 Formal Trade in Kenya

Kenya's overall trade value in 2024 improved from USD 28.5 billion in 2023 to USD 29.7 billion. **Figure 23** shows Total Trade value for Kenya in 2024 compared to 2022 and 2023.

## 7.2.1 Kenya Total Trade in (USD)

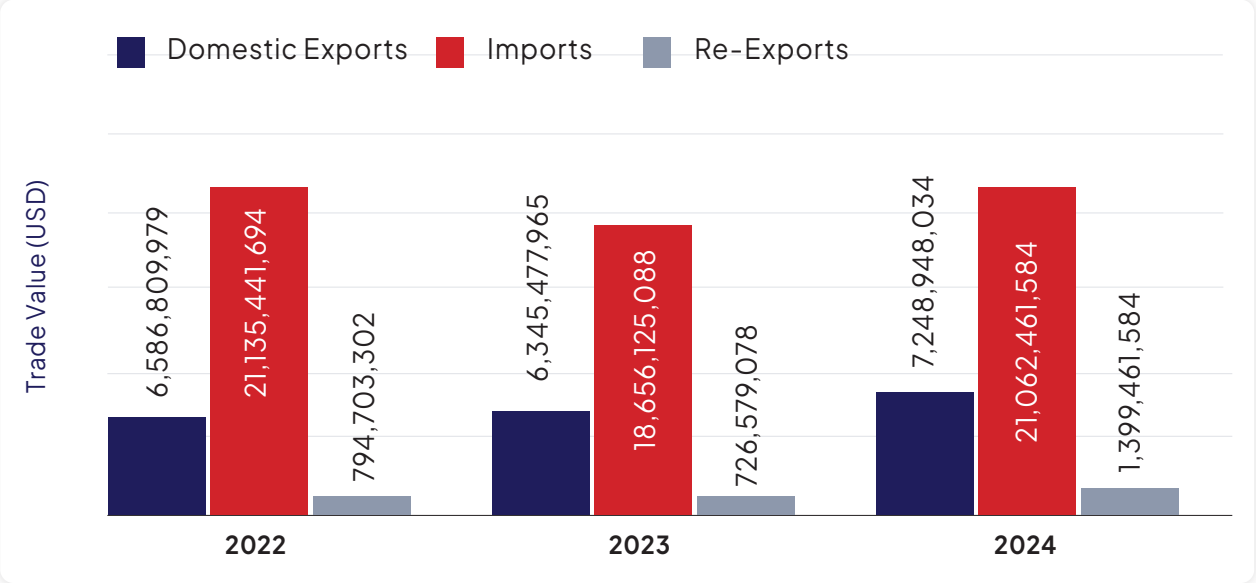



**Figure 23: Total Kenya Trade 2022–2024 (USD)**

*Source: KNBS 2024*

In 2024, imports accounted for 71%, domestic exports 24%, and re-exports constituted 5% of the total trade in Kenya.

## 7.2.2 Top Ten Trading Partners for Kenya in 2024 (USD)

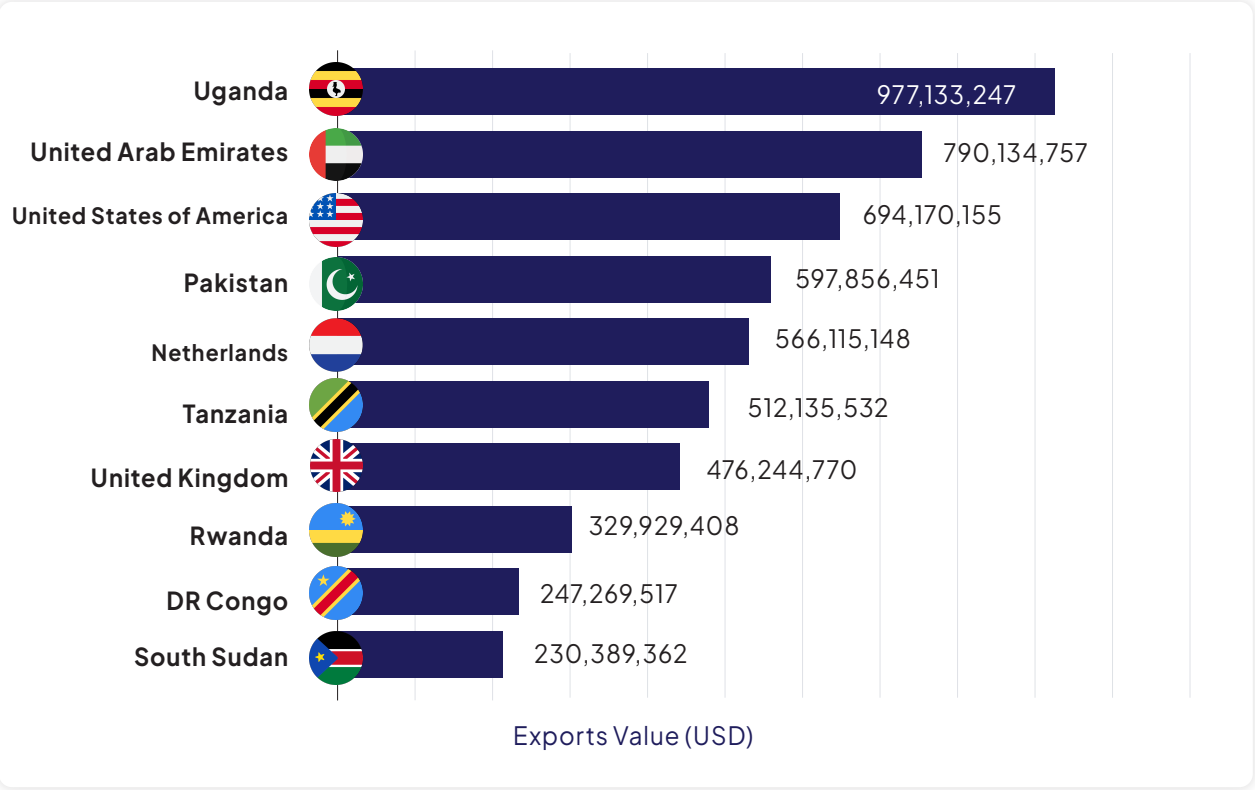



**Figure 24: Kenya Top Export Destinations in 2024**

*Data Source: KNBS 2024*

In terms of imports, Kenya traded mostly with China alone accounting for 31% of the imports in 2024. Overall, China, UAE, India, and Malaysia were the top trading partners with Kenya. Within the African region, Kenya's main trading partners were Uganda and Tanzania as presented Figure.

