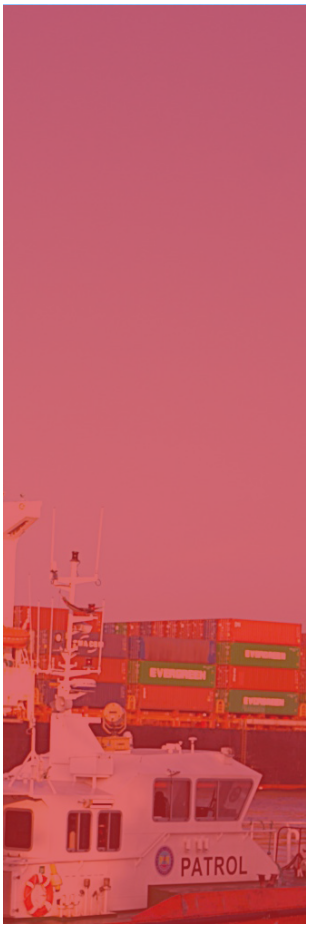
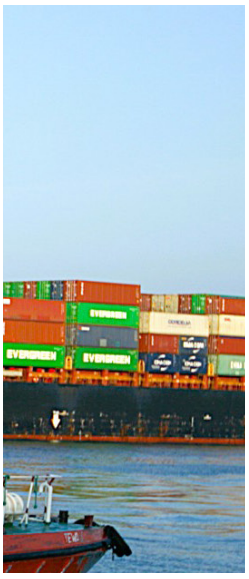
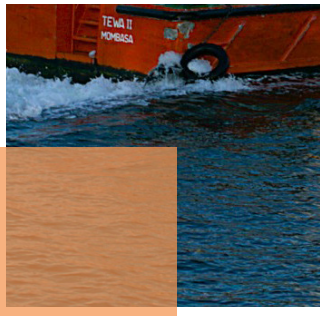
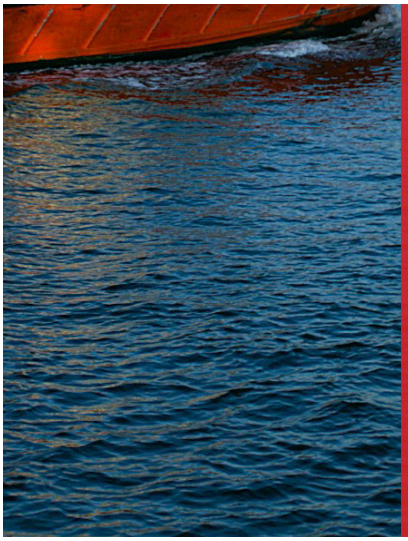
NORTHERN CORRIDOR
TRANSPORT
OBSERVATORY

RELIABLE PERFORMANCE DATA









NORTHERN CORRIDOR QUARTERLY PERFORMANCE DASHBOARD

July to September 2025

NCTTCA
ACTTCN

TRADE MARK AFRICA
Growing Prosperity Through Trade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PORT OF MOMBASA
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KEEP DISTANCE

Table of Contents

List of Tables

List of Figures

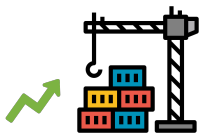
1. Volume and Capacity

This section provides an in-depth analysis of cargo volumes and capacity utilization at the Port of Mombasa and along the Northern Corridor. The analysis focuses on two core indicators: Cargo Throughput and Volume per Country of Destination through the Port of Mombasa.

The port has two sections; conventional cargo operations and container handling terminals. The container section is served by two terminals with an annual handling capacity of 2.1 million TEUs.

Recent developments at the Port of Mombasa include the completion of the second phase of the second container terminal, the construction of the Kipevu Oil Terminal, and upgrades to the Terminal Operating System (TOS). The port has also invested in road infrastructure, such as the Kipevu Road, and acquired new cargo handling equipment like gantry cranes. These enhancements have significantly boosted container traffic and overall cargo throughput.

1.1. Cargo Throughput through the Mombasa Port



11.9%

Total cargo throughput at the Port of Mombasa in the third quarter of 2025 reached 11.5 million MT

Cargo throughput, a critical indicator, represents the total amount of cargo (encompassing break-bulk, liquid bulk, dry bulk, containerized, transit, and transshipment cargo) handled at Mombasa Port.

The total cargo throughput at the Port of Mombasa during the July-September 2025 quarter reached 11.51 million metric tonnes (MT), marking an 11.91% increase from 10.29 million MT recorded in 2024. The growth was primarily driven by strong performance in dry bulk cargo, which surged by 43.23% to 2.18 million MT, and conventional cargo, which rose by 35.78% to 766,740 tonnes. Liquid bulk traffic registered a modest increase of 3.76%, reaching 2.87 million MT. In contrast, containerized cargo declined by 18.19%, dropping from 5.43 million MT in 2024 to 4.45 million MT in 2025.

