NORTHERN CORRIDOR TRANSPORT OBSERVATORY

RELIABLE PERFORMANCE DATA

QUARTERLY REPORT

NORTHERN CORRIDOR TRANSPORT OBSERVATORY

JANUARY TO MARCH 2026

TRADE MARK AFRICA

Growing Prosperity Through Trade

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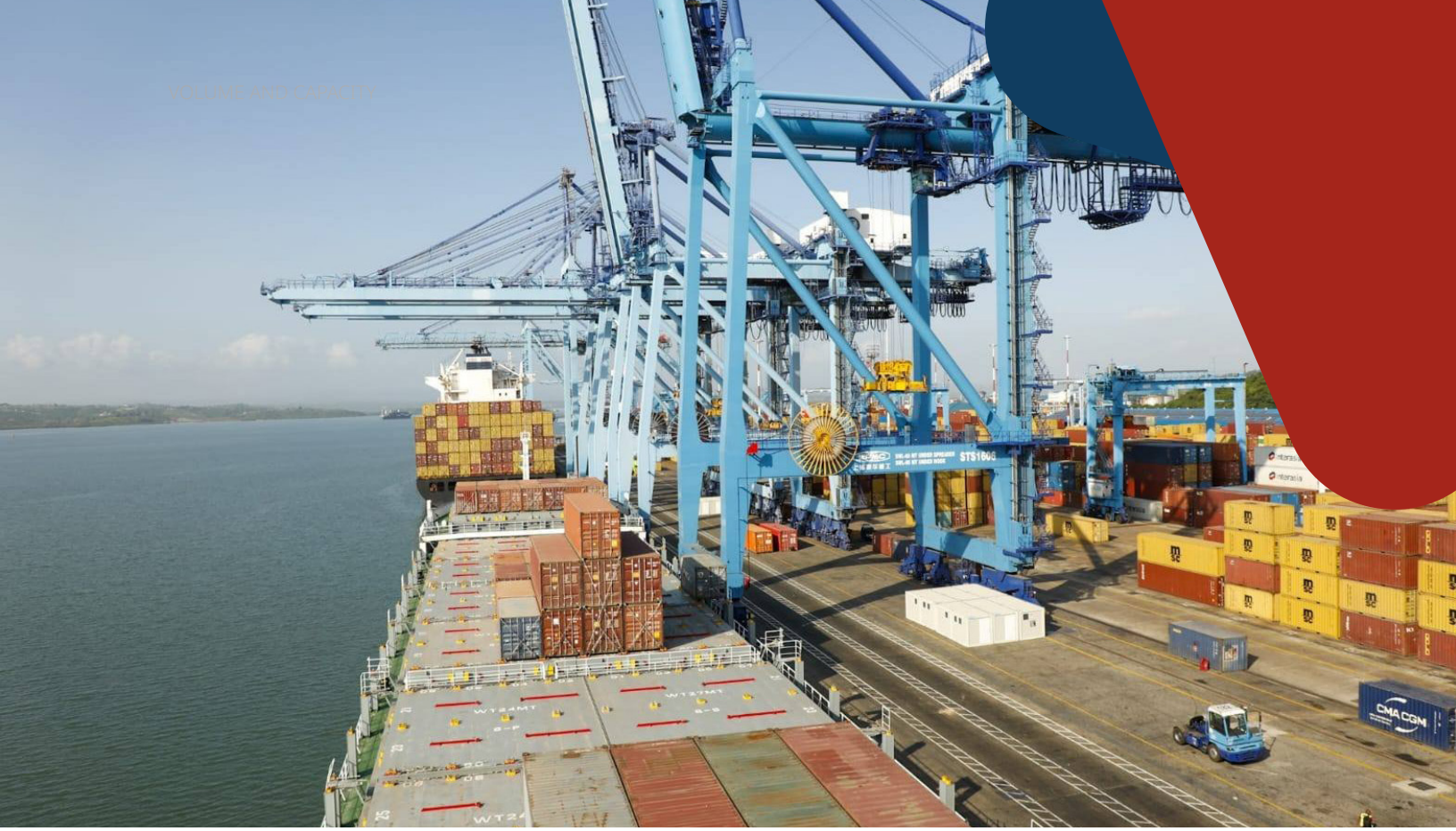
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1. Volume and Capacity

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

The Port of Mombasa handles both conventional cargo and containerized cargo. The container cargo operations comprises of two terminals with a combined annual handling capacity of 2.2 million TEUs. To meet growing cargo demand, the Kenya Ports Authority (KPA) is developing Berth 19B, which will add 300,000 TEUs to port capacity, and Dongo Kundu Free Port Berth 1, designed to handle both containerized and conventional cargo. Planned investments also include the rehabilitation of Berths 1–5, 7–10, and 11–14, as well as the development of Berth 23. These infrastructure projects alongside Terminal Operating System upgrades, gate automation, and acquisition of new handling equipment, continue to enhance port capacity and efficiency.

1.1. Cargo Throughput through the Mombasa Port

Cargo throughput represents the total amount of cargo (comprising break-bulk, liquid bulk, dry bulk, containerized, transit, and transshipment cargo) discharged and loaded at the Port of Mombasa over a given period.

Total cargo throughput at the Port of Mombasa during the first quarter of 2026 (January to March) was 10.997 million metric tonnes (MT), compared to 10.626 million MT recorded in the same quarter of 2025, marking a modest but steady 3.5% increase.