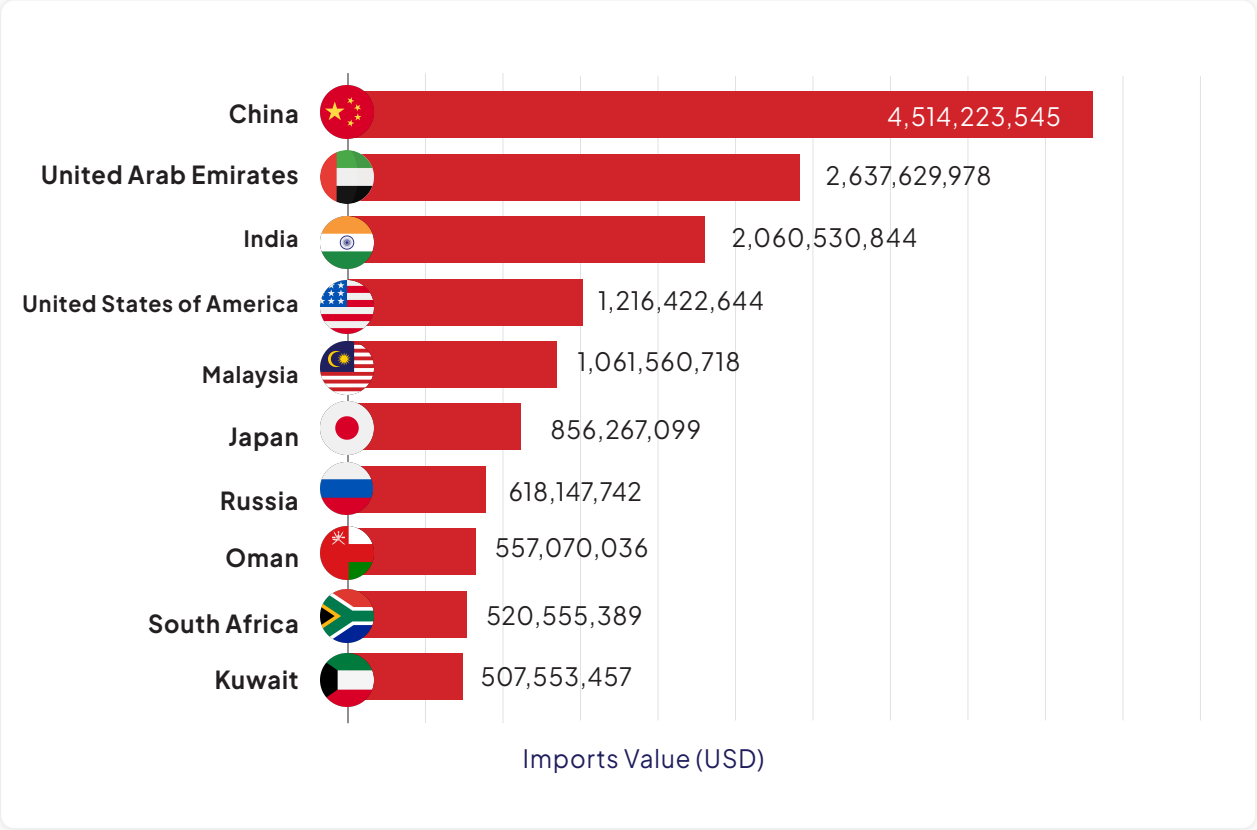



**Figure 25: Kenya Top Import Sources in 2024**

*Data Source: KNBS 2024*

### 7.2.3 Kenya Total Trade with Northern Corridor Member States in 2024 (USD)

Kenya's total trade value with other Northern Corridor Member States was valued at USD 1.6 billion in 2024. **Table 31** shows the trade value for Kenya with the respective Member States.

### Table 31: Formal Trade between Kenya and other Member States in USD

| Country | Domestic Exports | Imports | Re-exports | Total |
|---|---|---|---|---|
| Burundi | 50,216,832.00 | 73,314 | 8,711,094 | **59,001,240** |
| DRC | 212,513,750 | 27,058,442 | 34,755,767 | **274,327,959** |
| Rwanda | 288,305,879 | 26,065,858 | 41,623,528 | **355,995,266** |
| South Sudan | 192,266,295 | 101,894 | 38,123,067 | **230,491,256** |
| Uganda | 890,152,765 | 266,200,226 | 86,980,482 | **1,243,333,473** |
| **Grand Total** | **1,633,455,522** | **319,499,734** | **210,193,939** | **2,163,149,194** |

*Data Source: KNBS 2024*

Uganda was the top trading partner for Kenya in the region at USD 1.2 billion in total trade value with the main traded products being tea, coffee, cement, machinery, petroleum, medicaments, among others. Kenya is a net exporter in the region with exports accounting for 76% of the total trade value.

## 7.3 Formal Intraregional Trade in Rwanda

The total formal intraregional trade for Rwanda with the other Northern Corridor Member States in 2024 was valued at USD 1.47 billion, a 79% growth compared to 2023. **Table 32** presents intraregional trade for Rwanda in 2024.

### Table 32: Formal Rwanda Imports and Exports in 2024 (USD)

| | Imports (USD) | | Exports (USD) | | Total Trade Value (USD) | | % Change |
|---|---|---|---|---|---|---|---|
| | 2023 | 2024 | 2023 | 2024 | 2023 | 2024 | |
| Burundi | 2,139,364 | 1,022,297 | 16,917,318 | 22,305,391 | 19,056,682 | 23,327,688 | 22% |
| DR Congo | 21,246,928 | 38,433,125 | 173,423,271 | 887,367,580 | 194,670,199 | 925,800,704 | 376% |
| Kenya | 357,688,861 | 267,715,441 | 2,903,051 | 5,982,434 | 360,591,912 | 273,697,875 | -24% |
| South Sudan | 975,564 | 60,239 | 23,530,482 | 8,011,881 | 24,506,046 | 8,072,120 | -67% |
| Uganda | 187,886,559 | 220,910,823 | 34,359,826 | 18,697,350 | 222,246,385 | 239,608,173 | 8% |
| Grand Total | 569,937,276 | 528,141,924.6 | 251,133,948 | 942,364,636 | 821,071,224 | 1,470,506,561 | 79.1% |
| Percentage Share | 69.4% | 35.9% | 30.6% | 64.1% | 100% | 100% | |

*Data Source: National Bank of Rwanda*

Imports accounted for 36% while exports combined with re-exports constituted 64%. Rwanda's main trading partner in the region was DRC with total trade value of USD 925.8 million followed by Kenya and Uganda with USD 273.7 million and USD 239.6 million, respectively.

### 7.3.1 Top 10 Trading Partners for Rwanda

In 2024, Rwanda exported more to the Northern Corridor Member States while its imports majorly originated from China, India and United Arab Emirates. **Figure 26** and **Figure 27** show the top 10 destinations for Rwanda exports and imports in 2024, respectively.