Overall, imports remained the dominant component of port activity, increasing by 18.43% to 8.99 million MT and accounting for 78.13% of total throughput, up from 73.82% in 2024, underscoring the port's continued role as a key gateway for regional import trade.

Table 1: Cargo throughput in metric tons (July-Sept 2024 and 2025)

Source: KPA data July to September 2024 and 2025

Type of Cargo	2024	2025	Volume Change	Growth	% Share of Total Throughput 2024	% Share of Total Throughput 2025
Non-Container						
Dry Bulk	1,520,375	2,177,701	657,326	43.23%	14.83%	18.92%
Liquid Bulk	2,767,495	2,871,455	103,960	3.76%	26.91%	24.95%
Conventional	564,683	766,740	202,057	35.78%	5.49%	6.66%
Sub-Total	4,852,553	5,815,896	963,343	19.85%	47.18%	50.53%
Containerized	5,433,546	4,445,093	-988,453	-18.19%	52.82%	38.62%
TOTAL	10,286,099	10,260,989	-25,110	-0.24%	100.00%	89.14%
Import/Export						
Imports	7,593,423	8,993,224	1,399,801	18.43%	73.82%	78.13%
Exports	1,324,985	1,267,765	-57,220	-4.32%	12.88%	11.01%
Transshipment	1,334,068	1,188,654	-145,414	-10.90%	12.97%	10.33%
Restows	33,622	61,062	27,440	81.61%	0.33%	0.53%
TOTAL	**10,286,099**	**11,510,705**	**1,224,606**	**11.91%**	**100.00%**	**100.00%**

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

18.9%

Transit Traffic through the Port of Mombasa increased to 4.13 million MT

Transit volume is the quantity of cargo that is discharged and destined to countries outside the port of loading or discharge.

Transit traffic through the Port of Mombasa and along the Northern Corridor recorded strong growth in 2025, increasing by 18.9% from 3.47 million MT in 2024 to 4.13 million MT. Uganda remained the leading transit destination, rising by 16.9% to 2.85 million MT and accounting for 69.0% of total transit throughput. It was followed by the Democratic Republic of Congo (11.0%) and South Sudan (9.4%), with all Northern Corridor Member States posting notable increases compared to 2024. Imports continued to dominate transit traffic, representing 92.6% of the total, while exports accounted for 7.4%.

Table 2: Transit Volume through the port of Mombasa in tonnes

Source: KPA data July to September 2024 and 2025

COUNTRY	2024	2025	Comparative Growth	% Share of Transit Throughput 2025	% Share of Imports 2025	% Share of Exports 2025
Uganda	2,438,791	2,850,489	16.90%	69.00%	91.70%	8.30%
S. Sudan	339,455	389,828	14.80%	9.40%	97.50%	2.50%
D.R. Congo	365,212	456,403	25.00%	11.00%	94.00%	6.00%
Rwanda	191,234	250,505	31.00%	6.10%	96.20%	3.80%
Burundi	18,910	42,915	126.90%	1.00%	97.60%	2.40%
Tanzania	110,825	130,325	17.60%	3.20%	85.10%	14.90%
Ethiopia	8,152	9,538	17.00%	0.20%	72.90%	27.10%
Somalia	465	340	-26.90%	0.01%	100.00%	0.00%
Others	1380	438	-68.30%	0.01%	100.00%	0.00%
Total	3,474,425	4,130,781	18.90%	100.00%	92.60%	7.40%
TOTAL	**10,286,099**	**11,510,705**	**1,224,606**	**11.91%**	**100.00%**	**100.00%**

2. Maritime Indicators

This section presents an overview of key maritime performance indicators that reflect the operational efficiency and capacity of the Port of Mombasa as the principal maritime gateway for the Northern Corridor. The analysis focuses on ship waiting time before berth and ship turnaround time indicators.

To improve efficiency and enhance performance on maritime indicators, the port of Mombasa has implemented Fixed Berthing Windows (FBWs), which guarantee a port slot for a vessel, in addition to extensive infrastructure and operational improvements, including the acquisition of modern equipment, expansion of terminal capacity and rollout of the Maritime Single Window System (MSWS) for streamlined information flow.