Growth in Q1 2026 was anchored by dry bulk cargo, which surged by 27.4% to 2.785 million MT, and conventional cargo, which rose by 17.9% to 642,000 MT. Containerized cargo, the largest single category, declined by 5.9% to 5.017 million MT, reflecting continued pressure from port congestion and handling constraints that persisted from Q4 2025. Imports remained the dominant component, rising by 14.3% to 9.304 million MT and accounting for 84.6% of total throughput. This sustained import dominance underscores the Port of Mombasa's continued and expanding role as the primary maritime gateway for regional trade serving land linked Northern Corridor member states. **Table 1** shows the cargo throughput for the quarter.



Table 1: Cargo throughput in metric tons (Jan-Mar 2025 and 2026)

Type of Cargo	2025	2026	Volume Change	Growth	% Share of Total Throughput 2025	% Share of Total Throughput 2026
Non-Container						
Dry Bulk	2,186,903	2,785,210	598,307	27.40%	20.60%	25.30%
Liquid Bulk	2,560,461	2,553,339	-7,122	-0.30%	24.10%	23.20%
Conventional	544,245	641,602	97,357	17.90%	5.10%	5.80%
Sub-Total	5,291,609	5,980,151	688,542	13.00%	49.80%	54.40%
Containerized	5,334,127	5,016,963	-317,164	-5.90%	50.20%	45.60%
TOTAL	10,625,736	10,997,114	371,378	3.50%	100.00%	100.00%
IMPORT/EXPORT						
Imports	8,141,951	9,304,294	1,162,343	14.30%	76.60%	84.60%
Exports	1,287,097	1,178,944	-108,153	-8.40%	12.10%	10.70%
TOTAL	1,164,389	461,281	-703,108	-60.40%	11.00%	4.20%
Transshipment	32,299	52,595	20,296	62.80%	0.30%	0.50%
Restows	10,625,736	10,997,114	371,378	3.50%	100.00%	100.00%

Source: KPA data Jan to March 2025 and 2026



1.2. Container Traffic at the Port of Mombasa

During the first quarter of 2026, container traffic at the Port of Mombasa reduced by 3.9% to 479,520 TEUs compared to 2025. Both imports and exports rose by 12.9% and 6.3% respectively supported by regional demand, improved port infrastructure, enhanced port efficiency and digital systems. Notably, container traffic reveals a major structural inefficiency with 77.1% of export containers going empty, and 37.6% of all import and export containers comprised empties, highlighting a growing trade imbalance as shown in **Table 2**.

Table 2: Container traffic through the Port of Mombasa

		2024	2025	Volume Change	% Change
IMPORTS	Full	193,137	220,386	27,249	14.10%
	Empty	6,490	4,939	-1,551	-23.90%
	Total	**199,627**	**225,325**	**25,698**	**12.90%**
EXPORTS	Full	56,345	47,262	-9,083	-16.10%
	Empty	138,181	159,533	21,352	15.50%
	Total	**194,526**	**206,795**	**12,269**	**6.30%**
T/MENT	Full	73,148	28,082	-45,066	-61.60%
	Empty	29,379	15,280	-14,099	-48.00%
	Total	**102,527**	**43,362**	**-59,165**	**-57.70%**
RESTOWS	Full	2,124	3,384	1,260	59.30%
	Empty	222	654	432	194.60%
	Total	**2,346**	**4,038**	**1,692**	**72.10%**
TOTAL	**Full**	**324,754**	**299,114**	**-25,640**	**-7.90%**
	Empty	**174,272**	**180,406**	**6,134**	**3.50%**
	Total	**499,026**	**479,520**	**-19,506**	**-3.90%**

Source: KPA data Jan to March 2025 and 2026

1.3. 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 traffic through the Port of Mombasa and along the Northern Corridor grew by 16% in Q1 2026 compared to Q1 2025. Uganda retained its position as the dominant transit destination, accounting for 70.9% of total transit throughput, up from 69.9% in Q1 2025 driven primarily by a 21% surge in imports. The Democratic Republic of Congo registered the second highest growth at 58%, while Burundi posted the highest growth rate among all member states at 120%, with imports alone rising by 129%. Rwanda recorded a healthy 22% increase, with both imports (+21%) and exports (+49%) growing a positive signal of deepening two-way trade activity. South Sudan was the sole country to register a decline, with total volumes falling by 47%, driven by a 44% contraction in imports and an 86% collapse in exports. Overall, imports accounted for 93.2% of total transit volume, with exports representing the remaining 6.8%. The detailed country breakdown is presented in **Table 3**.

Table 3: Transit Volume through the port of Mombasa in tonnes

COUNTRY	Category	Q1 2025	Q1 2026	Volume Change	% Change
UGANDA	Imports	2,244,880	2,710,490	465,610	21%
	Exports	236,104	199,558	-36,546	-15%
	Total	**2,480,983**	**2,910,048**	**429,065**	**17%**
TANZANIA	Imports	84,846	106,136	21,290	25%
	Exports	14,005	17,453	3,448	25%
	Total	**98,850**	**123,588**	**24,738**	**25%**
BURUNDI	Imports	18,644	42,638	23,994	129%
	Exports	1,021	644	-377	-37%
	Total	**19,665**	**43,283**	**23,618**	**120%**
RWANDA	Imports	165,980	200,358	34,378	21%
	Exports	5,113	7,643	2,530	49%
	Total	**171,092**	**208,001**	**36,909**	**22%**