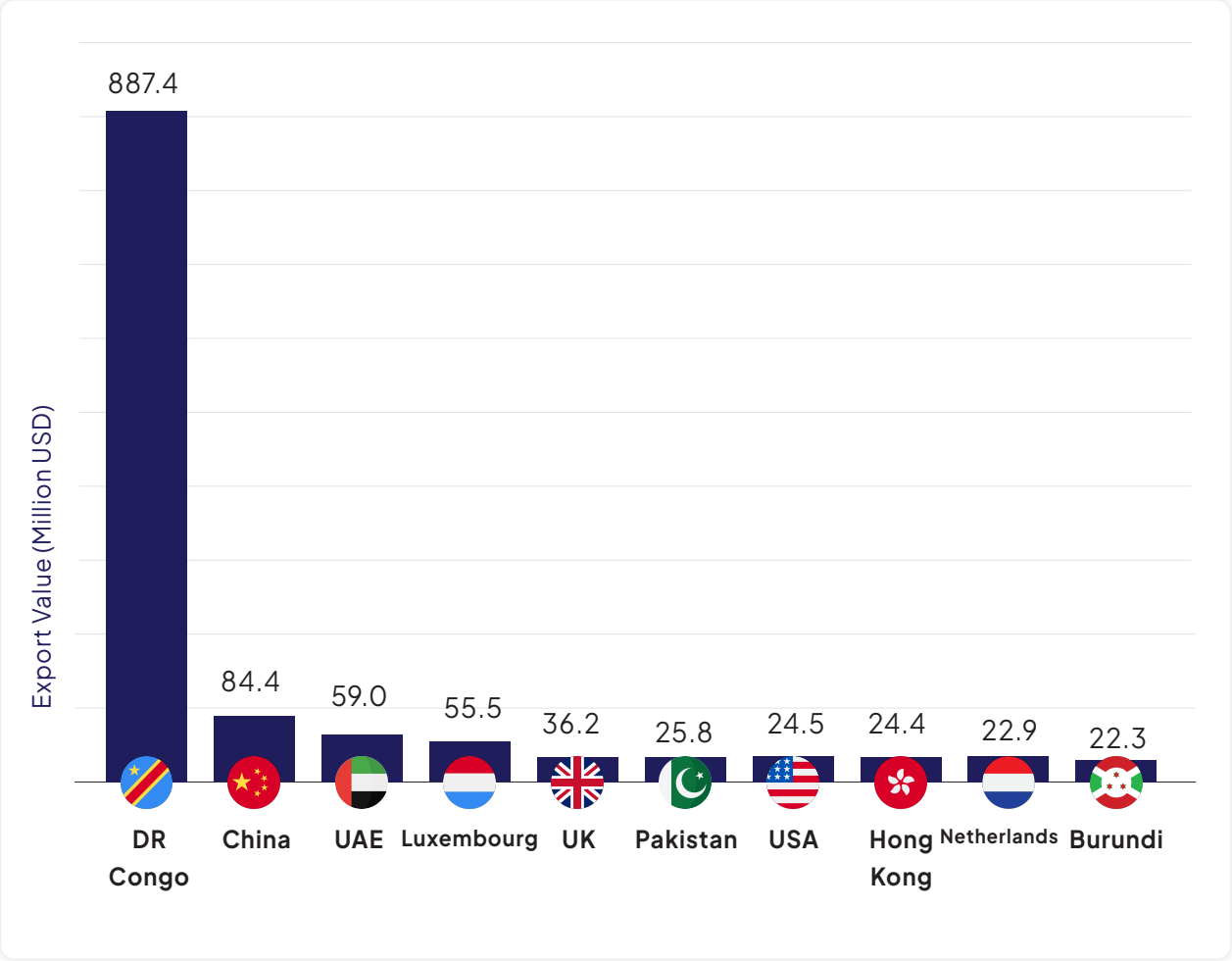
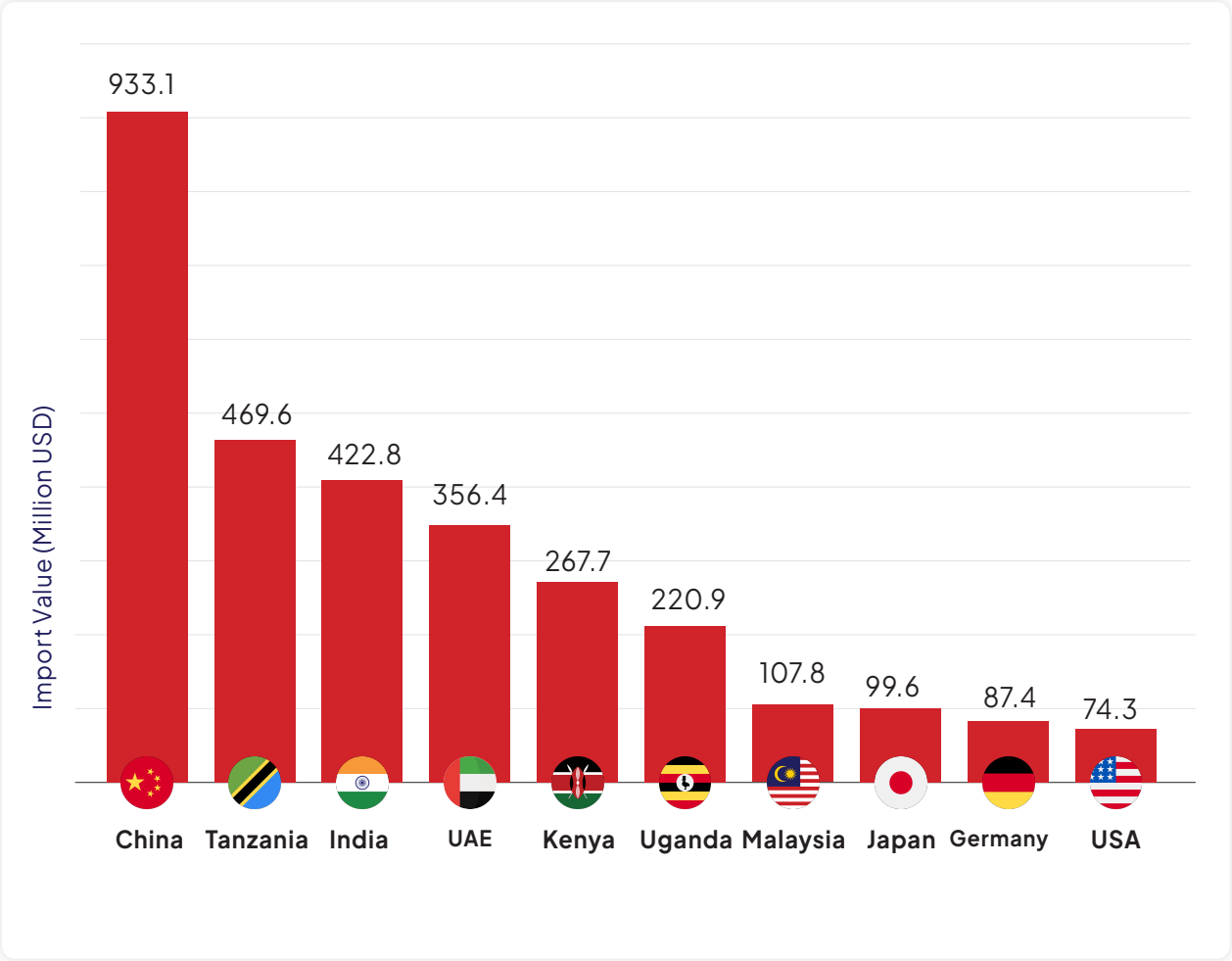



**Figure 26: Top Destinations for Rwanda Exports in 2024 (USD)**

*Data Source: National Bank of Rwanda*

Rwanda total exports to DRC valued at USD 887.4 million was almost triple the value of the remaining nine top destinations. The main export commodities included tea, petroleum oils and oils from bituminous minerals, coffee, tin ores and concentrates, cereals and cement, among others.