2.1. Ship Turnaround Time at the port of Mombasa

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

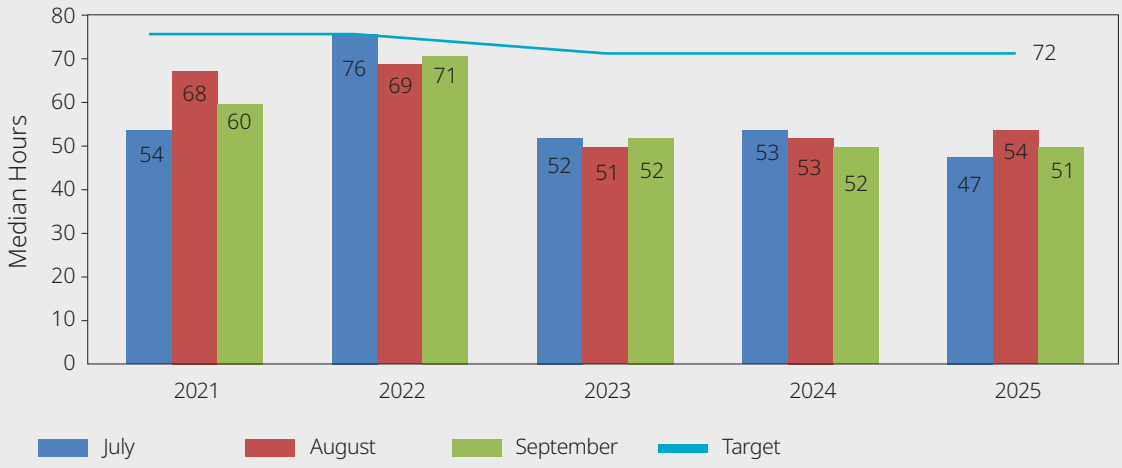
50 Hours

Average median vessel turnaround time at the Port of Mombasa

The average median vessel turnaround time at the Port of Mombasa during the quarter under review was 50 hours, reflecting a slight improvement from 52 hours in a similar period in 2024. This performance met the Mombasa Port and Northern Corridor Community Charter target of 72 hours by December 2024, demonstrating steady progress in port efficiency. Although the performance remains above the global benchmark of 24 hours, the continued reduction in turnaround time indicates enhanced operational coordination, improved cargo handling efficiency, and better utilization of port infrastructure.

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

Source: KPA data July to Sept 2021 - 2025



2.2. Vessel Waiting Time before berth (hours)

Vessel waiting time before berth time is calculated from the time the vessel arrives at the fairway buoy to the time at its first berth, including waiting at their own convenience.

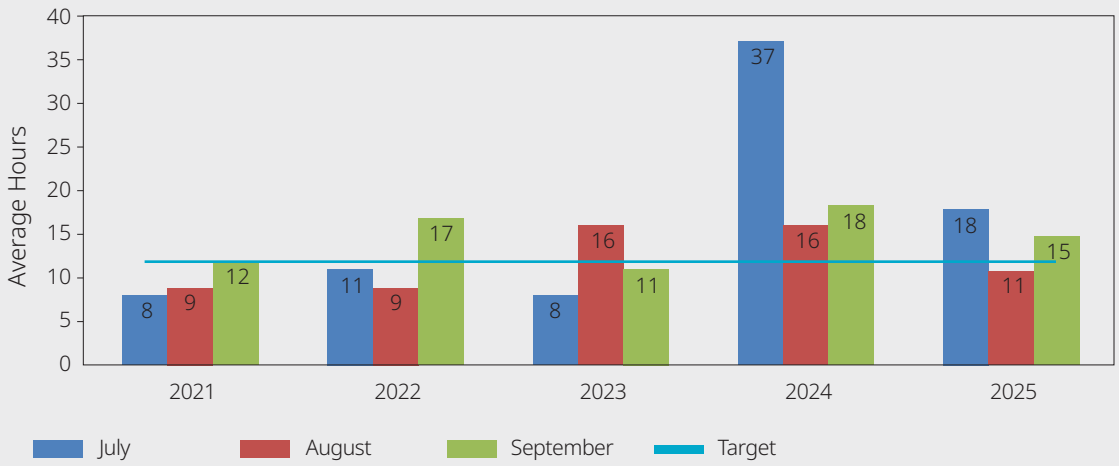
14 Hours

Average vessel waiting time before berth

During the quarter ending September 2025, the average vessel waiting time before berth at the Port of Mombasa was 14 hours, an improvement from 24 hours recorded during the same period in 2024. Although the performance shows notable progress, it remains 2 hours above the 12 hours set by the Mombasa Port and the Northern Corridor Community Charter by December 2024. While the vessel turnaround time indicator show improved operational efficiency, persistent delays in vessel waiting time before berth could be partly attributed to some vessels waiting at their own convenience.

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

Source: KPA data July to September across the years 2021 - 2025

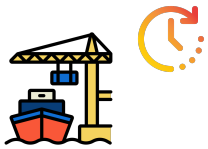


Ship offloading at the port of Mombasa

3. Port Indicators

This section provides an overview of the Port of Mombasa's operational performance for the quarter July to September 2025, focusing on key efficiency indicators related to cargo handling and associated delays. The Port of Mombasa is equipped with two container terminals: Terminal 1, comprising three berths (No. 16, No. 17, and No. 18), and Terminal 2, with two berths (No. 20 and No. 21). In addition to container facilities, the port has 10 conventional cargo berths, 2 bulk cement berths with three silos, and 2 bulk oil jetties, supported by a range of cargo handling equipment.

