



**NORTHERN CORRIDOR
TRANSPORT
OBSERVATORY**

RELIABLE PERFORMANCE DATA

NORTHERN CORRIDOR QUARTERLY PERFORMANCE DASHBOARD

October - December 2025



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1. Volume and Capacity

This section provides a comprehensive analysis of cargo volumes and capacity utilization at the Port of Mombasa and across the Northern Corridor. The assessment centers on two primary indicators: Cargo Throughput at the Port of Mombasa and Volume per Country of Destination through the port of Mombasa.

The Port of Mombasa comprises two main operational sections: conventional cargo handling and dedicated container terminals. The container section features two terminals with a combined annual handling capacity of 2.1 million TEUs.

In the quarter under review, the Port of Mombasa posted significant growth consistent across its other facilities including Lamu and Kisumu ports attributed to infrastructure expansion and equipment modernisation, among others. Key planned and ongoing initiatives like infrastructure expansions (such as Berths 19B, 23, 24 adding additional 1.4 million TEUs capacity), Terminal Operating System upgrades (40% complete), gate automation, and acquisition of new equipment will boost the port handling capacity and improve efficiency.

1.1. Cargo Throughput through the Port of Mombasa



11.62

million MT

total cargo throughput at the Port of Mombasa



+25.6%

growth compared to similar quarter in 2024

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

Total cargo throughput at the Port of Mombasa during the October–December 2025 quarter reached 11.62 million metric tonnes (MT), up from 9.25 million MT recorded in the same period in 2024, representing a 25.62% increase. This growth was mainly driven by strong performance in non-containerized cargo, which expanded by 1.60 million MT (31.39%), alongside containerized cargo, which grew by 0.77 million MT (18.50%).

Imports remained the dominant component of port activity, rising by 28.97% to 10.35 million MT and accounting for 89.06% of total throughput, up from 86.74% in 2024, reinforcing the port's role as a key gateway for regional imports. In contrast, transshipment volumes declined sharply by 0.798 million MT (46%) compared to the corresponding quarter in 2024.



Table 1: Cargo Throughput at the Port of Mombasa (Metric Tonnes)

Source: KPA data Oct to Dec 2024 and 2025

| Type of Cargo | 2024 | 2025 | Volume Change | Growth | % Share of Throughput 2024 | % Share of Throughput 2025 |
|----------------------|------------------|-------------------|------------------|---------------|----------------------------|----------------------------|
| Non-Container | | | | | | |
| Dry Bulk | 1,954,539 | 2,740,936 | 786,397 | 40.23% | 21.13% | 23.59% |
| Liquid Bulk | 2,415,175 | 3,179,170 | 763,995 | 31.63% | 26.11% | 27.36% |
| Conventional | 737,489 | 790,263 | 52,774 | 7.16% | 7.97% | 6.80% |
| Sub-Total | 5,107,203 | 6,710,369 | 1,603,166 | 31.39% | 55.22% | 57.76% |
| Containerized | 4,141,830 | 4,908,143 | 766,313 | 18.50% | 44.78% | 42.24% |
| TOTAL | 9,249,033 | 11,618,512 | 2,369,479 | 25.62% | 100.00% | 100.00% |
| IMPORT/EXPORT | | | | | | |
| Imports | 8,023,059 | 10,347,031 | 2,323,972 | 28.97% | 86.74% | 89.06% |
| Exports | 1,225,972 | 1,271,481 | 45,509 | 3.71% | 13.26% | 10.94% |
| TOTAL | 9,249,031 | 11,618,512 | 2,369,481 | 25.62% | 100.00% | 100.00% |
| Transshipment | 1,732,909 | 935,290 | -797,619 | -46.03% | | |
| Restows | 35,552 | 44,225 | 8,673 | 24.40% | | |

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

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

Transit cargo throughput during the quarter under review increased from 3.57 million tonnes in 2024 to 4.26 million tonnes in 2025, representing an overall growth of 19.39%. The data reveals a trade imbalance with imports accounting for 93.45% of total transit cargo compared to only 6.55% for exports. Uganda remained the dominant transit destination accounting for 66.62% of total transit throughput.



+19.4%

Transit traffic growth compared to similar quarter in 2024

Transit throughput growth in 2025 was strongest for Uganda and the Democratic Republic of Congo, which expanded by 12.86% to 2.84 million tonnes and by 69.27% to 556,981 tonnes, respectively, while Rwanda also recorded solid growth of 25.63%. South Sudan registered modest growth of 4.75% to 422,054 tonnes, whereas Burundi posted high percentage growth of 84.11% from a low base. Across all these markets, transit cargo remained overwhelmingly import-driven, with imports accounting for over 89% of volumes in each country.