## Figure 27: Top Import Countries for Rwanda in 2024 (USD)

*Data Source: National Bank of Rwanda*

Within the EAC region, Rwanda imported more from Tanzania, Kenya and Uganda. The main imported goods included Petroleum oils and oils from bituminous minerals, cereals, sugars, electronics, medicaments, among others.

## 7.4 Informal Trade between Rwanda and other Northern Corridor Member States

The total informal trade for Rwanda was valued at USD 889.4 million in 2024, out of which 82% were exports and 18% were imports. Within the region, Rwanda traded more with Tanzania, Uganda and DRC as shown in **Table 33**.

### Table 33: Informal Trade with other Northern Corridor Member States

| | Informal Exports (USD) | Informal Imports (USD) | Total Informal Trade | Total Informal Trade Share |
|---|---|---|---|---|
| Burundi | | | | |
| DR Congo | 145,444,106 | 38,433,125 | 183,877,231.21 | **21%** |
| Tanzania** | 5,057,610 | 469,633,903 | 474,691,512.40 | **53%** |
| Uganda | 8,731,234 | 220,910,823 | 229,642,057.00 | **26%** |
| **Grand Total** | **159,396,415** | **730,000,147** | **889,396,562** | |
| **Total Informal Trade Share** | **18%** | **82%** | **100%** | |

*Data Source: National Bank of Rwanda*

***Tanzania is not a member of the Northern Corridor*

The main informal imports and exports traded between Rwanda and neighbouring countries included livestock, meat and meat products, fish, cereals, vegetable oil, dairy products, fruits, potatoes and cassava, among others.

## 7.5 Formal Intraregional Trade in Uganda

The total value of formal intraregional trade for Uganda in 2024 stood at USD 2.81 billion, with exports contributing 68% and imports 32%. Kenya was the leading trading partner with 51% trade share, followed by South Sudan at 19% and DRC at 18%. **Table 46** details trade flows between Uganda and other Northern Corridor Member States.

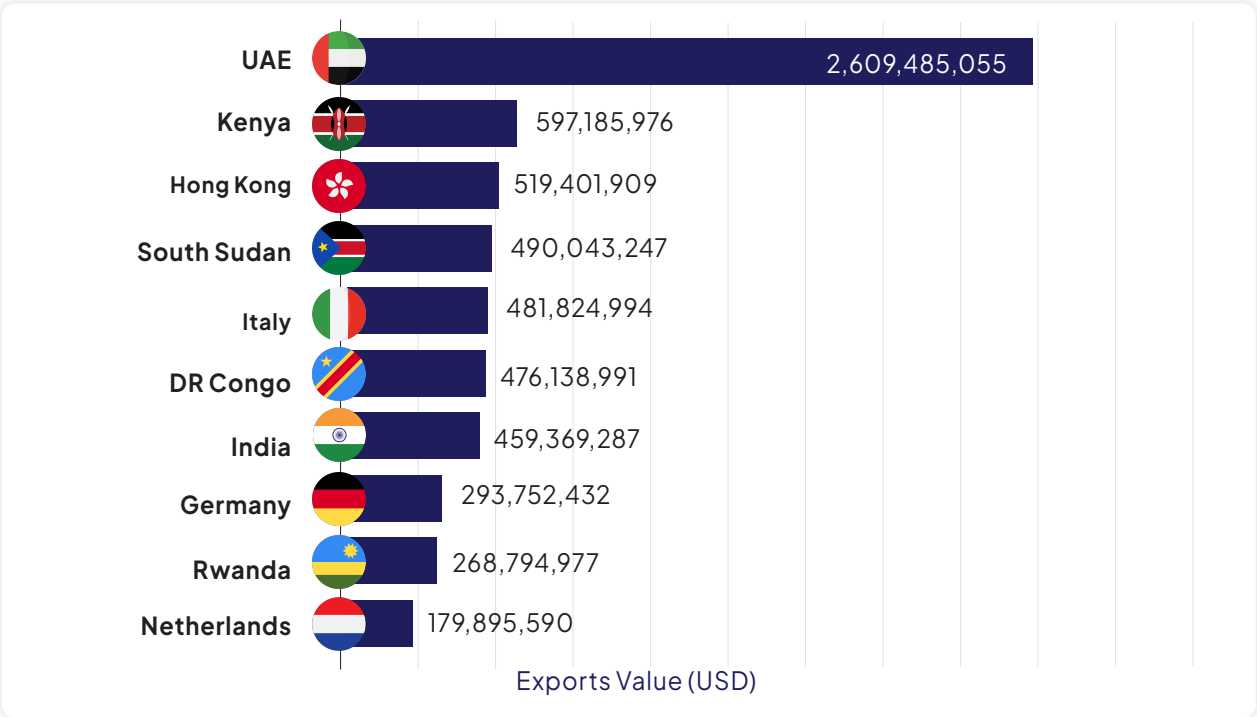
## Table 34: Formal Intraregional Trade with Northern Corridor Member States

| Member State | Exports | Imports | Total Trade Value | Percentage Share |
|---|---|---|---|---|
| Burundi | 72,382,423 | 1,948,450 | 74,330,873 | 3% |
| Dr. Congo | 478,138,990 | 23,410,130 | 501,549,120 | **18%** |
| Kenya | 597,185,975 | 835,733,920 | 1,432,919,896 | **51%** |
| Rwanda | 268,794,977 | 10,589,323 | 279,384,300 | **10%** |
| **South Sudan** | **490,043,247** | **34,665,336** | **524,708,583** | **19%** |
| **Grand Total** | **1,906,545,614** | **906,347,158** | **2,812,892,773** | **100%** |
| **Percentage Share** | **68%** | **32%** | | |

*Data Source: UBOSS 2024*

### 7.5.1 Top Trading Partners for Uganda

In 2024, Uganda imported more from China, Tanzania, UAE and India, and exported more to the UAE. **Figure 28** and **Figure 29** show the top import and export destinations for Uganda, respectively.




## Figure 28: Top Export Countries for Uganda in 2024

*Data Source: URA, Uganda*

Among the top 10 export destinations, four (4) of the Northern Corridor Member States featured namely Kenya, South Sudan, DRC and Rwanda. Apart from Tanzania, Uganda also sourced goods from other African countries such as Kenya, South Africa, Burkina Faso, Mali and Mozambique.