COUNTRY	Category	Q1 2025	Q1 2026	Volume Change	% Change
SOUTH SUDAN	Imports	365,621	203,664	-161,957	-44%
	Exports	23,808	3,399	-20,409	-86%
	Total	**389,429**	**207,063**	**-182,366**	**-47%**
D.R.C.	Imports	331,567	546,850	215,283	65%
	Exports	44,532	47,650	3,118	7%
	Total	**376,099**	**594,501**	**218,402**	**58%**
ETHIOPIA	Imports	9,537	12,725	3,188	33%
	Exports	2,807	1,845	-962	-34%
	Total	12,344	14,570	2,226	18%
OTHERS	Imports	1,886	1,329	-557	-30%
	Exports	85	0	-85	-100%
	Total	**1,971**	**1,329**	**-642**	**-33%**
TOTAL	**Imports**	**3,222,960**	**3,824,492**	**601,532**	**19%**
	Exports	**327,474**	**278,191**	**-49,283**	**-15%**
	TOTAL	**3,550,434**	**4,102,682**	**552,248**	**16%**

Source: KPA data Jan to March 2025 and 2026



2. Maritime Indicators

This section presents key maritime performance indicators reflecting the operational efficiency of the Port of Mombasa. The analysis focuses on vessel turnaround time and vessel waiting time before berth. The Port of Mombasa continues to implement measures to improve maritime performance, including Fixed Berthing Windows (FBWs) to guarantee vessel scheduling certainty, alongside infrastructure expansions at Berths 19B, 23, and 24, gate automation, modern equipment acquisitions, and the rollout of the Maritime Single Window System (MSWS) for streamlined information flow.

2.1. Vessel Waiting Time before berth (hours)

Vessel waiting time before berth is calculated from the time a vessel arrives at the fairway buoy to the time it reaches its first berth, including any waiting at the vessel's own convenience.

The Port of Mombasa recorded an improved vessel waiting time performance in the first quarter of 2026, with a quarterly average of 14.3 hours. January and February recorded slightly above the Mombasa Port and Northern Corridor Community Charter target of 12 hours while March reported

the target, a benchmark the port had not consistently met in recent years. This represents a remarkable turnaround from the 33-hour quarterly average recorded in a corresponding quarter in 2025.

This remarkable performance reflects the cumulative effect of berth scheduling reforms, particularly the Fixed Berthing Window system alongside the easing of the extraordinary congestion that dominated the second half of 2025. Reduced vessel bunching, improved yard clearance rates, and the stabilisation of cargo flows in early 2026 have collectively restored fluidity at the port entrance. **Figure 1** illustrates vessel waiting time trends from 2022 to 2026.

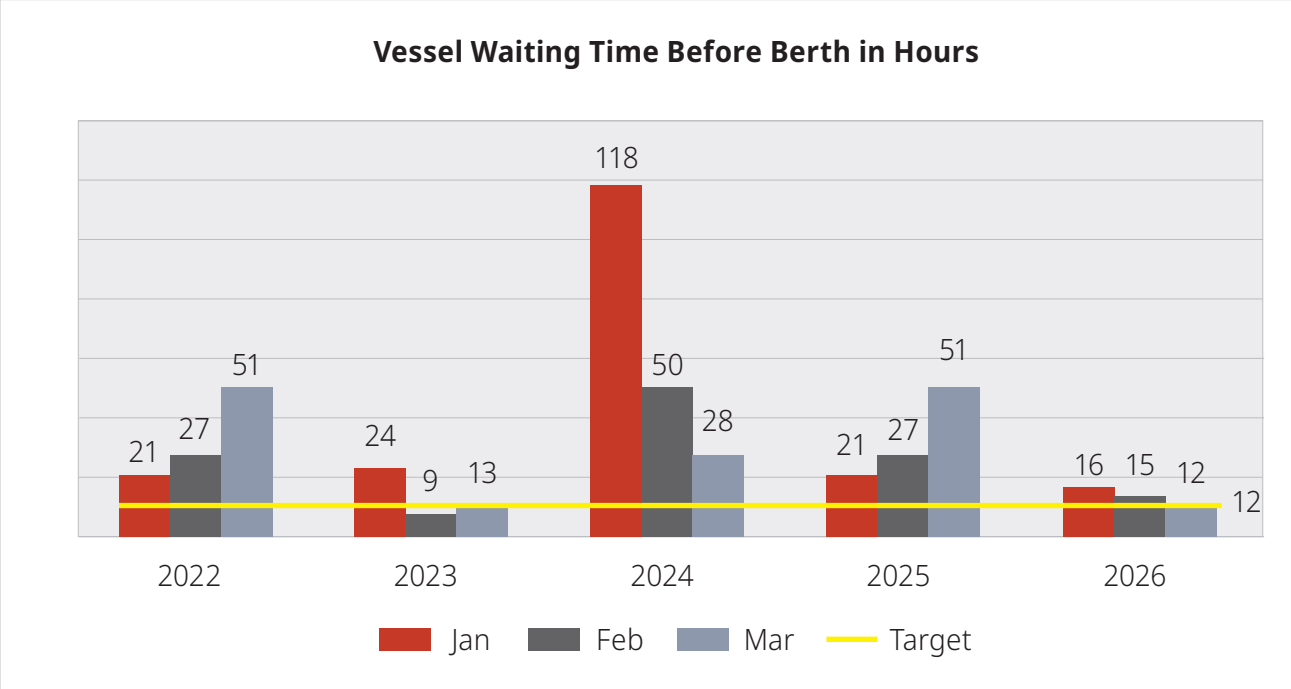


Figure 1: Average Vessel Waiting Time before Berth in hours at the Port of Mombasa

Source: KPA data Jan to March 2022 to 2026

2.2. Vessel Turnaround Time at the port of Mombasa

The Vessel Turnaround Time measures the duration from when a vessel enters the port area at the fairway buoy to the time it departs.

The Port of Mombasa recorded a marked improvement in vessel turnaround time in the quaerter under review, with a quarterly monthly average of approximately 53 hours. This is a significant recovery from 226 hours (9 days) recorded in a similar quarter in 2025, and notably, all three months in Q1 2026 came in below the Mombasa Port and Northern Corridor Community Charter target of 72 hours.