Table 2: Transit Volume through the Port of Mombasa (Metric Tonnes)

Source: KPA data Oct to Dec 2024 and 2025

| COUNTRY | 2024 | 2025 | Volume Change | Growth | % Share 2025 | % Share of Imports 2025 | % Share of Exports 2025 |
|--------------|------------------|------------------|----------------|---------------|----------------|-------------------------|-------------------------|
| Uganda | 2,515,744 | 2,839,223 | 323,479 | 12.86% | 66.62% | 92.61% | 7.39% |
| Tanzania | 108,620 | 131,872 | 23,252 | 21.41% | 3.09% | 89.27% | 10.73% |
| Burundi | 21,378 | 39,358 | 17,980 | 84.11% | 0.92% | 95.17% | 4.82% |
| Rwanda | 177,731 | 223,279 | 45,548 | 25.63% | 5.24% | 94.33% | 5.67% |
| South Sudan | 402,906 | 422,054 | 19,148 | 4.75% | 9.90% | 98.60% | 1.40% |
| DRC | 329,040 | 556,981 | 227,941 | 69.27% | 13.07% | 93.93% | 6.07% |
| Somalia | 182 | 955 | 773 | 424.73% | 0.02% | 100% | 0.00% |
| Ethiopia | 12,427 | 47,622 | 35,195 | 283.21% | 1.12% | 97.65% | 2.35% |
| Others | 1775 | 677 | -1,098 | -61.86% | 0.02% | 100.00% | 0.00% |
| Total | 3,569,803 | 4,262,021 | 692,218 | 19.39% | 100.00% | 93.45% | 6.55% |



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 turnaround time indicators, and ship waiting time before berth.

To enhance efficiency and improve performance across these indicators, the Port of Mombasa has implemented several operational and infrastructure measures. These include the introduction of Fixed Berthing Windows (FBWs) to guarantee berthing slots for vessels, the rollout of the Maritime Single Window System (MSWS) to streamline information exchange, and operational improvements such as the acquisition of modern cargo-handling equipment and gate automation. In addition, the port has expanded terminal capacity and continues to undertake major infrastructure upgrades, including planned berth capacity enhancements at Berths 19B, 23, and 24.

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.

The average ship turnaround time at the Port of Mombasa during the quarter under review stood at 226 hours (9 days), up from 160 hours (6.7 days) recorded during the same period in 2024, and significantly above the target of 72 hours.



226

Hours

**average ship
turnaround
time at the Port
of Mombasa**

This deterioration was mainly attributed to port congestion in late 2025, caused by diverted vessels from the Port of Dar es Salaam during Tanzania's election period, increased transshipment traffic, and Red Sea-related rerouting. These pressures were compounded by operational challenges such as high yard congestion from lingering containers (especially empties), equipment shortages, off-schedule vessel arrivals, strong import demand, and limited berthing capacity despite ongoing upgrades, leading to vessel queues of up to 28 ships at peak periods and longer container handling times.