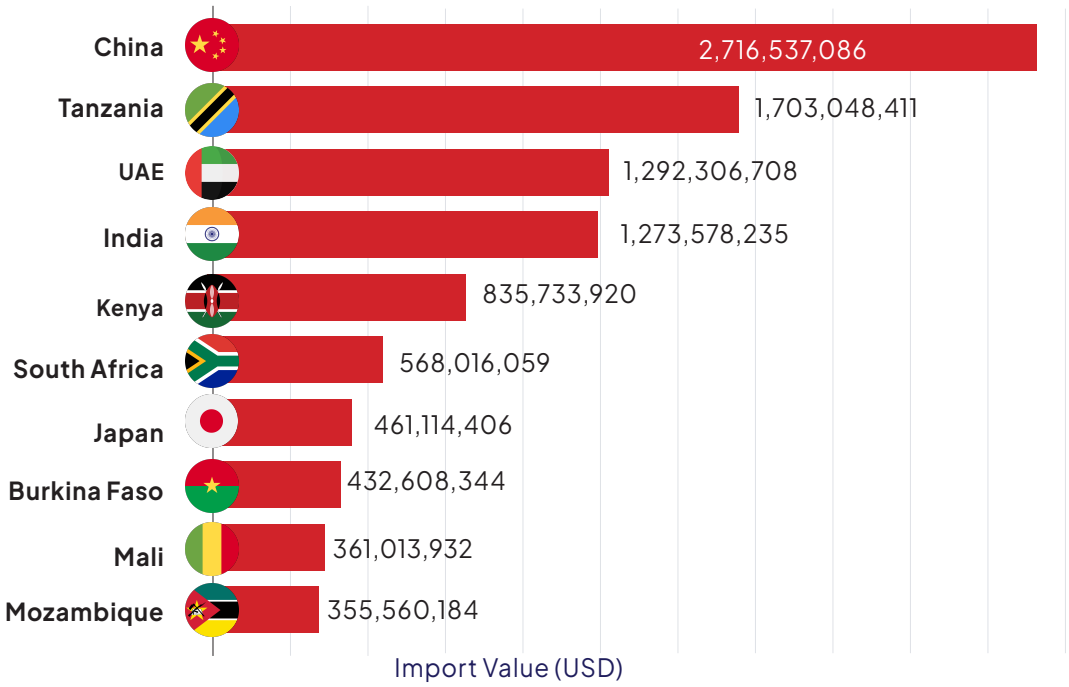



**Figure 29: Top Import Countries for Uganda in 2024 (USD)**

*Data Source: URA, Uganda*

# 7.6 Informal Intraregional Trade in Uganda

The total informal trade value for Uganda was USD 669.8 million in 2024. Exports accounted for 85% while imports were 15%. DRC was the main informal trade partner with 54% of the total informal trade value. **Table 35** presents informal trade in Uganda.

## Table 35: Informal Trade in Uganda in USD

| Member State | Exports | Imports | Total Trade Value | Percentage Share |
|---|---|---|---|---|
| DRC | 338,894,377 | 20,650,267 | 359,544,644 | 54% |
| Kenya | 123,105,899 | 70,829,526 | 193,935,425 | **29%** |
| Rwanda | 17,920,926 | 1,820,975 | 19,741,902 | **3%** |
| South Sudan | 91,220,923 | 5,364,873 | 96,585,796 | **14%** |
| **Grand Total** | **571,142,125** | **98,665,641** | **669,807,766** | **100%** |
| **Percentage Share** | **85%** | **15%** | | |

*Data Source: UBOSS 2024*

A road accident near Mau Summit in Kenya
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# CHAPTER EIGHT: Road Safety

To safeguard and prevent Northern Corridor users from road accidents and fatalities, the NCTTCA has mapped black spots and proposed corrective measures and carried out road safety awareness campaigns to promote safe driving practices, responsible vehicle maintenance and foster a culture of responsible road use along the corridor. In addition, the Authority has been advocating for development of roadside stations (RSS) to provide safe resting areas for truck drivers, development of road crash database for management of road safety data and harmonization of road safety laws and regulations across Member States.

This chapter reports on road accidents and fatalities across the Northern Corridor Member States. It also outlines the road safety strategies being implemented by Member States to reduce road traffic related accidents.

## 8.1 Road Safety in Kenya

Kenya recorded a total of 802 fatalities along the Northern Corridor Road sections in 2024. Overall, an estimate of 61 deaths per 100km of the Northern Corridor roads per year occurred in 2024. Relative to distance, Athi River - Rironi, Rironi -Gilgil and Timboroa – Eldoret were the most dangerous sections with 149, 85 and 58 fatalities, respectively. **Table 36** presents the number of accidents and fatalities along the Northern Corridor Roads in Kenya.

### Table 36: Accidents and Fatalities along the Northern Corridor Roads in Kenya

| Road Section | Length in Km | Number of Accidents | Fatalities |
|---|---|---|---|
| Mombasa-Miritini | 12 | 8 | 8 |
| Miritini - Maji Ya Chumvi | 39 | 17 | 17 |
| Maji Ya Chumvi - Bachuma Gate | 54 | 6 | 6 |
| Bachuma Gate - Voi | 55 | 25 | 36 |
| Voi - Mtito Andei | 96 | 16 | 16 |
| Voi - Mwatate - Taveta | 110 | 8 | 8 |

| Road Section | Length in Km | Number of Accidents | Fatalities |
|---|---|---|---|
| Mtito Andei -Sultan Hamud | 123 | 20 | 24 |
| Sultan Hamud- Athi River | 85 | 50 | 54 |
| Athi River- Rironi | 61 | 143 | 149 |
| Rironi -Gilgil | 91 | 70 | 85 |
| Gilgil- Mau summit | 96 | 60 | 84 |
| Mau Summit - Kisumu | 124 | 75 | 85 |
| Kisumu - Busia | 112 | 48 | 50 |
| Mau Summit-Timboroa | 56 | 17 | 33 |
| Timboroa – Eldoret | 62 | 46 | 58 |
| Eldoret - Webuye | 72 | 40 | 44 |
| Webuye -Malaba | 60 | 41 | 45 |
| **Total** | **1,308** | **690** | **802** |

*Source: NTSA 2024*

Out of the 690 accidents that occurred in 2024, 248 involved commercial vehicles. **Table 37** shows that more accidents occurred from Saturday to Tuesday between 3:00 am to 6:00 am and 3:00 pm to midnight mainly due to poor visibility, driver fatigue and aggressive driving behaviours.

## Table 37: Fatalities by Time of Day and Day of week in Kenya, 2024

| Hour of Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Total |
|---|---|---|---|---|---|---|---|---|
| 00:01AM - 3:00AM | 6 | 5 | 24 | 4 | 3 | 1 | 11 | 54 |
| 3:00AM - 6:00AM | 21 | 10 | 35 | 10 | 12 | 8 | 18 | 114 |
| 6:00AM - 9:00AM | 12 | 9 | 12 | 6 | 10 | 8 | 11 | 68 |
| 9:00AM - 3:00PM | 23 | 17 | 11 | 13 | 13 | 15 | 27 | 119 |
| 3:00PM - 6:00PM | 10 | 35 | 11 | 8 | 12 | 10 | 25 | 111 |
| 6:00PM - 9:00PM | 25 | 27 | 14 | 16 | 22 | 20 | 11 | 135 |
| 9:00PM - 11:59PM | 24 | 11 | 15 | 13 | 17 | 12 | 30 | 122 |
| Undetermined | 8 | 7 | 10 | 10 | 7 | 20 | 17 | 79 |
| **Total** | **129** | **121** | **132** | **80** | **96** | **94** | **150** | **802** |

*Source: NTSA 2024*

As per the National Road Safety Action Plan (NRSAP) 2023–2027 and the NTSA Strategic Plan 2023–2027 Kenya targets to achieve a 50% reduction in road traffic injuries and fatalities by 2030. Some of the key strategies highlighted in the NRSAP and the NTSA Strategic Plan to enhance road safety include:

i. Establishment of a National Road Transport and Safety Fund

ii. Continuous monitoring of identified blackspots and implementing proposed corrective measures.

iii. Improvement of road safety features such as speed humps, roundabouts, and pedestrian refuges and implementation of the Urban Street Design Manual to guide safer road designs.

iv. Development of roadside stations with amenities to support long-distance drivers.

v. Enforcing periodic vehicle inspections to ensure roadworthiness and regulations on importation of used vehicles to reduce traffic accidents and emissions.

vi. Road safety sensitization campaigns on speed limit reforms such as automatic over speeding control and enforcing the use of helmets for bodaboda sector to reduce casualties.

vii. School road safety education programs.

viii. Establishment of nationwide post-crash centres for emergency response.

ix. Establishment of a national road safety database.