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



83 Hours

Average containerized import cargo dwell time

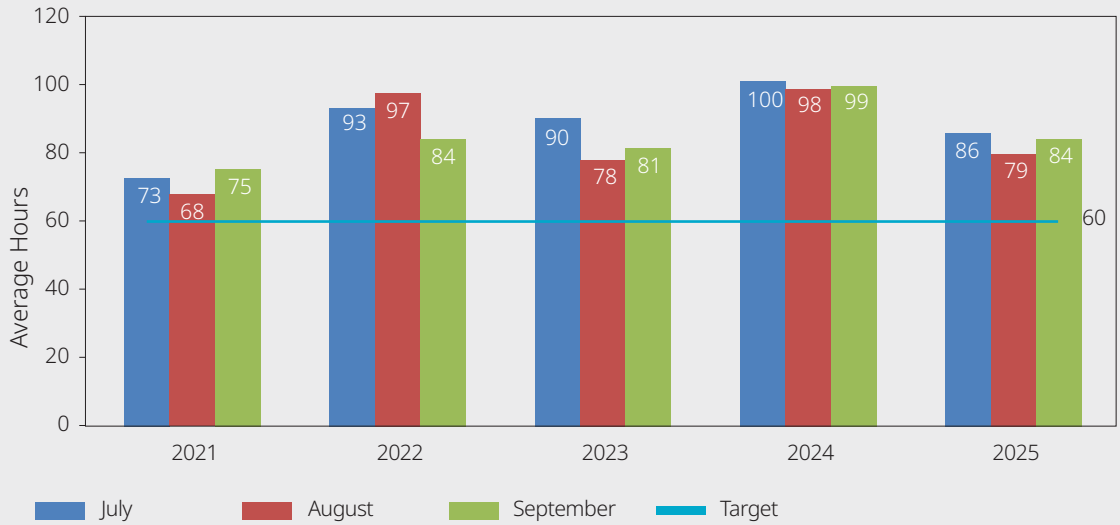
Containerized cargo dwell time measures the duration from when a container is offloaded until it exits the port. For this report, dwell time is analyzed based on the cargo's calendar month of arrival, using the date of entry inward. Consignments delayed for over 21 days due to compliance or legal issues are excluded. Cargo is assessed under two categories: Green Channel (Facilitated, no customs examination) and Red Channel (Non-facilitated, subject to inspection). This classification ensures clarity in evaluating port efficiency and targeting improvement efforts.

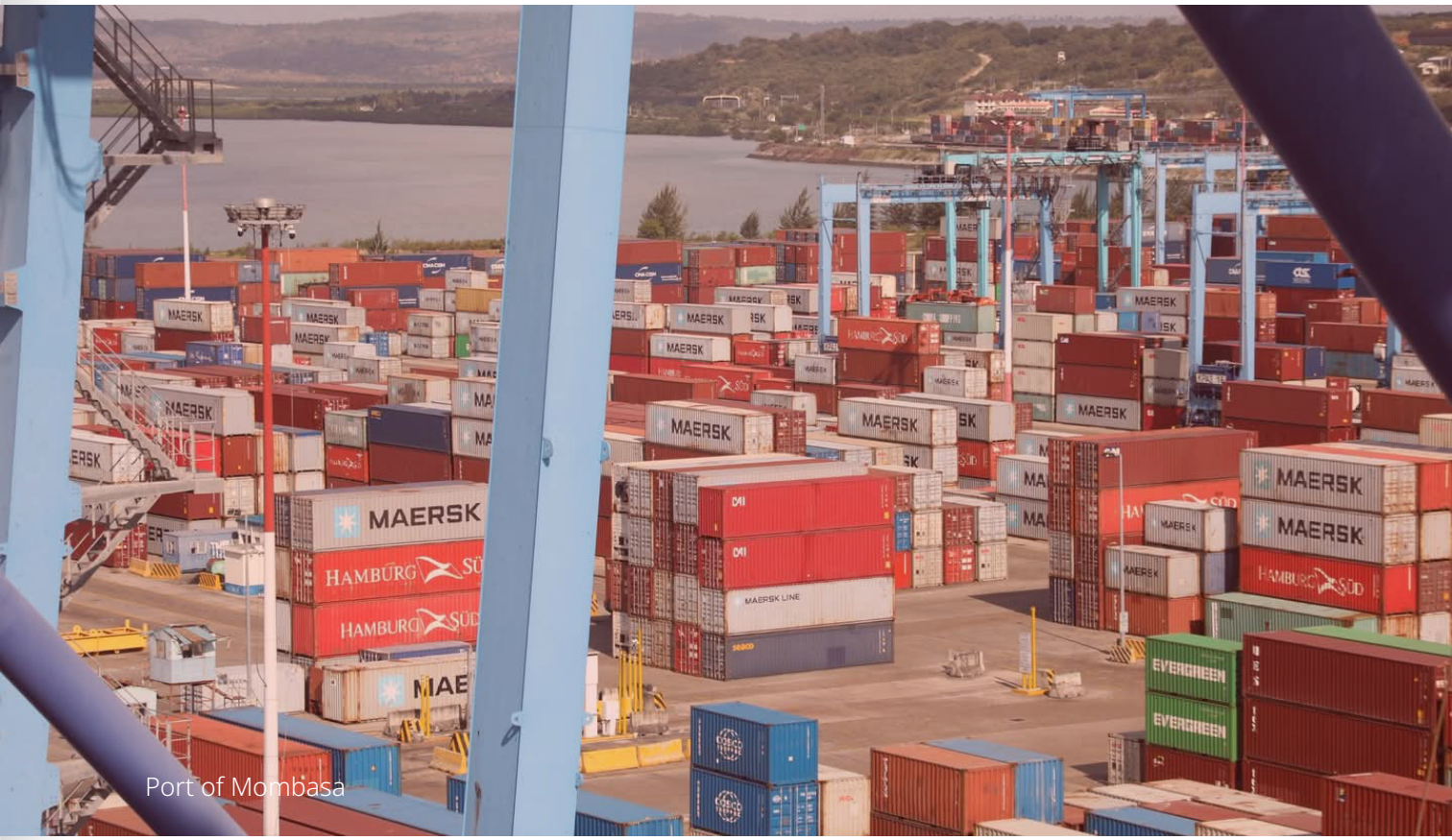
During the quarter July to September 2025, the average dwell time for containerized imports at the Port of Mombasa was 83 hours, reflecting a 16-hour improvement from 99 hours in a similar period in 2024. Despite the improvement, the indicator did not achieve the 60-hour target by the Mombasa Port and Northern Corridor Community Charter by December 2024.