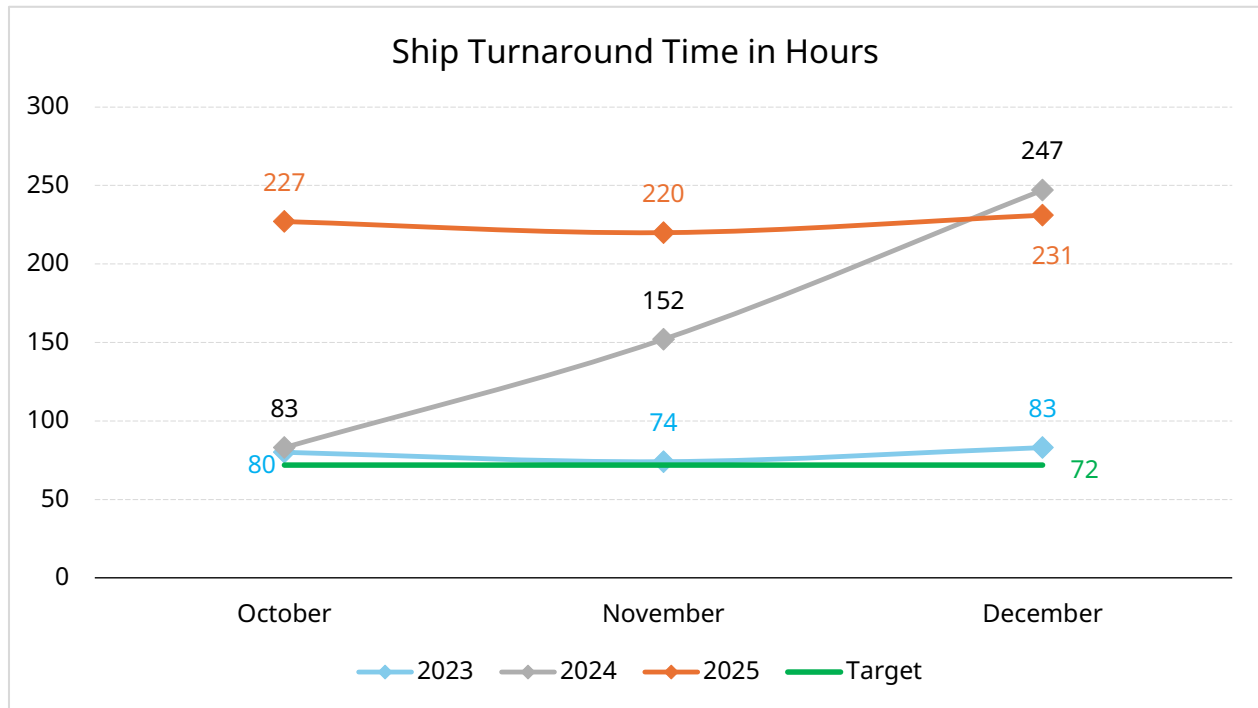


Figure 1: Ship Turnaround Time at the Port of Mombasa in Hours.

Source: KPA data Oct to Dec 2023, 2024 and 2025

2.2. Ship Waiting Time before Berth

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.

During the quarter ending December 2025, the average ship waiting time before berth at the Port of Mombasa was 6.4 days, up from the 3.8 days recorded during the same period in 2024. The performance remains above the 60 hours set by the Mombasa Port and the Northern Corridor Community Charter by December 2024.

Similar to ship turnaround time, deterioration was mainly attributed to port congestion in late 2025.