This improvement reflects the easing of the severe congestion that had gripped the port in the second half of 2025, driven by record cargo volumes, diverted vessel traffic, and vessel bunching. The recovery in Q1 2026 can be attributed to the gradual stabilisation of berth schedules, increased yard discipline, progress on Terminal Operating System upgrades, and the dissipation of the extraordinary external pressures of late 2025. Sustaining this performance through the remainder of 2026 will require continued operational discipline, particularly as cargo volumes remain elevated (KPA 2026). **Figure 2** shows vessel turnaround time trends from the quarters of 2022 to 2026.

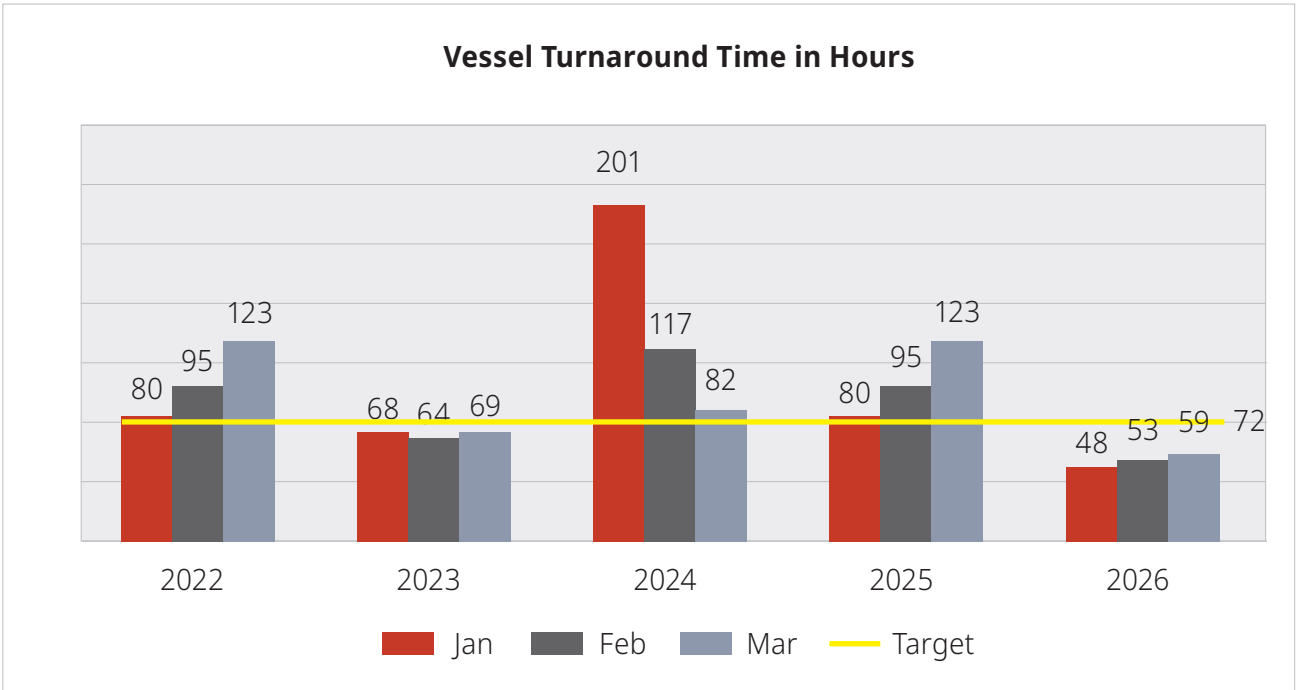


Figure 2: Ship turnaround time at the port of Mombasa in hours.

Source: KPA data Jan to March 2022 to 2026



3. Port Indicators

This section assesses the operational performance of the Port of Mombasa for Q1 2026, focusing on key efficiency indicators related to cargo handling and associated delays. The Port of Mombasa operates two container terminals: Terminal 1 (Berths 16, 17, 18) and Terminal 2 (Berths 20, 21 and 22), with a combined annual container handling capacity of 2.1 million TEUs, complemented by conventional cargo berths, bulk facilities, and oil jetties.

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

Containerized cargo dwell time measures the duration from when a container is offloaded until it exits the port. Dwell time is assessed by calendar month of arrival using the date of entry inward, excluding consignments delayed beyond 21 days for compliance or legal reasons. Cargo is assessed under two categories: Green Channel (facilitated, no customs examination) and Red Channel (non-facilitated, subject to inspection).

The Port of Mombasa recorded a steady improvement in containerized import dwell time across Q1 2026, declining progressively from 70 hours in January to 69 hours in February and 68 hours in March, a quarterly average of 69 hours. Notably, the quarterly average came in below the 72-hour Mombasa Port and Northern Corridor Community Charter target, marking a positive inflection following months of elevated dwell times. This represents a significant improvement from Q1 2025, when January and February recorded 117 hours and 109 hours respectively.