While recent investments in upgraded terminal systems and expanded infrastructure have contributed to efficiency gains, further measures such as establishing a dedicated truck holding yard with a structured calling system, infrastructure upgrade and capacity expansion for the empty container depots to accommodate increased empty container volumes arising from the increased port cargo throughput and systematically addressing procedural bottlenecks are needed to reduce congestion and streamline container movements.

Figure 3: Average containerized import cargo dwell time

Source: KPA data July to Sept years 2021 - 2025





Port of Mombasa

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

The Rwanda Revenue Authority (RRA) has committed to speeding up the clearance of transit cargo through the Port of Mombasa via the Northern Corridor under the Single Customs Territory (SCT) framework. This is monitored through Customs Release Time, Delay Processing and After Release Time indicators for 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.

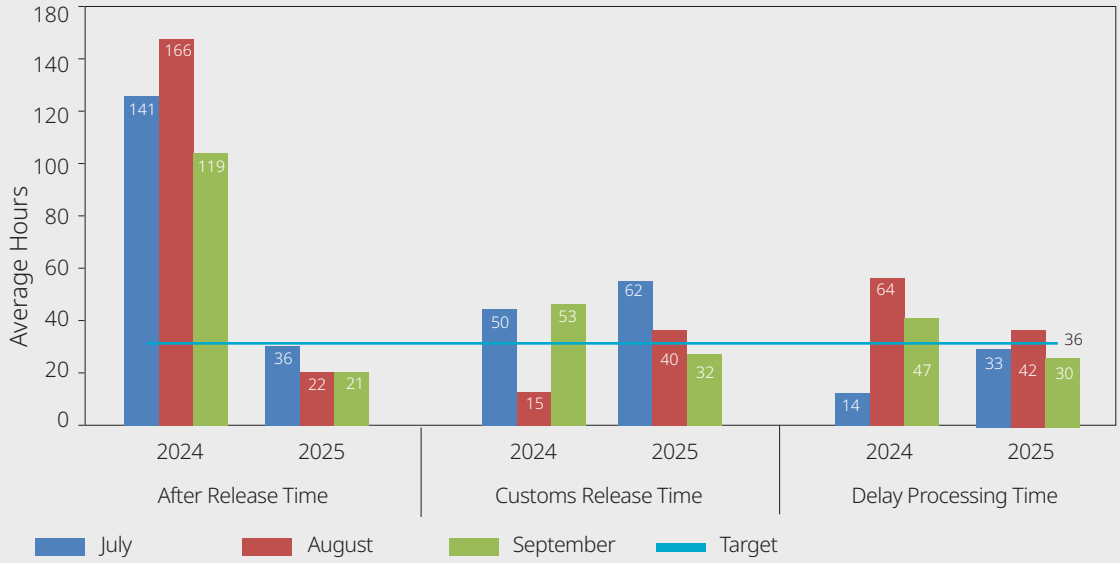
80 Hours

Average RRA Customs Processing and Release Time

During the quarter under review, the overall customs release time indicator deteriorated, increasing from a quarterly average of 39 hours in 2024 to 45 hours in 2025. However, delay processing indicator showed notable improvement, declining from 42 hours in 2024 to 35 hours in 2025, reflecting greater efficiency in handling documentation and inspections. The after-release time indicator, representing the duration from customs release to cargo exit, improved significantly, falling from a quarterly average of 142 hours in 2024 to just 26 hours in 2025, indicating a substantial reduction in port congestion and faster cargo movement post-clearance.

Figure 4: RRA After Release, Customs Release, and Delay Processing Times

Source: RRA data July to September 2024 and 2025



Trucks parked at at the Jua Kali roadside stop in Eldoret

4. Corridor Indicators

This section evaluates the Northern Corridor's performance, tracking cargo movement from the Port of Mombasa or Inland Container Depots (ICDs) to the border exits and final destinations. Key indicators discussed include transit time and delays, weighbridge traffic and compliance, and stop reasons, each providing critical insights into the movement of goods, operational bottlenecks, and overall corridor performance.

4.1. Transit Time in Kenya

Transit time in Kenya measures the duration it takes for cargo to depart the Port of Mombasa via road to the issuance of an export certificate at the Malaba or Busia border crossings.

59 Hours

Transit Time Mombasa to Busia

85 Hours

Transit Time Mombasa to Malaba