6.4 Days

average ship waiting time before berth at the Port of Mombasa

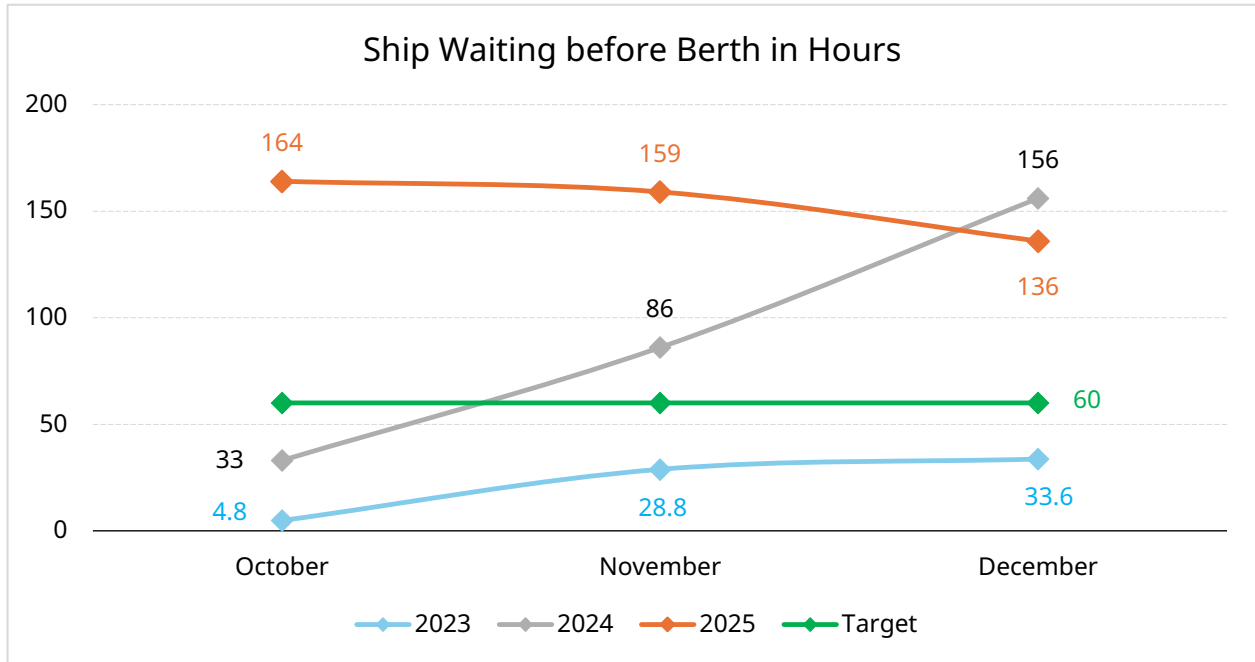


Figure 2: Average Ship Waiting Time before Berth in hours at the Port of Mombasa

Source: KPA data Oct to Dec 2023, 2024 and 2025



3. Port Indicators

This section provides an overview of the Port of Mombasa’s operational performance for the quarter Oct to December 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



116

Hours

**average
dwell time for
containerized
imports at the
Port of Mombasa**

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 October–December 2025 quarter, the average dwell time for containerized imports at the Port of Mombasa increased to 116 hours, compared to 99 hours in the same period in 2024, remaining above the 72-hour target set under the Mombasa Port and Northern Corridor Community Charter. The deterioration in performance was largely attributed to increased vessel traffic and congestion at the port.

To address this challenge, the Kenya Revenue Authority (KRA) is strengthening the Pre-Arrival Processing (PAP) framework, with priority given to bulk cargo, low-risk shipments, and Authorized Economic Operator (AEO) consignments. This approach enables cargo documentation and risk assessment to be completed before vessel arrival, reducing clearance time and delays after discharge. Additional measures include efforts to resolve persistent shortages of Regional Electronic Cargo Tracking System (RECTS) seals, which have previously constrained the movement of transit cargo.

The port has also enhanced coordination with the Kenya Railways Corporation to deploy additional wagons on the Standard Gauge Railway (SGR), accelerating the evacuation of cargo to the Nairobi and Naivasha Inland Container Depots. On the landside, the implementation of a truck appointment system and smart gate operations has improved gate traffic management and reduced

truck congestion. Furthermore, ongoing infrastructure upgrades; such as the expansion of Berths 19B, 23, and 24, Terminal Operating System upgrades, and acquisition of new cargo-handling equipment, are expected to significantly improve cargo handling capacity and evacuation efficiency.