This improvement reflects the cumulative effect of expanded empty container depots, and ongoing joint KPA-KRA digital clearance reforms. The consistent downward trajectory through the quarter suggests these interventions are gaining traction. **Figure 3** shows the trend in containerised import cargo dwell time from 2022 to 2026

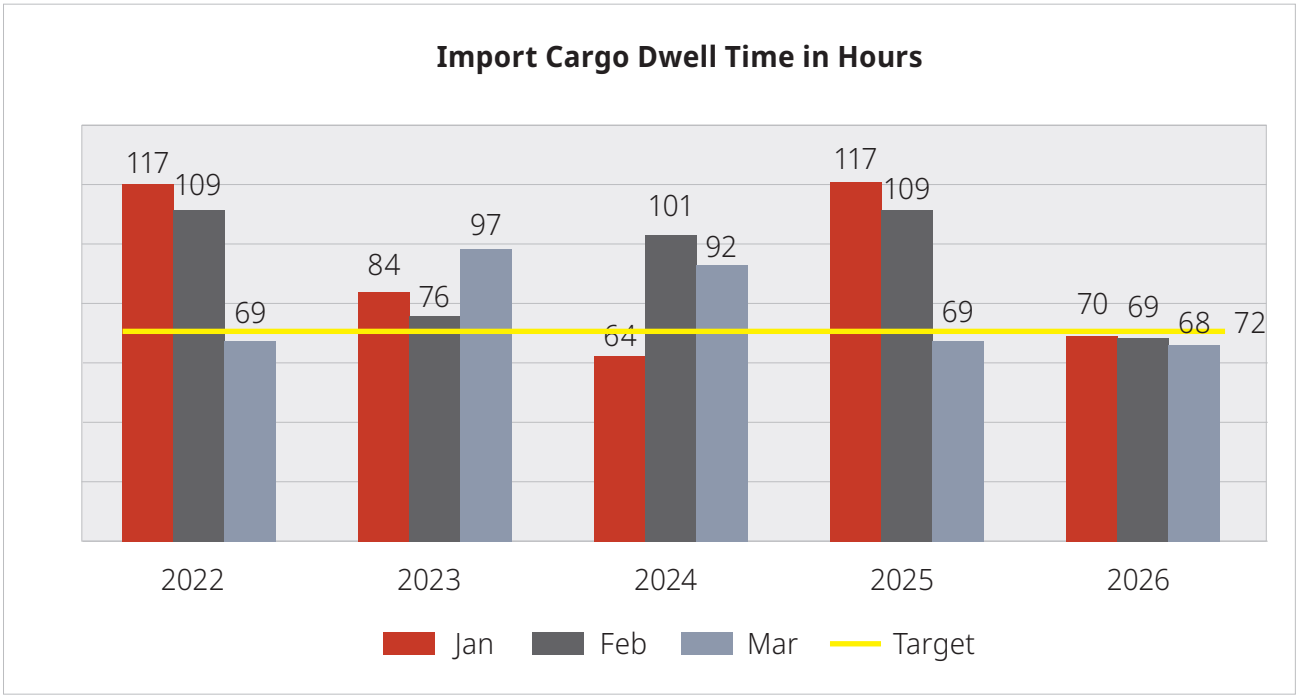


Figure 3: Average containerized import cargo dwell time

Source: KPA data Jan to March 2022 to 2026

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

Custom release time measures the time taken to process and approve cargo declarations and other required interventions, from acceptance to customs release. After Release Time measures the duration it takes to remove cargo from the port after customs release.

RRA recorded efficiency improvements across key customs performance indicators in Q1 2026 under the Single Customs Territory (SCT) framework. After-Release Time improved by 20%, falling from 30 to 24 hours, while Delay Processing Time reduced by 8%, from 37 to 34 hours. Port Evacuation time, measured from customs release to cargo exit at Mombasa, edged up by 4% from 34 to 36 hours, indicating a marginal increase in cargo removal time that warrants monitoring despite the gains elsewhere. These outcomes reflect continued progress in electronic payments uptake, inter-agency data sharing with KRA, streamlined bond guarantee procedures, and improved coordination under the SCT framework. **Figure 4** shows the RRA SCT release time in hours for the quarter.