The average transit time from Mombasa to Busia improved significantly from 79 hours in the corresponding quarter in 2024 to 59 hours in 2025 while the average transit time from Mombasa to Malaba deteriorated from 77 hours in 2024 to 85 hours in 2025. Neither of the routes achieved the Mombasa Port and Northern Corridor Community Charter set target of 40 hours to Malaba and 45 hours to Busia by December 2024. Delays during the quarter were attributed to frequent driver stops due to infrastructure improvement works, vehicle breakdown and accidents, company stops and inspection, frequent police stops, delays at weighbridges and delays at the borders, among others.

Table 3: Transit time from Mombasa to Malaba and Busia in hours

Source: RECTS data 2024 and 2025

	Mombasa to Malaba		Mombasa to Busia	
	2024	**2025**	**2024**	**2025**
Jul	71	80	74	57
Aug	87	98	81	50
Sept	72	75	81	71
Average	**77**	**85**	**79**	**59**
Target	**40**	**40**	**45**	**45**

Table 4 below details the transit times from Mombasa to Kampala, Uganda, and Elegu, South Sudan, for July to September 2025. Transit duration varied by route, influenced by distance, road conditions, and non-tariff barriers. Interestingly, the route to Kampala, despite being shorter in distance, had a slower average speed (11 km/h) than the longer route to Elegu (14 km/h). This indicates specific inefficiencies, such as delays at the Malaba border crossing and the process of disarming RECTS security gadgets upon a truck's arrival.

Table 4: Transit time from the port of Mombasa to various destinations (Hours)

Source: RECTS data July 2024 - 2025

Origin	Destination	July		Aug		Sept		Average 2025	Distance	Average Km/Hr
		2024	2025	2024	2025	2024	2025			
Mombasa	Elegu	108	108	97	97	102	102	102	1430	14
Mombasa	Kampala	115	115	103	103	115	115	111	1169	11

4.2. Transit time in Rwanda

Transit time in Rwanda is defined as the duration from the electronic authorization of a truck's journey in the RRA system to the cancellation of the transit bond at the exit border.

The analysis of transit time performance in Rwanda for the quarter under review reveals significant delays across various routes. Short-distance domestic routes such as Cyanika - Rusizi, Kagitumba - Kigali and Kagitumba - Rubavu demonstrated significant delays likely linked to administrative delays, or inconsistencies in bond cancellation procedures. Performance on

corridor routes from Mombasa to Rwanda also recorded significant delays due to the compounding effects of border clearance delays, weighbridge queues, drivers' personal reasons, and company checks, among other reasons.

Table 5: Average Transit time in Rwanda (Hours)

Source: RRA data 2025

Origin	Destination	July	Aug	Sept	Average	Distance	Km/Hr
Cyanika	Rubavu	29	41	65	45	85	1.89
Cyanika	Rusizi	-	43	38	41	218	5.32
Kagitumba	Kigali	390	92	66	183	151	0.83
Kagitumba	Rubavu	46	58	54	53	295	5.57
Kagitumba	Rusizi	50	63	56	56	403	7.20
Mombasa	Kigali	168	154	181	168	1693	10.08
Mombasa	Rubavu	133	143	218	165	1712	10.38
Mombasa	Rusizi	161	163	253	192	1930	10.05

Malaba Border

4.3. Transit Time in Uganda

Transit time in Uganda measures cargo movement duration from Kampala to key border posts, with data provided by the Regional Electronic Cargo Tracking System (RECTS).

