

Monthly Port Community Charter Report

December 2014

Introduction

The Northern Corridor Dashboard is a performance monitoring tool with an online platform that can be accessed via <http://top.ttcanc.org> or www.kandalakaskazini.go.ke. The dashboard tracks ten key performance indicators along the corridor. These indicators are part of 31 indicators on the Transports Observatory Portal and are grouped into three categories which include; port indicators, corridor indicators and maritime indicators.

The Northern Corridor Dashboard is used to monitor the implementation of the Mombasa Port Community Charter which commits both public and private sector stakeholders involved in the handling and clearance of goods transported through the Port of Mombasa to undertake measures that will increase efficiency of the Port and the Northern Corridor.

Overview of the November, 2014 Monthly report.

According to the November 2014 report, the average cargo dwell time was 6.97 days while time at the Document Processing Centre was about 2.16 days on average. The one stop center clearance time averagely took 3.4 days while time taken after customs release was approximately 3 days.

Most of the weighbridges showed an improvement on their compliance level but this was still below 90%, except for Busia weighbridge. The number of trucks weighed also increased at a number of weighbridge stations. The average transit time from Mombasa to Malaba decreased from 11.4 days to 7.8 days, while average transit time taken from Mombasa to Busia also decreased from 13.5 days to 8.9 days in the months of October to November 2014. The time taken by ships from entry to berthing increased from 1.27 days to 2.41 days while ships turnaround time increased from 5.1 days to 6.5 days in the month of October to November respectively.

Indicator status in the month of December, 2014

a) Port Indicators

The table below provides a summary of port indicator results for the month of November and December 2014.

Table 1: Port Indicators

<i>Port Indicator</i>	<i>Cargo Dwell Time (hrs)</i>	<i>DPC Time (hrs)</i>	<i>One Stop Centre (hrs)</i>	<i>After Release (hrs)</i>
<i>Dec - 2014</i>	<i>120.44</i>	<i>2.55</i>	<i>104.53</i>	<i>82.31</i>
<i>Nov - 2014</i>	<i>167.49</i>	<i>2.16</i>	<i>82.28</i>	<i>71.43</i>

- 1. Cargo Dwell Time at the Port of Mombasa:** - Dwell time is measured by the time that elapse from the time cargo arrives at the port to the time goods leave the port premises after all permits and clearances have been obtained.
 - It took on average 5.02 days (120.44 hours) for cargo to be evacuated from the port of Mombasa in the month of December 2014. This is considered as an improvement compared to the November 2014 dwell time but still lies above the set benchmark of 2 days (48 hours).
 - KPA, in collaboration with other stakeholders was to achieve a dwell time below 3 days (72 hours) within 120 days after signing the Port Community Charter in June 2014. This has not been achieved and there is need to improve operations and speed clearance of cargo from the port by all the stakeholders involved.
- 2. Time Taken at the Document Processing Centre (DPC):** - This is the time it takes to have an entry lodged by a clearing agent passed by customs. The measure considers only transit cargo monitored on a weekly basis.
 - From Table 1 above, DPC time increased from 2.16 hours to 2.55 hours between the month of November and December 2014
 - KRA committed to establish a system of pre-arrival clearance to clear 70% of the cargo within a span of 48 hours before docking of vessels. This was to be achieved within 3 months after the charter signing.
- 3. One Stop Centre Clearance Time:** - The indicator is measured by subtracting Pass date Time from Release date Time.

- Table 1 shows that time spend at One Stop centre increased by approximately one day i.e from 3.4 days (82.28 hours) to 4.4 days (104.53 hours) between November and December 2014.
- The Port Charter requires that the agencies involved in the clearance processes achieve a joint, effective and efficient physical verification of cargo. This was to be done within the first 3 months of signing the Port Community Charter to boost the clearance processes.

4. Delay after Customs Release: - Refers to the period it takes to evacuate cargo from the port after it is officially released.

- Time taken to evacuate cargo from the port after Customs release increased from 3 days to 3.4 days (71.43 hours to 82.31 hours) from the month of November to December 2014 as shown in table 1 above.
- The results implies that the rate of cargo pick up by transporters and traders are still low compared to the 24 hours set benchmark.

b) Corridor Indicators

Weighbridge data are transmitted on a weekly and monthly basis by KeNHA through the weighbridge administrators. The table below provides a summary of weighbridge productivity for November to December 2014.

Table 2: Weighbridge Indicators

<i>Month</i>	<i>Weighbridge Indicator</i>	<i>Mariakani</i>	<i>Athi River</i>	<i>Gilgil</i>	<i>Busia</i>
Dec - 2014	Weighed Traffic (No)	16,631	23,540	26,365	15,142
	Compliance level (%)	77.73	85.54	84.52	90.31
Nov-2014	Weighed Traffic (No)	14,402	20,536	28,411	15,552
	Compliance level (%)	75.66	82.45	87.57	91.67

5. Weighbridge Traffic: - This indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya.

- Table 2 above shows that Gilgil registered the highest average number of traffic weighed in December 2014 followed by Athi River. Mariakani and Athi River showed a rise while Gilgil and Busia showed a drop in traffic volumes entering the weighbridge in December compared to November.