# CHAPTER NINE:
# Recommendations

The Transport Observatory Project report development process involves data collection, data analysis, report development and validation by stakeholders from the Northern Corridor Member States. During the validation exercise, the data analysis approach and findings of the report are presented to the stakeholders for review, refinement and validation. Recommendations are formulated from the challenges and findings reported to ensure seamless flow of goods to promote trade and support regional integration.

## Infrastructure:

- South Sudan to rehabilitate and widen the Nimule-Juba Road to reduce transport costs and adopt and implement the EAC VLC Act 2016 to prevent pre-mature damage of its road network.
- DRC to upgrade its road network to all-weather road in the Eastern part of the country to improve accessibility and reduce the cost of doing business.
- Kenya to prioritize the completion of the road-loop/dedicated lane for small vehicles and redesign traffic flow at Malaba and Busia OSBPs to reduce traffic delays.
- Kenya and Uganda to allow trackage rights on MGR at Malaba to improve connectivity and reduce delays.
- Uganda and Kenya to consider the development of Namayingo border and Kenya to upgrade access road to Lwakhakha border to ease traffic at Malaba/Busia borders.
- Member States to accelerate development of identified RSS to improve driver welfare and enhance road safety and security of cargo.
- Kenya and Uganda to update navigation maps for Lake Victoria to enhance safety.
- Uganda to expedite the rehabilitation of the Tororo-Gulu Meter Gauge Railway (MGR) line to facilitate cargo movement to DRC and South Sudan.
- Uganda and Kenya to work towards the development of Moroto-Lodwar road.

- KPC to work with KeNHA, KURA, and county governments of Kisumu and Uasin Gishu to improve the access roads to Kisumu and Eldoret fuel depots to reduce delays.
- Burundi, DRC, Rwanda, and South Sudan to install weighbridges to protect their road infrastructure.

## Efficiency and Productivity

- South Sudan to upgrade the Nimule border and auto mate customs clearance processes to reduce delays.
- Member states to work towards the implementation of smart gates at the border points to reduce truck border crossing time.
- URA to address system downtimes issues by adopting proactive and robust system recovery strategies.
- KPA and KRA to address system downtimes at the Port of Mombasa to facilitate faster clearance and evacuation of cargo.
- KRA and KPC to integrate their systems to streamline operations at fuel depots and reduce truck turnaround time.
- Kenya to integrate weighbridge management systems to enable automatic data exchange to avoid multiple weighing of transit trucks.
- Uganda to install High-Speed Weigh-in-Motion (HSWIM) systems across all weighbridges to reduce truck delays associated with static weighbridges and ensure compliance with the EAC Vehicle Load Control Act 2016.
- Burundi and DRC to fully implement, and South Sudan to adopt, the Regional Electronic Cargo Tracking System (RECTS) for real-time cargo tracking improving transparency and determining transit times.
- Burundi, DRC and South Sudan to join the Single Customs Territory to enable the sharing of customs declarations and other related customs information between Member States.
- Revenue Authorities to fully operationalize the exchange and use of images of scanned cargo to prevent multiple scanning of cargo at the borders and diversion of cargo.
- South Sudan to eliminate the $40 charged per truck at the Nimule weighbridge.
- Member States to harmonize road user charges to create a more efficient and integrated regional transport market.

## Regional Trade

- Northern Corridor Member States to implement policies and strategies that promote intraregional trade and increase exports.
- NCTTCA to collaborate with Member States in monitoring and resolving of existing/ emerging NTBs.

## Road Safety

- NCTTCA to expedite road crash database studies and development in the Member States.
- NCTTCA and Member States to continuously conduct road safety awareness campaigns to reduce the traffic accidents and fatalities along the Corridor.

# Annexes

## Annex 1: Road condition in Burundi

| Section- From | Section To | Length (Km) | IRI | Current Condition | IRI | Number of Lanes | Lane Width | Traffic Volume Projections |
|---|---|---|---|---|---|---|---|---|
| Gasenyi | Gashoho | 66.98 | Good | Good | 2.10 | 2 | 3 | 931 |
| Gashoho | Ngozi | 40.56 | Good | Good | 3.94 | 2 | 3 | 1538 |
| Ngozi | Kayanza | 31.10 | Good | Good | 3.91 | 2 | 3 | 1920 |
| Kanyaru Haut | Kayanza | 23 | Good | Good | 3.50 | 2 | 3 | 525 |
| Kayanza | Bugarama | 59.55 | Good | Good | 2.38 | 2 | 3 | 2536 |
| Bugarama | Bujumbura | 35 | Good | Good | 3.88 | 2 | 3 | 4324 |
| Bujumbura | Gatumba | 18.92 | Excellent | Excellent | 1.80 | 2 | 3.5 | 5630 |
| Ruhwa | Nyamitanga | 49.46 | Excellent | Excellent | 1.67 | 2 | 3.5 | 2470 |
| Nyamitanga | Gihanga | 11.49 | Excellent | Excellent | 1.73 | 2 | 3.5 | 2470 |
| Gihanga | Bujumbura | 19.86 | Excellent | Excellent | 1.64 | 2 | 3.5 | 2891 |
| Kanyaru Bas | Ngozi | 23 | Mauvais | Assez bon | 12.48 | 2 | 3 | 238 |
| Ngozi | Gitega | 84 | Excellent | Excellent | 1.80 | 2 | 3.5 | 1227 |
| Gitega | Bugarama | 65 | Good | Good | 3.71 | 2 | 3 | 2000 |
| Airport | Bujumbura | 5.3 | Excellent | Excellent | 1.64 | 4 | 3.5 | 5852 |