Transit time data for July - September 2025 shows that several routes from Kampala experienced major delays, with Kampala - Mirama Hills, Kampala - Cyanika, Kampala - Goli, Kampala - Padea, and the long-haul route to Mombasa emerging as the slowest. In contrast, routes linking Kampala to border posts with the DRC recorded relatively faster speeds, even over longer distances. The delays were mainly attributed to bad weather, congestion, and slow procedures at border posts and checkpoints. Despite improvements compared to previous years, driven by continuous infrastructure upgrades, frequent stoppages continue to inflate transport costs. To assess the causes of delays for improvement, a focused survey is recommended to pinpoint the exact locations and causes of delays, such as at weighbridges and specific border crossings, enabling targeted interventions that can optimize cargo flow and strengthen the Northern Corridor's overall trade competitiveness.

Table 6: Average transit Time from Kampala in hours

Origin	Destination	Jul	Aug	Sept	Average	Distance	Average Km/Hr
Kampala	Elegu	32	35	38	35	457	13
Kampala	Goli	78	32	48	53	465	9
Kampala	Cyanika	168	19	-	94	540	6
Kampala	Malaba	9	26	28	21	236	11
Kampala	Mirama Hills	52	81	72	68	368	5
Kampala	Mombasa	121	121	134	125	1169	9
Kampala	Mpondwe	40	39	39	39	442	11
Kampala	Afogi Moyo	30	40	42	37	470	13
Kampala	Kigali	43	62	28	44	513	12
Kampala	Bunagana	39	65	43	49	502	10
Kampala	Lia	51	36	43	43	500	12
Kampala	Padea	63	53	65	60	412	7