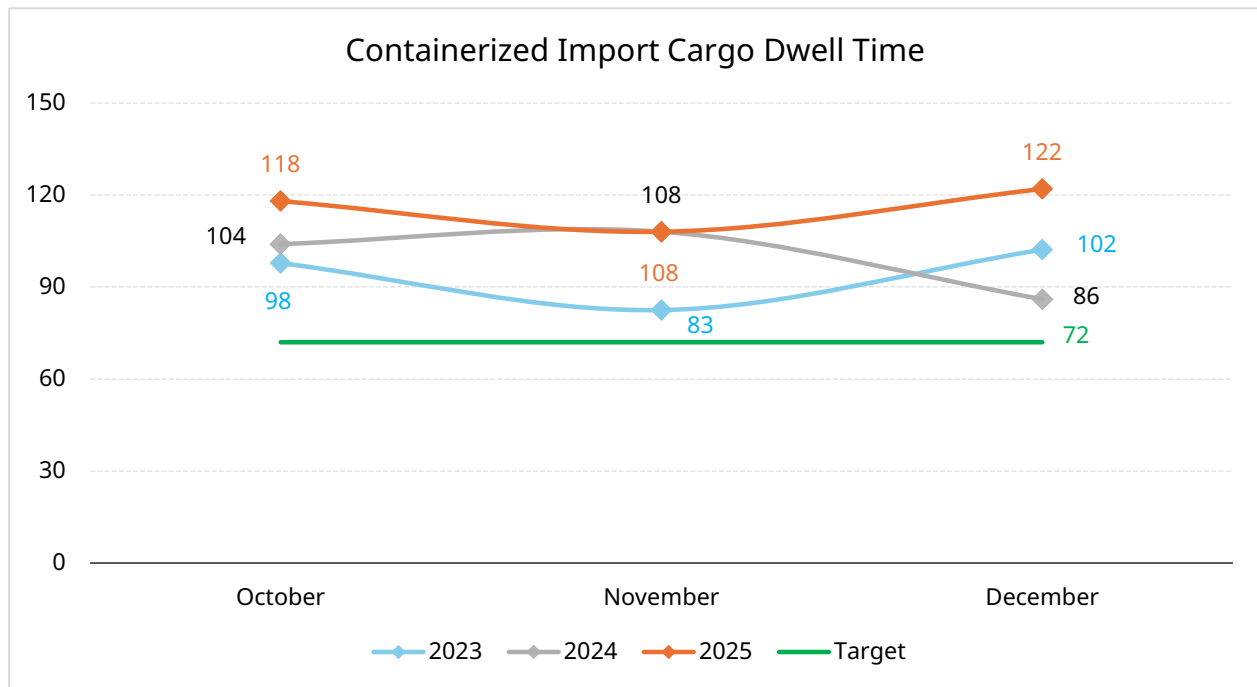


Figure 3: Average Containerized Import Cargo Dwell Time

Source: KPA data Oct to Dec 2023, 2024 and 2025

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

The Rwanda Revenue Authority (RRA) is mandated by the Mombasa Port and Northern Corridor Community Charter to expedite the clearance and release of transit cargo, thereby reducing delays in the customs process. This section reviews key performance indicators related to this mandate, including ASYCUDA's after-release time, customs processing delays, and the time taken to issue customs release orders. Under the Single Customs Territory (SCT) framework, the clearance process is as follows:

Customs Clearance Process under SCT

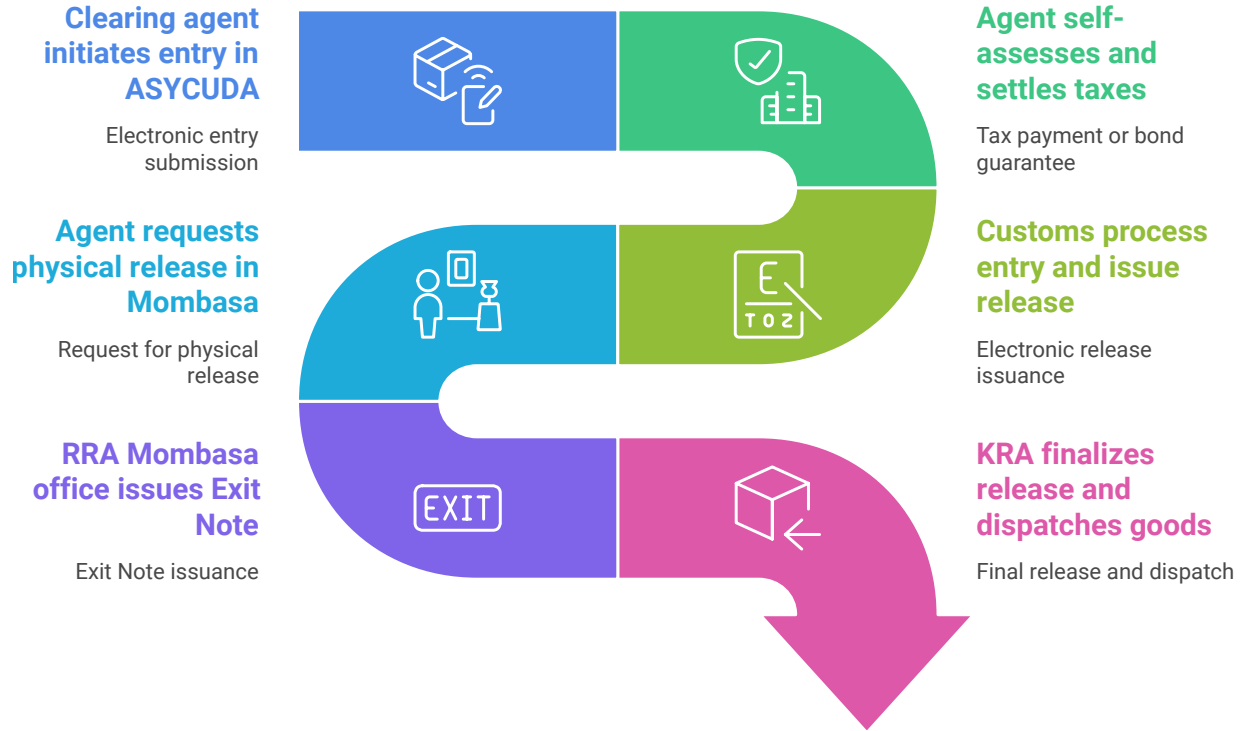


Figure 4: Customs Clearance Process under Single Customs Territory



During the quarter ending December 2025, the Rwanda Revenue Authority (RRA) recorded clear improvements in operational efficiency compared to the same period in 2024. After-release time declined sharply from 57 hours to 33 hours, while delay processing time was reduced from 45 hours to 40 hours. In addition, the time taken to evacuate cargo from the port after customs release improved, falling from 36 hours to 31 hours, reflecting faster clearance and cargo exit.