# Annex 2: Road condition in DRC

| | | | | | Actual Condition (Kms) | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Axis | ITINERAIRE / ROUTE | Route Classification | Length (Km) | IRI | Good (km) | Fair (km) | Poor (km) | Lane Width (m) | Lanes |
| 1. Axe Bukavu - Kindu - Kisangani | | | | | | | | | |
| 1 | Bukavu – Burhale | RN2 | 55 | | 15 | 40 | 40 | 7 | 1x2 |
| | Burhale – Shabunda – Lubile | RPS03 | 386 | | 51 | 56 | 279 | 7 | 1x2 |
| | Lubile – Kalima – Mali | RN32 | 144 | | 88 | 0 | 12 | 7 | 1x2 |
| | Mali – Kindu | RN31 | 43 | | 43 | 0 | 0 | 7 | 1x2 |
| | Mali - Lubutu | RN3 | 344 | | 77 | 37 | 230 | 7 | 1x2 |
| | Lubutu - Kisangani (Madula) | RN3 | 220 | | | | | 7 | 1x2 |
| | Lubutu - Osokari Walikale | RN3 | 221 | | 190 | 21 | 0 | 7 | 1x2 |
| | Walikale - Hombo | RN3 | 107 | | 0 | 17 | 90 | 7 | 1x2 |
| | Hombo - Miti | RN3 | 93 | | 51 | 0 | 42 | 7 | 1x2 |
| 2. Axe Bukavu - Uvira | | | | | | | | | |
| 2 | Bukavu - Kamanyola | RN5 | 55 | | 15 | 20 | 20 | 7 | 1x2 |
| | Kamanyola - Uvira | RN5 | 86 | | 0 | 86 | 0 | 7 | 1x2 |
| | Uvira - Kamvivira - Front Burundi | RN30 | 17 | | 0 | 17 | 0 | 7 | 1x2 |
| 3. Axe Kisangani - Beni - Kasindi | | | | | | | | | |
| 3 | Kisangani – Niania – Komanda | RN4 | 668 | | | | 328 | 7 | 1x2 |
| | Komanda – Luna | RN4 | 72 | | 5 | 33 | 34 | 7 | 1x2 |
| | Luna - Beni | RN4 | 60 | | 60 | 0 | 0 | 7 | |
| | Beni – Kasindi | RN4 | 80 | | 54 | 26 | 0 | 7 | 1x2 |
| | Komanda – Bunia – Mahagi | RN27 | 265 | | 248 | 17 | 0 | 7 | 1x2 |
| | Komanda - Bunia | RN27 | 75 | | 58 | 17 | 0 | 7 | |
| | Bunia - Mahagi - Goli | RN27 | 190 | | 190 | 0 | 0 | 7 | |

| | | | | | Actual Condition (Kms) | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Axis | ITINERAIRE / ROUTE | Route Classification | Length (Km) | IRI | Good (km) | Fair (km) | Poor (km) | Lane Width (m) | Lanes |
| 4. Axe Kisangani - Isiro - Aru | | | | | | | | | |
| 4 | Kisangani – Niania | RN4 | 340 | | | | | 7 | 1x2 |
| | Niania - Isiro | RN25 | 232 | | 51 | 112 | 59 | 7 | 1x2 |
| | Isiro – Watsa – Aru | RN26 | 494 | | 125 | 154 | 215 | 7 | 1x2 |
| 5. Axe Beni - Butembo - Goma | | | | | | | | | |
| 5 | Beni – Ndomula | RN2 | 132 | | 95 | 37 | 0 | 7 | 1x2 |
| | Ndoluma – Rutshuru – Goma | RN2 | 246 | 1.67 | 244 | 0 | 2 | 7 | 1x2 |
| | Goma - Sake - Mirova | RN2 | 48 | | 21 | 27 | 0 | 7 | 1x2 |
| | Minova - Kavumu - Bukavu | RN2 | 150 | | 56 | 44 | 50 | 7 | 1x2 |
| | Rutshuru – Bunagana | RN28 | 27 | | 9 | 18 | 0 | 7 | 1x2 |
| | Rutshuru – Ishasha | RP1035 | 63 | | 12.6 | 33 | 17.4 | 7 | 1x2 |

# Annex 3: Road condition in Kenya

| Route | Section | Length (Km) | IRI |
|---|---|---|---|
| Busia – Kisian –Kisumu - Mau Summit | Kisumu - Busia | 102 | 3.3 |
| | Kisumu Bypass | 13 | 2.5 |
| | Mau Summit Kisian | 155 | 2.5 |
| Malaba – Mombasa (A8) Road | Malaba - Webuye | 56.5 | 1.97 |
| | Webuye - Eldoret | 68 | 2.41 |
| | Eldoret - Timboroa | 65 | 1.77 |
| | Timboroa - Mau Summit | 39 | 2.36 |
| | Mau Summit - Gilgil | 101 | 2.5 |
| | Gilgil - Rironi | 86 | 2.5 |
| | Rironi-James Gichuru Road Junction (A8) Road | 27 | 1.74 |
| | James Gichuru Road Junction - Nairobi Southern Bypass Interchange (Ole Sereni) (A8) Road | 12 | 2.45 |
| | Nairobi Southern Bypass Interchange (Ole Sereni) - Athi River Interchange (A8) Road | 20 | 2.27 |
| | Nairobi Southern Bypass (Kikuyu - Ole Sereni) | 29 | 1.17 |
| | Athi River - Kyumvi (A8) Road | 21 | 1.85 |
| | Kyumvi – Sultan Hamud (A8) Road | 65 | 2.01 |
| | Sultan Hamud - Makindu (A8) Road | 60 | 2.08 |
| | Makindu - Mtito Andei (A8) Road | 63 | 1.51 |
| | Mtito Andei - Tsavo River (A8) Road | 49 | 2.77 |
| | Tsavo River- Voi (A8) Road | 47 | 2.65 |
| | Voi-Bachuma Gate(A8) Road | 52 | 2.05 |
| | Bachuma Gate -Maji Ya Chumvi Road (A8) Road | 54 | 1.69 |
| | Maji Ya Chumvi - Mariakani (A8) Road | 8 | 2.41 |
| | Mariakani - Kwa Jomvu(A8) Road | 33.9 | 3.28 |
| | Kwa Jomvu- Mombasa(A8) Road | 8.93 | 1.55 |
| | | **1235** | |

# Annex 4: Road condition in Rwanda

| S/N | Name of the Project | Length (Km) |
|---|---|---|
| 1 | Civil Works for Construction of Port facilities at Rusizi | N/A |
| 2 | Three Years Maintenance of Rusizi – Buhinga - Tyazo road | 50.4 |
| 3 | Three Years Maintenance of Crete Congo Nil-Buhinga Road | 31 |
| 4 | Three Years Maintenance of Tyazo – Karongi - Rubengera road | 83 |
| 5 | Three Years Maintenance of Rubengera-Gisiza | 25 |
| 6 | Three Years Maintenance of Rusizi – Bugarama - Ruhwa Road. | 61 |
| 7 | Three years maintenance of Kigali - Musanze paved road | 83.1 |
| 8 | Three Years maintenance of Kigali - Gatuna paved road | 78 |
| 9 | Three years maintenance of Nyakinama – Musanze - Cyanika & Musanze - Rubavu paved road | 102 |
| 10 | Three years maintenance of Gisiza - Pfunda paved road | 48 |
| 11 | Three Years Maintenance of Kitabi - Crete Congo Nil | 30 |
| 12 | Three Years Maintenance of Huye-Kitabi | 53 |
| 13 | Three Years Maintenance of Muhanga – Ngororero - Mukamira road (111Km) & Meru - Nyabarongo bridge (21km) | 132 |
| 14 | Three Years Maintenance of Kigali-Muhanga-Huye-Akanyaru | 175 |
| 15 | Three Years Maintenance of Gabiro-Kagitumba& Nyagatare-Tabagwe Karama | 213 |
| 16 | Rehabilitation and widening of Nyange-Muhanga Road | 24 |
| 19 | Upgrade Base-Butaro-Kidaho | 63 |
| 20 | Upgrade Nyacyonga-Mukoto road | 36 |