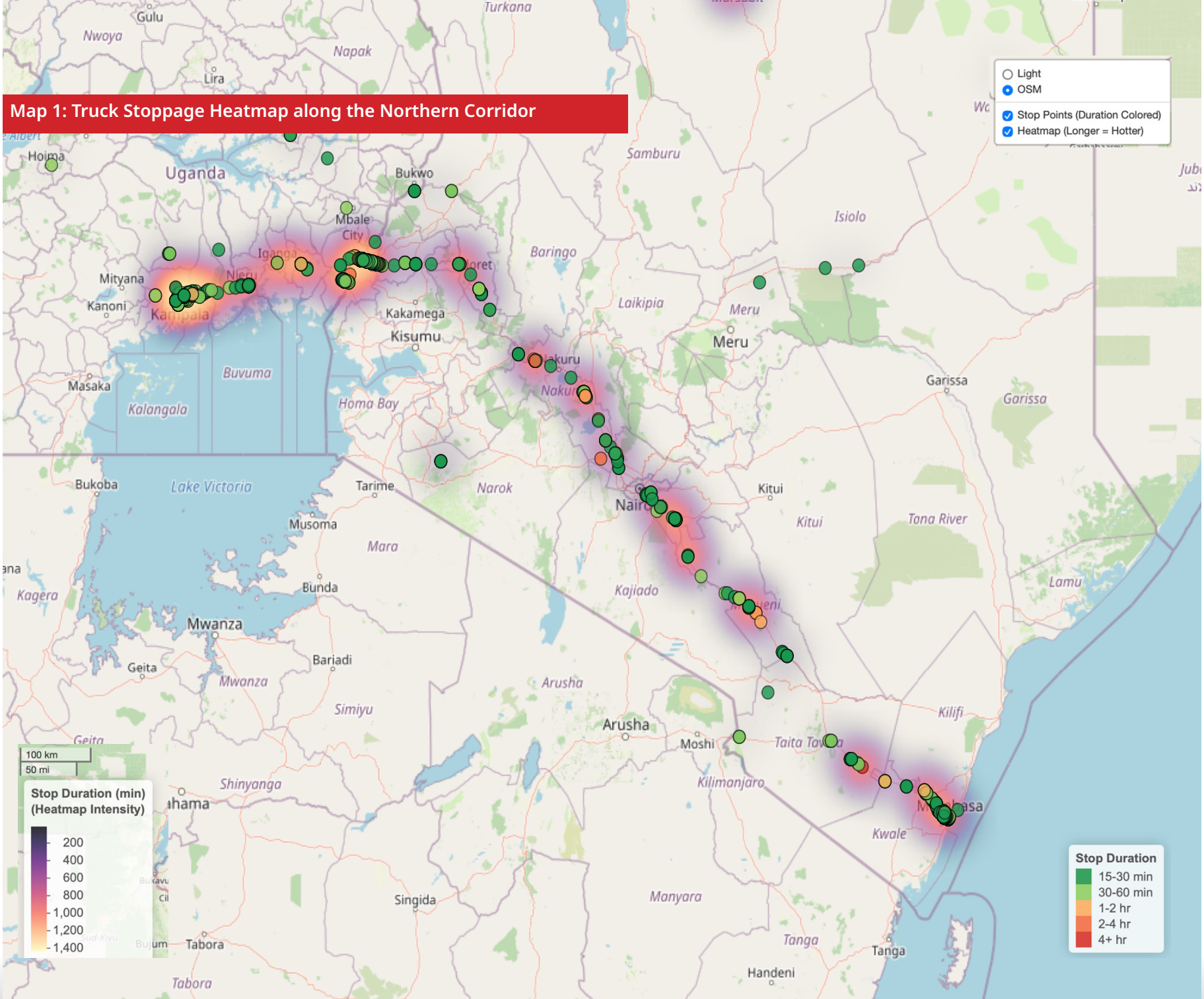
4.4. Truck Stoppage Times Analysis

Geospatial analysis of truck stop data sampled for Mombasa - Kampala route along the Northern Corridor shows clear patterns of stoppages concentrated at border points, weighbridges, ports, and major urban centres. Long-duration stops are most prominent at Malaba and Busia due to customs procedures, documentation checks, and congestion, reflecting ongoing gaps in cross-border coordination and ICT system interoperability. Shorter but frequent interruptions also occur at key weighbridges such as Mariakani, Athi River, and Gilgil, where compliance and axle-load checks continue to slow movements despite automation reforms.

In urban areas like Kampala, Nairobi, Nakuru, and Eldoret, frequent short stops were largely driven by traffic congestion, while isolated stoppages in remote sections were linked to mechanical issues, roadside services, company checks, routine driver rest breaks or police stops. Overall, the analysis revealed three main delay drivers: border-related procedures, weighbridge checks, and urban congestion as presented in the map below. However, although police stops did not contribute to long delays, they were frequently reported often with a cost implication. Addressing these through harmonized border operations, improved enforcement systems, better road infrastructure, and expanded safe rest areas would significantly enhance corridor efficiency and reduce total transit time.

Trucks parked by the roadside along the Northern Corridor in Kenya

Map 1: Truck Stoppage Heatmap along the Northern Corridor



Malaba Border

4.5. Monthly Average Daily Weighbridge Traffic

Weighbridge performance indicator measures the average number of trucks weighed per day at the various weighbridges. Table 8 illustrates the monthly average daily traffic weighed on the static scale at four key weighbridges along the Northern Corridor for the third quarter of 2025: Mariakani, Athi River, Gilgil, and Busia. When the HSWIM is working properly at the weighbridges, the number of trucks diverted to the static weighbridge reduces, minimizing weighbridge-related delays.

Traffic volumes across the selected Northern Corridor weighbridges showed noticeable changes from month to month. Mariakani continued to record the highest traffic as the main entry and exit point for trucks using the Port of Mombasa. Gilgil recorded moderate and gradually increasing traffic, while Busia had the lowest and most stable traffic levels throughout the quarter.

Table 7: Weighbridge Monthly Average Daily traffic through selected Kenyan weighbridges

Source: KeNHA data July to Sept 2024 - 2025

Weighbridge	Year	July	Aug	Sept
Mariakani	2024	2879	3110	2968
	2025	2695	2501	2720
Athi River	2024	1067	1044	9955
	2025	2055	2396	2198
Gilgil	2025	988	1004	1084
Busia	2024	596	466	568
	2025	857	761	760

4.6. Weighbridge Compliance

Weighbridge compliance measures the percentage of trucks that comply with the gross vehicle weight and axle load limits, as stipulated in the East Africa Community Vehicle Load Control Act 2016.

Overloading is a significant contributor to road deterioration, and weighbridges are crucial for enforcing these regulations, which include penalties for bypassing stations and the set maximum allowable weight limits based on axle configuration.

Overall, the trend across the corridor weighbridges in Kenya demonstrates high compliance levels averaging above 94%, except for Busia with compliance levels slightly lower. This is attributed to local traffic and tanker traffic that has not weighed elsewhere, and Busia is their first weigh station.

Table 8: Weighbridge compliance at the Kenyan weighbridges (Percentage)

Source: KeNHA data July to Sept 2024 and 2025

Weighbridge	Year	July	Aug	Sept
Mariakani	2024	96.03	98.78	98.56
	2025	95.76	96.02	97.87
Athi River	2024	97.54	97.03	96.87
	2025	97.03	96.65	98.02
Gilgil	2025	96.54	93.04	95.53
Busia	2024	90.11	91.05	89.29
	2025	96.72	94.32	95.74

Quarterly Report

July to September 2025

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