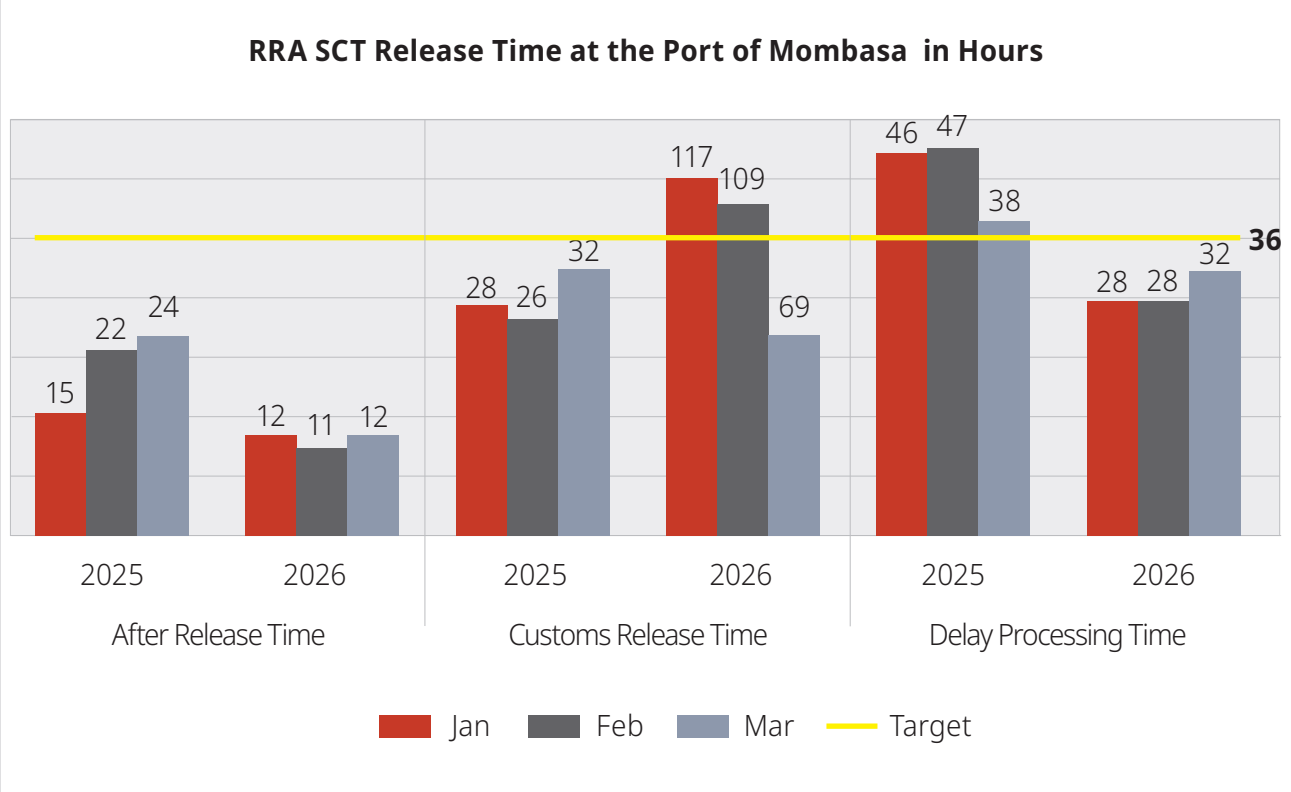


Figure 4: RRA After Release, Customs Release, and Delay Processing Times

Source: RRA data Jan to March 2025 and 2026

3.3. Kenya Revenue Authority (KRA) Customs Time and Delays

In the period Jan – March 2026, KRA demonstrated notable efficiency gains compared to the same period in 2025. The key findings reported a 52% improvement in the After-Release Time from 145.8 to 70.4 hours and the customs release to cargo exit time exit decreased significantly by 78% from 118 to 26 hours, indicating an improvement in cargo clearance time at the port. Customs release time is mainly influenced by the completeness of documentation, validation procedures, and payment processes. After-release time is affected by congestion at the port, importer readiness, and the effectiveness of truck appointment and access systems. **Figure 5** shows the KRA SCT release time in hours for the quarter.

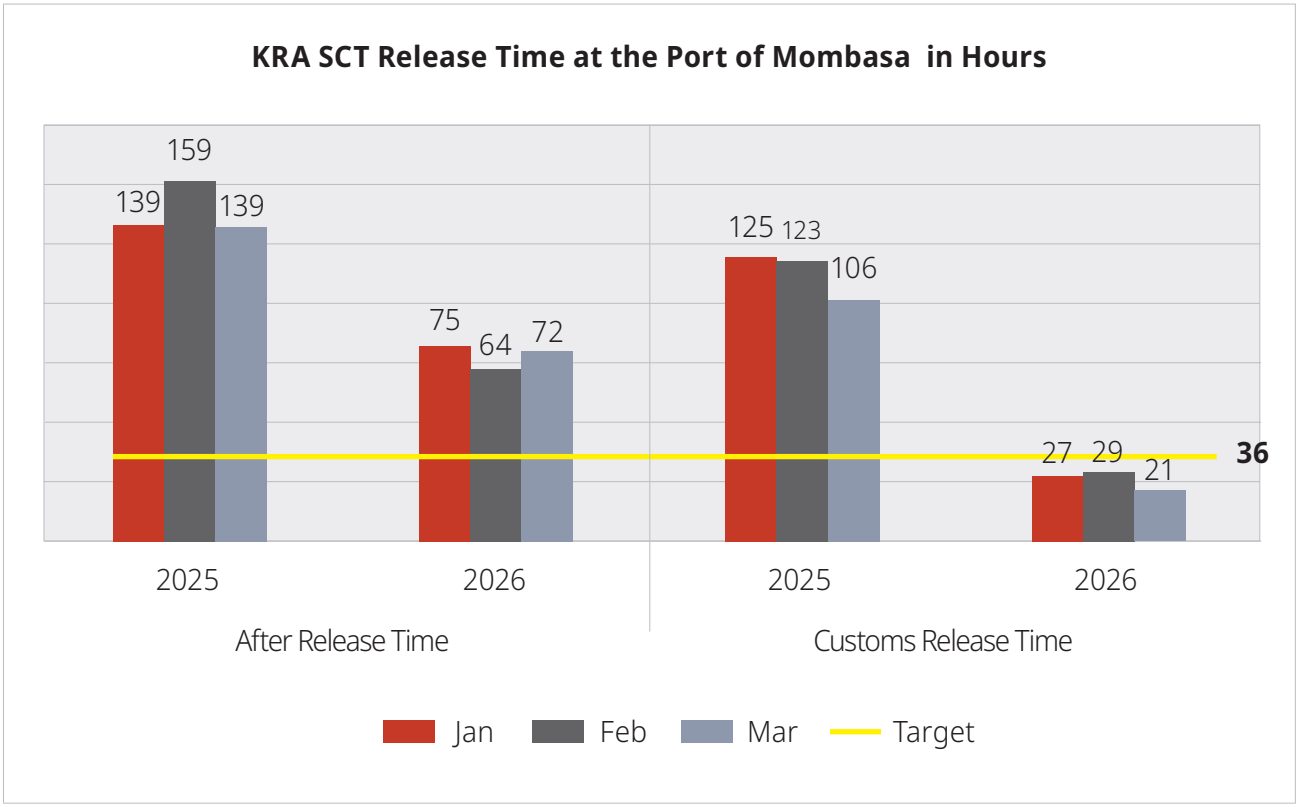


Figure 5: KRA After Release and Customs Release times

Source: KRA data Jan to March 2025 and 2026



4. Corridor Indicators

This section evaluates the Northern Corridor's performance by tracking cargo movement from the Port of Mombasa and Inland Container Depots (ICDs) to border exits and final destinations, covering transit times, weighbridge traffic, and compliance. Transit time indicator is the total duration from a cargo's point of origin to its final destination and is estimated using RECTS data, measured from the moment a truck is armed with a RECTS seal at origin to disarmament at destination.