31 Hours

RRA customs release time at the Port of Mombasa

These gains were largely driven by continued implementation of the Single Customs Territory (SCT) reforms. Enhanced integration of the ASYCUDA system, improved real-time information sharing among border agencies, streamlined electronic release procedures, and ongoing efforts to reduce non-tariff barriers under East African Community (EAC) initiatives helped reduce administrative bottlenecks. As a result, payment and bond processing times were shortened, and the physical movement of cargo out of the Port of Mombasa became more efficient.

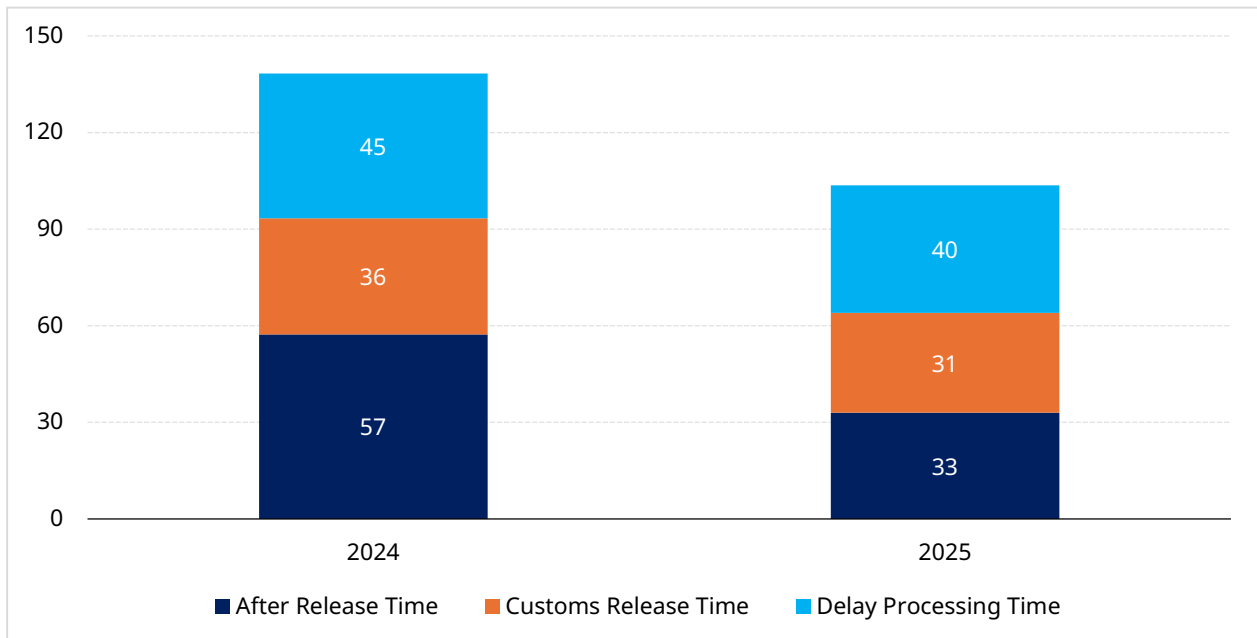


Figure 5: RRA After Release, Customs Release, and Delay Processing Times

Source: RRA data Oct to Dec 2024 and 2025





4. Corridor Indicators

This section evaluates the Northern Corridor's performance, tracking cargo movement from the Port of Mombasa to entry/exit borders 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.

During the quarter under review, transit time performance on the two main sections of the Northern Corridor route in Kenya deteriorated compared to the same period in 2024. On the Mombasa–Busia route, the average transit time increased from 70 hours in 2024 to 90 hours 2025. Similarly, transit time along the Mombasa–Malaba route worsened, rising

from 83 hours in 2024 to 102 hours in 2025 during the corresponding quarter. These results were significantly above the respective targets of 45 hours for Busia and 40 hours for Malaba, indicating substantial delays along both routes.

The delays were mainly attributed to persistent traffic congestion and infrastructure-related constraints, particularly at weighbridges, ongoing road expansion works between Mombasa and Mariakani, and congestion at urban interchanges, which were further intensified by increased traffic during the December holiday period. Additional delays were also associated with non-operational stoppages, including personal stops by drivers.