- Trucks that comply with weight limits pass through the high speed weigh in motion and are not diverted to the fixed weighing scale. There higher compliance reduces the traffic weighed at the fixed weighbridge.
- The high traffic weighed at Gilgil might be due to cargo that are originating from Nairobi and its environs.

6. Weight Compliance at weighbridge: - This measures the percentage of trucks that comply with the vehicle load control limits before and after re-distribution of the weights.

- Table 2 above shows that compliance at Mariakani and Athi River increased from 75.66% to 77.73% and 82.45% to 85.54% respectively. Busia Weighbridge registered a compliance level of 90.31%. However, this is a drop compared to November 2014. Gilgil has also registered a drop in its compliance level.
- It is expected that all the trucks should achieve 100% compliance with very few exceptional cases.

7. Transit Time in Kenya: - Transit time in Kenya is an estimate of the period from the time cargo is removed from the port of Mombasa to the time the export certificate is issued after crossing the border at Malaba or Busia. It includes delays after customs release before the cargo is evacuated from the port and other delays along the corridor.

The table below provides a summary of transit time in Kenya in November and December 2014.

Table 3: Transit Time in Kenya

<i>Month</i>	<i>Mombasa - Malaba</i>	<i>Mombasa - Busia</i>
	Avg. Time Taken (Hrs)	Avg. Time Taken (Hrs)
Dec - 2014	177.45	241.32
Nov - 2014	186.50	213.28

- Table 3 above shows that transit time from Mombasa to Malaba decreased from 7.8 days to 7.4 days between the months of November and December. Time taken to Busia increased from 8.9

days to 10.1 days. Several sections of the road to Busia from Nakuru through Kisumu are undergoing construction.

c) Maritime Indicators

The table below gives a summary of the container vessel movements (waiting time before berth and the average monthly turnaround time) at the port of Mombasa.

Table 4: Maritime Indicators

<i>Month</i>	<i>Waiting Before Berth (Hrs)</i>	<i>Turnaround Time (Hrs)</i>
<i>Dec - 2014</i>	55.33	151.99
<i>Nov - 2014</i>	57.86	156.67

8. Waiting before Berth is the average of the time difference in hours from the entry in port area to the berthing time. It is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.

- Table 4 above shows that the time taken by ships from entry to berthing has reduced from 2.41 days to 2.31 in December 2014. KPA was to implement measures to ensure that ships waiting time is reduced to 0.20 days especially for containerized ships by 31st December 2014.

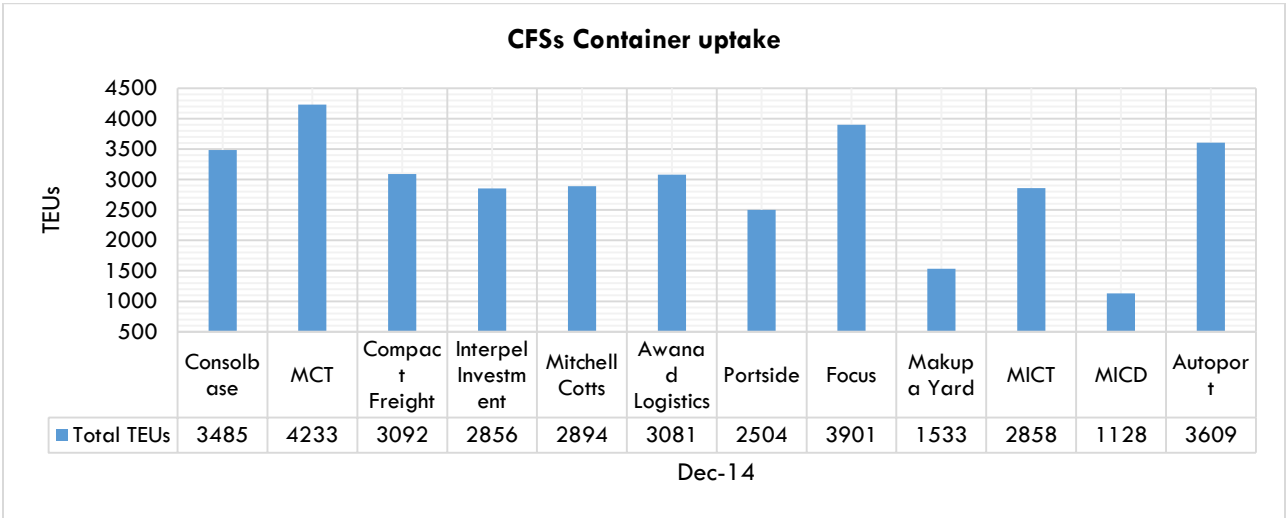
9. Ship Turnaround Time: - Time from ship entry in port area to exit from the port area i.e. it is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off when departing the port.

- Ships turnaround time reduced from 6.5 days to 6.3 days in December 2014. This is still higher than the set benchmark for ship turnaround time of 24 hours.

10. Containers uptake at the Container Freight Stations (CFS): - CFSs are an extension of the port and are privately managed. The clearance of goods from these stations has helped to decongest the port. Cargo to the CFSs are either client nominated or KPA nominated. All the local cargo and some transit cargo are cleared from the CFSs. It is important that the Policy establishing

the CFS is followed to the latter to ensure that the services and charges at CFS are the same as the Port.

The graph below provides a summary of container uptake by different CFSs at the port of Mombasa.



Variation in the cargo uptake by different CFSs could be as result of client preference.