Along the Northern Corridor, under ideal conditions, assuming an average travel speed of 40 km/h, with drivers taking 2-hour rest breaks every 4 hours of driving and an 8-hour rest after two shifts, the target average transit time for every 1,000 km set by NCTTCA is 60 hours. Performance on this indicator is shaped by a combination of factors including road and vehicle conditions, driver behaviour, traffic congestion, and the efficiency of logistics coordination across the Corridor.

4.1. Transit Time in Kenya

Transit performance on both key Kenyan corridor routes improved markedly in Q1 2026. The Mombasa–Malaba route reported a 33% improvement from 102 hours in Q1 2025 while the Mombasa–Busia route a 26% improvement from 90 hours. Against the Northern Corridor distance-based benchmark of 60 hours per 1,000 km, the route targets are 55 hours for Malaba (921 km) and 57 hours for Busia (949 km). The variance against target narrowed substantially on both routes from -47 hours to -13 hours on Mombasa–Malaba and from -33 hours to -10 hours on Mombasa–Busia. This signals that the Corridor is converging meaningfully towards benchmark performance. Performance was also consistent across the three months of the quarter, with minimal month-to-month volatility, a marked contrast to the wide swings observed throughout 2025. The monthly breakdown for both routes is presented in **Table 4**

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

	Mombasa to Malaba		Mombasa to Busia	
	2025	**2026**	**2025**	**2026**
Jan	99	67	81	60
Feb	104	70	90	67
Mar	102	68	99	73
Average	**102**	**68**	**90**	**67**
Distance	921	921	949	949
Target Transit Time (60hrs/1000km)	55	55	57	57
Variance	-47	-13	-33	-10

Source: RECTS data Jan to March 2025 and 2026

Across the corridor, performance was generally above the Northern Corridor distance-based benchmark of 60 hours per 1,000 km, with variances ranging from 5.4 hours on the short Mombasa–Taveta route to a high of 60.6 hours on the Mombasa–Hoima route, the most delayed on the network, pointing to persistent bottlenecks on Uganda's western circuit. On the other hand, routes to Rwanda came in closest to target, with Mombasa–Rusizi recording a variance of just 2.0 hours and Mombasa–Kigali at 9.0 hours, suggesting relatively efficient transit through the Rwanda leg. **Table 5** presents the transit times in Kenya in the quarter.

Table 5: Transit time in Kenya (Hours)

Origin	Destination	Jan	Feb	Mar	Average	Distance	Target Transit Time (60hrs/ 1000km)	Variance
Mombasa	Elegu	94	106	110	103	1430	85.8	-17.5
Mombasa	Padea	121	124	101	115	1487	89.2	-26.1
Mombasa	Mpondwe	126	126	124	125	1596	95.8	-29.6
Mombasa	Hoima	148	132	147	142	1363	81.8	-60.6
Mombasa	Jinja	106	93	97	99	1065	63.9	-34.8
Mombasa	Kampala	96	92	91	93	1169	70.1	-22.9
Mombasa	Goli	140	120	122	127	1465	87.9	-39.4
Mombasa	Taveta	16	25	23	21	265	15.9	-5.4
Mombasa	Katuna	121	118	109	116	1592	95.5	-20.5
Mombasa	Mbarara	136	93	121	117	1530	91.8	-24.9
Mombasa	Vurra	138	122	119	126	1504	90.2	-36.1
Mombasa	Kigali	98	111	114	108	1645	98.7	-9
Mombasa	Rubavu	105	116	119	113	1706	102.4	-11
Mombasa	Rusizi	119	123	98	113	1856	111.4	-2
ICD Nairobi	Busia	38	33	46	39	472	28.3	-10.7
ICD Nairobi	Malaba	47	40	43	43	452	27.1	-16.2
ICD Nairobi	Elegu	71	70	79	73	939	56.3	-17
ICD Nairobi	Katuna	99	85	86	90	1096	65.8	-24.2
Malaba	Mombasa	74	84	78	79	924	55.4	-23.2
Busia	Mombasa	96	115	76	96	940	56.4	-39.3

Source: RECTS data Jan to March 2025 and 2026

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.

Q1 2026 transit performance within Rwanda was generally above the Northern Corridor distance-based benchmark of 60 hours per 1,000 km, with negative variances ranging from 8 hours on the Kagitumba–Rusizi route to a high of 49 hours on the Gatuna–Rubavu route. The detailed breakdown by route is presented in **Table 6**.

Table 6: Average Transit time in Rwanda (Hours)

Origin	Destination	Jan	Feb	Mar	Average	Distance	Target Transit Time (60hrs/ 1000km)	Variance
Cyanika	Rubavu	30	27	30	29	79.6	5	24
Kagitumba	Rusumo	31	19	21	24	207	12	12
Kagitumba	Rusizi	39	37	38	38	498	30	8
Gatuna	Kigali	48	42	36	42	79.8	5	37
Gatuna	Rusizi	45	40	37	41	422	25	16
Gatuna	Rubavu	50	71	54	58	157	9	49
Gatuna	Bugarama	70	65	70	68	345	21	47
Mombasa	Kigali	120	125	126	124	1645	99	25
Mombasa	Rubavu	123	132	132	129	1706	102	27
Mombasa	Rusizi	115	135	131	127	1856	111	16
Mombasa	Kigali	98	111	114	108	1645	98.7	-9
Mombasa	Rubavu	105	116	119	113	1706	102.4	-11
Mombasa	Rusizi	119	123	98	113	1856	111.4	-2