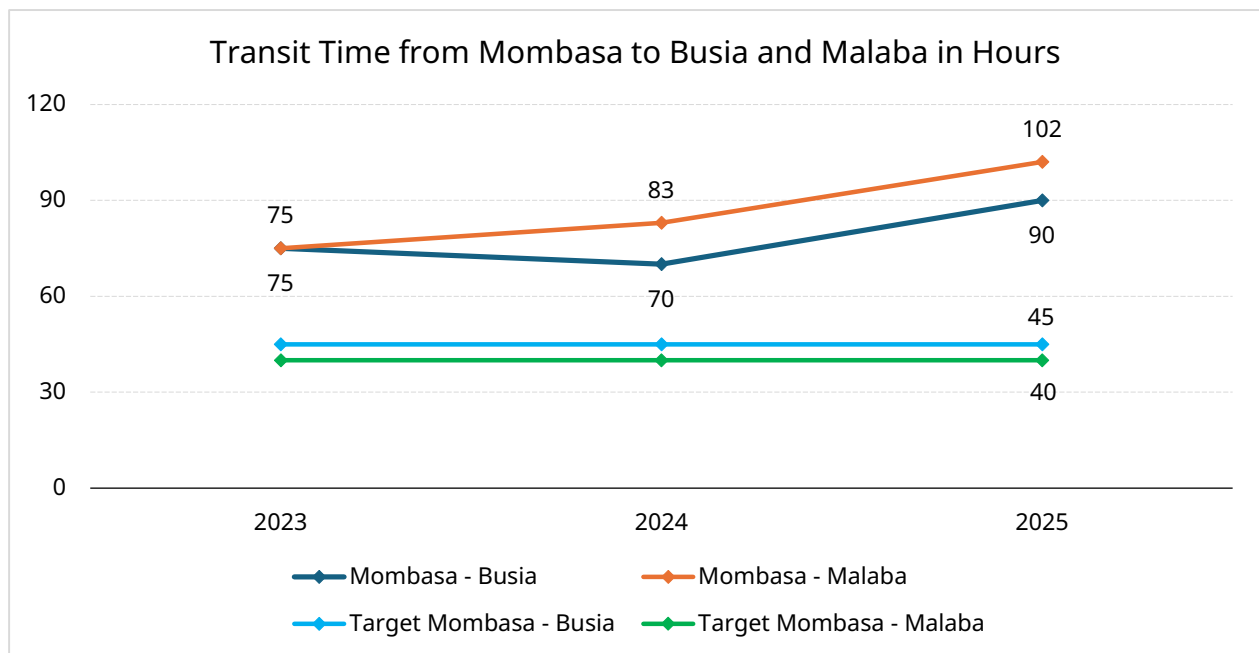


Figure 6: Transit time from Mombasa to Malaba and Busia in hours

Source: RECTS data Oct - Dec 2023, 2024 and 2025

Transit time from Mombasa to various destinations was high relative to the distances involved, as shown in Table 3. Performance varied across routes, with significant delays arising from differences in distance, road conditions, border procedures, and congestion levels.

While there were significant delays at border crossings, weighbridges, and urban sections, delays in the process of disarming RECTS security gadgets upon a truck's arrival was a major cause for the increased transit times.

Overall, the results highlight the need for targeted interventions to improve corridor efficiency, including streamlined weighbridge and border procedures, better coordination and journey management by truckers, and accelerated completion of ongoing road infrastructure works to improve average speeds and reduce transit times across the Northern Corridor.

Table 3: Transit time from the port of Mombasa to various destinations (Hours)

Source: RECTS data Oct-Dec 2025

| Origin | Destination | Oct | Nov | Dec | Average | Distance | Km/Hr |
|---------|-------------|-----|-----|-----|---------|----------|-------|
| Mombasa | Elegu | 125 | 143 | 130 | 133 | 1430 | 10.75 |
| Mombasa | Isibania | 83 | 95 | 75 | 84 | 878 | 10.41 |
| Mombasa | Padea | 167 | 171 | 152 | 163 | 1487 | 9.10 |
| Mombasa | Nairobi | 54 | 48 | 58 | 53 | 483 | 9.06 |
| Mombasa | Mpondwe | 175 | 187 | 174 | 179 | 1596 | 8.93 |
| Mombasa | Hoima | 156 | 163 | 159 | 159 | 1363 | 8.55 |
| Mombasa | Jinja | 120 | 130 | 127 | 126 | 1065 | 8.47 |
| Mombasa | Kampala | 143 | 144 | 145 | 144 | 1169 | 8.12 |
| Mombasa | Goli | 180 | 196 | 185 | 187 | 1465 | 7.83 |
| Mombasa | Taveta | 32 | 38 | 33 | 34 | 265 | 7.72 |
| Mombasa | Katuna | 216 | 232 | 236 | 228 | 1592 | 6.98 |
| Mombasa | Kagitumba | 206 | 229 | 237 | 224 | 1530 | 6.83 |
| Mombasa | Vurra | 252 | 264 | 239 | 252 | 1504 | 5.98 |