# Annex 5: Select Port and Marine charges at the Port of Mombasa

| Type of cost/charge incurred | Minimum charge in USDs | Notes |
|---|---|---|
| Pilotage | 150.00 | |
| Pilotage exemption license for Inward, Outward, and Internal vessel movements | 2,000.00 | The certificate shall remain valid for one (1) year from date of issue |
| TUG SERVICES | 300 per Tug | Additional USD 15.00 per every 30 minutes or part thereof for tug ordered and present at the time of service but not used by the vessel through no fault of the Authority |
| **MOORING SERVICES** | | |
| Mooring, un-mooring or any other mooring service for vessels of 100 GT and above | 200.00 | RORO, Pure Car Carriers and Passenger Vessels charged at the rate of eighty percent |
| Vessels less than 100 GT to pay a fixed charge per operation | 150.00 | |
| Mooring Gang ordered and present at the time of service, but not used by the vessel within 30 minutes through no fault of the Authority | 3.30 per 30 minutes | |
| LIGHT DUES1 | 150.00 | Vessels, other than those exempted or paying an annual fee |
| PORT AND HARBOUR DUES2 | 150.00 | RORO, Pure Car Carriers and Passenger Vessels shall be charged 80% of the rate |

1 *Please note that Vessels which are resident in Kenyan port shall pay an annual fee. The fee charged is USD 600.00 payable annually in advance*

2 *Vessels which are resident in a Kenyan Port may request to pay an annual fee. The fee charged is USD 600.00 payable annually in advance*

| Type of cost/charge incurred | Minimum charge in USDs | Notes |
|---|---|---|
| **DOCKAGE, BUOYAGE AND ANCHORAGE** | | |
| Vessels at quays, wharves, or jetties | 0.26 | Per Metre per hour or part thereof |
| Vessels at buoys, or RORO vessels | 0.13 | |
| Vessels at anchorage | 0.07 | |
| **SUPPLY OF FRESH WATER** | | |
| Via shore Hydrants | 10.00 | Rate per tonne or part thereof |
| In stream by barge or Tug(s) | 15.00 | |
| In stream supply ordered and present at the time of service, but not used by the vessel within 30 minutes, through no fault of the Authority, shall be charged detained thereafter | 100.00 per each 30 minutes | |
| **LAID UP VESSELS charged per week of seven (7) calendar days** | | |
| Vessels up to 10,000 GT | 10.00 | |
| Vessels over 10,000 GT | 20.00 | |
| **PRIVATE MOORING, BUOYS AND JETTIES** | | |
| Facility used for crafts engaged in commercial activities at the Port of Mombasa | 5,000.00 | Rate per year or part thereof |
| Facility used for crafts engaged in commercial activities outside the Port of Mombasa | 1,000.00 | Rate per year or part thereof |
| Facility used for private craft and yachts (Non-Commercial) | 300.00 | Rate per year or part thereof |
| SECURITY DUES | 100.00 | Vessels other than those paying annual fee |

# CORRIDOR PERFORMANCE INDICATORS

TRANSPORT OBSERVATORY
RELIABLE NORTHERN CORRIDOR PERFORMANCE DATA
top.ttcanc.org

## TRANSIT TIMES & DELAYS

**01 VESSEL WAITING TIME BEFORE BERTH**
Description: The average time taken by the ship before Berthing. It is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.
Formula: Time at Berthing minus Time of Arrival at Port Area.

**02 SHIP TURNAROUND TIME**
Description: The average time spent by the ship in the port area. It is measured from the time the vessel arrives
Formula: Time at Exit minus Time at Entry in the Port Area.

**03 TIME FOR CUSTOMS CLEARANCE AT THE DOCUMENT PROCESSING CENTER DPC**
Description: This is the time it takes to have an entry lodged by a clearing agent passed by customs.
Formula: Time of Passing of Entry Minus Time of Registration of Entry.

**04 TIME TAKEN AT MOMBASA ONE STOP CENTER**
Description: Average time of document processing at One Stop Center.
Formula: Time at Entry Release Order generation minus Time at Passing Entry.

**05 AVERAGE CARGO DWELL TIME AT THE PORT**
Description: It is the measure of time that elapse from the time cargo is offloaded from the vessel at the port to the time it leaves the port premises after all permits and clearances have been obtained.
Formula: Exit Time from the port Minus Arrival Time from the port.

**06 TRANSIT TIME WITHIN THE INLAND CONTAINER DEPOT ICD / INLAND PORT**
Formula: Departure Time from the ICD minus Arrival Time at the ICD.

**07 TRANSIT TIME PER ROUTE PER MODE OF TRANSPORT**
Description: Time taken by transit cargo to move from one node to another e.g. from Mombasa to Malaba Nodes are points along the corridors like weigh-bridges, border-posts, ports.
Formula: Time of arrival (Destination Node) minus time of departure (Node of Origin).

**08 DELAY AFTER CUSTOMS RELEASE AT THE PORT OF MOMBASA**
Description: Refers to the period it takes to evacuate cargo from the port after it is officially released.
Formula: Time at exit of cargo at the Port gate minus Time of Entry Release Order generation.

**09 WEIGHBRIDGE CROSSING TIME**
Formula: Departure Time from the weighbridge minus Arrival Time at the weighbridge.

**10 BORDER POST CROSSING TIME**
Description: Time taken by transit cargo to cross the Border
Formula: Departure Time from the border minus Arrival Time at the border.

**11 TIME FOR CUSTOM PROCEDURE AT DESTINATION**
Description: It's the average time taken to complete custom process at the destination after cargo arrival.
Formula: End Time of the last process minus start Time of the first process.

**12 TRANSIT TIME**
Description: Time taken by transit cargo to move from origin (Port) to destination country e.g. Uganda, Rwanda etc.
Formula: Time of arrival minus time of departure (Based on Road/GPS based Surveys data)

## RATES & COSTS

**01 TRANSPORT COST PER ROUTE AND PER MODE**
Description: Summation of charge by transporter and other cargo handling charges incidental to transportation per Route and/or per section.

**02 PORT TRANSIT CHARGES**
Description: Published tariffs by Stakeholders.

**03 ROAD FREIGHT CHARGE**
Description: The indicator captures the different tariff charges by transporters per road and/or per section.

**04 RETURN OF EMPTY CONTAINERS GRACE PERIOD, PENALTIES, AND DEPOSIT**
Description: Published tariffs by Stakeholders.

**05 RAIL FREIGHT CHARGE**
Description: Tariff charged by railway operator per section and/or per route.

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# ANNUAL REPORT

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