Source: RRA data Jan to March 2026

4.3. Transit Time in Uganda

Transit time in Uganda measures cargo movement duration within Uganda to key border posts and other notable locations, according to the Regional Electronic Cargo Tracking System (RECTS data). Analysis for Q1 2026 reveals performance disparities across routes, reflecting varying levels of logistical efficiency. Kampala–Rubavu recorded a positive variance of +2 hours, implying it marginally beat its distance-based target, while Kampala–Kigali recorded the largest deficit at -53 hours, the most delayed route relative to its target, suggesting persistent procedural inefficiencies on the Uganda–Rwanda cross-border leg. Primary delay drivers along the Corridor route in Uganda included weather-related congestion, accident-prone zones, and procedural inefficiencies at customs and other checkpoints. To build on current progress, a qualitative survey is recommended to precisely identify the root causes of delays at specific choke points (e.g., weighbridges, border posts). The detailed breakdown by route is presented in **Table 7**

Table 7: Average transit Time in Uganda (Hours)

Origin	Destination	Jan	Feb	Mar	Average	Distance	Target Transit Time (60hrs/ 1000km)	Variance
Kampala	Elegu	27	31	77	45	436	26	19
Kampala	Goli	47	29	32	36	389	23	13
Kampala	Mpondwe	41	42	71	51	436	26	25
Kampala	Kigali	79	88	83	83	508	30	53
Kampala	Rubavu	29	33	34	32	573	34	+2
Kampala	Vurra	53	36	34	41	428	26	15
Malaba	Kampala	27	22	20	23	217	13	10
Busia	Mpondwe	44	71	70	62	626	38	24
Busia	Cyanika	96	67	71	78	683	41	37
Elegu	Malaba	43	49	46	46	515	31	15
Katuna	Malaba	59	53	58	57	645	39	18

Origin	Destination	Jan	Feb	Mar	Average	Distance	Target Transit Time (60hrs/ 1000km)	Variance
Katuna	Mombasa	118	109	103	110	1574	94	16
Katuna	Mpondwe	25	17	36	26	260	16	10
Goli	Kampala	34	50	58	47	389	23	24

Source: RECTS data Jan to March 2026



4.4. Weighbridge Performance

Weighbridge performance indicator assesses the average number of trucks weighed per day at the various weighbridges. Weighbridge performance is evaluated using three key indicators: weighbridge crossing time, average daily traffic, and compliance with prescribed vehicle weight limits.

4.4.1. Average Weighbridge Daily Traffic

The average daily traffic represents the mean number of vehicles weighed at each weighbridge over a 24-hour period. It serves as an indicator of cargo flow volumes along the Corridor and road capacity utilisation.

Weighbridge traffic across the Northern Corridor increased notably in Q1 2026 compared to the same period in 2025, pointing to sustained growth in freight movement along the Corridor. Mariakani remained the highest-volume weighbridge, averaging 3,517 trucks/day in Q1 2026, up from 3,103 in Q1 2025, consistent with its strategic position serving traffic to and from the Port of Mombasa. Athi River recorded a significant increase, averaging 3,856 trucks/day compared to 2,911 in Q1 2025, reflecting elevated cargo flows through the Nairobi metropolitan corridor and towards the Namanga border point. Webuye posted the most striking growth, with daily averages rising from 1,073 in Q1 2025 to 2,494 in Q1 2026, a 133% increase, indicating a substantial uptick in freight movement on the western corridor towards Uganda. Gilgil remained relatively stable, with a modest increase from 959 to 1,041 trucks/day. **Table 8** illustrates the monthly traffic volume at four key weighbridges along the Northern Corridor for the third quarter of 2025: Mariakani, Athi River, Gilgil, and Webuye.

Table 8: Weighbridge traffic through selected Kenyan weighbridges

Weighbridge	Year	Jan	Feb	Mar
Mariakani	2025	3045	2864	3401
	2026	3695	3470	3387
Athi River	2025	2580	3665	2487
	2026	4129	3868	3572
Gilgil	2025	1045	956	876
	2026	985	1246	891
Webuye	2025	940	1492	786
	2026	2894	1894	2695

Source: KeNHA data January to March 2025 – 2026

4.4.2. Weighbridge Compliance

Weighbridge compliance indicator 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 relative to the total number of trucks weighed.

Overloading remains a significant driver of premature road deterioration along the Corridor, and weighbridges play a critical enforcement role through penalties for bypassing stations and violations of maximum axle load configurations.

Compliance levels across all four weighbridges remained high in Q1 2026, averaging above 96% throughout the quarter. Mariakani and Athi River both averaged 98.0%, maintaining their strong enforcement record. Webuye recorded a notable improvement, rising to a quarterly average of 96.6% from 96.1% in Q1 2025, a positive signal given its substantially higher traffic volumes in the same period. Gilgil averaged 96.2%, a marginal dip from 97.1% in Q1 2025, though still well within acceptable performance bounds. The sustained high compliance across the Corridor reflects effective enforcement and the deterrent effect of the axle load control regime on freight operators. The detailed compliance data for Q1 2026 is presented in **Table 9**.

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

Weighbridge	Year	Jan	Feb	Mar
Mariakani	2025	98.5	98.7	97.3
	2026	97.7	97.4	99
Athi River	2025	96.5	97.2	95.5
	2026	98.3	97.8	98
Gilgil	2025	97.4	95.3	98.5
	2026	95.4	96.4	96.9
Webuye	2025	94.7	97.3	96.4
	2026	98.3	94.6	97

Source: KeNHA data January to March 2025 to 2026.

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