Newly constructed road from Rubengera to the Nyabarongo Bridge © RTDA on X

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. Analysis of Q4 2025 data reveals significant performance variation across routes, influenced by distance and operational inefficiencies.

Transit time within Rwanda was relatively high in spite of the short distances partly attributed to customs processing delays, administrative checks at the borders and significant delays in the process of disarming RECTS security gadgets upon a truck's arrival. Transit time from the port of Mombasa to destinations in Rwanda is presented in Table 4. Delays on the long-haul movements from the port of Mombasa were as a result of delays at weighbridges, border crossing, traffic at urban sections and route sections under construction as well as frequent driver stops for personal reasons.

Table 4: Average Transit Time in Rwanda (Hours)

Source: RRA data 2025

| Origin | Destination | October | November | December | Average |
|-----------|-------------|---------|----------|----------|---------|
| Cyanika | Rubavu | 25 | 23 | 37 | 28 |
| Kagitumba | Kigali | 35 | 67 | 79 | 60 |
| Kagitumba | Rubavu | 24 | 45 | 72 | 47 |
| Kagitumba | Rusizi | 71 | 88 | 64 | 74 |
| Mombasa | Kigali | 151 | 154 | 135 | 147 |
| Mombasa | Rusizi | 144 | 207 | 180 | 177 |
| Mombasa | Cyanika | 184 | 160 | 161 | 168 |



A truck weighs at Busia weighbridge in Kenya

4.3. Monthly Average Daily Weighbridge Traffic

Weighbridge performance indicator measures the average number of trucks weighed per day at the various weighbridges. Table 5 illustrates the monthly traffic volume at four key weighbridges along the Northern Corridor for the third quarter of 2025: Mariakani, Athi River, Gilgil, and Busia.

Analysis of the quarterly data shows notable month-to-month variations in traffic volumes. The Webuye weighbridge recorded a sharp increase in traffic in November, with average daily volumes almost doubling compared to October. Mariakani and Athi River weighbridges consistently handled the highest and most stable traffic volumes throughout the quarter largely attributable to their strategic locations. Mariakani serves port-related traffic towards Nairobi and Taveta border, while Athi River handles corridor traffic and traffic generated around Nairobi area and traffic to and from the Namanga border point.

Table 5: Weighbridge Monthly Average Daily traffic through selected Kenyan weighbridges

Source: KeNHA data Oct to Dec 2025

| Weighbridge | Oct | Nov | Dec | Average |
|-------------|------|------|------|---------|
| Mariakani | 2965 | 3864 | 3512 | 3447 |
| Athi River | 2590 | 2784 | 2946 | 2773 |
| Gilgil | 1074 | 975 | 1392 | 1147 |
| Webuye | 1024 | 2794 | 2105 | 1974 |

4.4. 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. Compliance with these regulations is essential, as overloading is a major contributor to accelerated road deterioration and increased maintenance costs. Weighbridges play a critical role in enforcing axle load controls, including the application of penalties for overloading and for bypassing designated weigh stations.

Overall, during the quarter under review, weighbridge compliance for the reported weighbridges along the Northern Corridor was consistently high, with average compliance levels generally exceeding 95 percent. Sustaining high compliance levels requires continued investment in weighbridge infrastructure, harmonized enforcement across Member States, and enhanced regional coordination to ensure uniform application of vehicle load control regulations throughout the Northern Corridor.

Table 6: Weighbridge Compliance at the Kenyan Weighbridges (Percentage)

Source: KeNHA data Oct to Dec 2025

| Weighbridge | Oct | Nov | Dec | Average |
|-------------|-------|-------|-------|---------|
| Mariakani | 96.43 | 98.43 | 98.20 | 97.69 |
| Athi River | 96.66 | 95.54 | 98.03 | 96.74 |
| Gilgil | 95.58 | 97.00 | 95.34 | 95.97 |
| Webuye | 95.00 | 97.45 | 95.23 | 95.89 |



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