

NORTHERN CORRIDOR MONTHLY REPORT

OCTOBER - NOVEMBER, 2014

A. INTRODUCTION

The Northern Corridor Performance Dashboard is a 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 on weekly and monthly basis.

These indicators, which are part of over 30 indicators on the Transports Observatory Portal, are grouped into three categories which include; port indicators, corridor indicators and maritime indicators. The Northern Corridor Secretariat receives data submitted by stakeholders and analyses to generate reports for the dashboard.

One of the main purposes of the Dashboard is to monitor the implementation of the Mombasa Port Community charter which was signed on 30th June, 2014. The charter commits both public and private sector to undertake measures that will increase efficiency of the Port and the Northern Corridor.

Since its inception, the platform has far been used to report on the performance of the corridor to the port community and other key stakeholders on weekly basis. The port community meetings are held every Friday at the port where the report is discussed and various interventions ranging from infrastructure, service delivery, operational efficiency, etc; are proposed and deliberated. The monthly reports are presented to the Port Charter steering committee for validation and follow-up with key policy makers.

The first monthly Port Charter report, covering the period from July – September, was presented to, and approved by, the steering committee and thereafter published in September 2014. The report showed that cargo dwell time was averagely lying between 45 and 62 hours while Document Processing Center (DPC) processing time ranged between 1.2 and 2.5 hours. Compliance level at the different weighbridges during that period showed an increasing trend for Mariakani and Athi River while Busia and Gilgil showed a decreasing trend. Transit time from Mombasa to Malaba was between 60 and 100 hours on average.

This is the second Monthly report and it features the month of October and November, 2014. Other publication can be accessed from the Northern Corridor website www.ttcanc.org or the Northern Corridor Transport Observatory Portals.

B. MARITIME INDICATORS

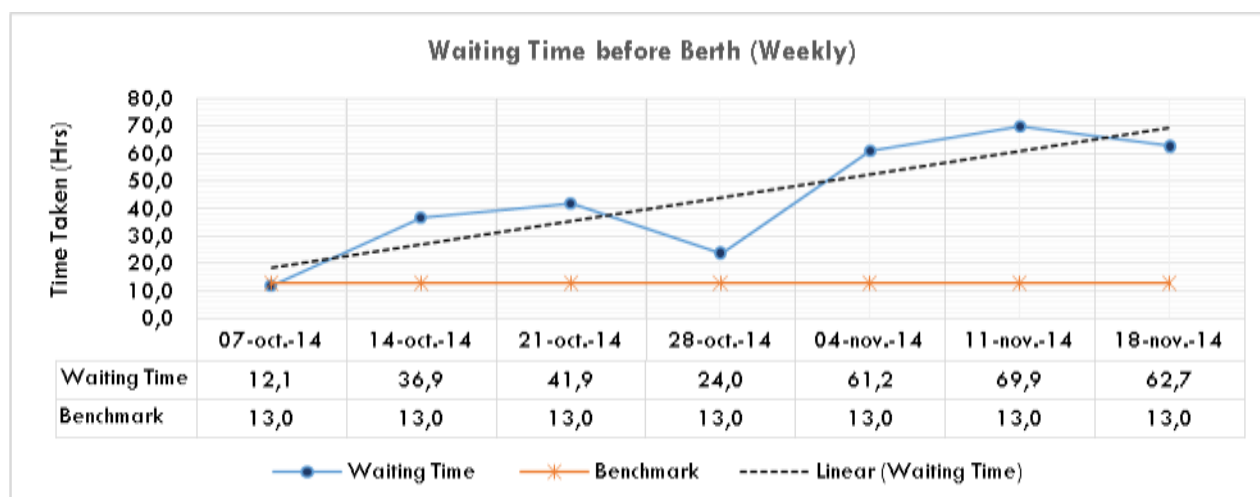
The table below gives a summary of the container vessel movements (waiting time before berth and the average monthly turnaround time) at the port of Mombasa.

Table 4: Maritime Indicators

<i>Month</i>	<i>Waiting Before Berth (Hrs)</i>	<i>Turnaround Time (Hrs)</i>	<i>No. Observations</i>
<i>Oct - 2014</i>	30.58	123.58	42
<i>Nov - 2014</i>	57.86	156.67	25

1. 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 averaged to 1.27 days and 2.41 days in October and November 2014 respectively. The figures are above the baseline of 13 hours waiting time before berthing. The weekly figure below shows an increasing trend of waiting time registering between 12.1 hours and 69.9 hours.



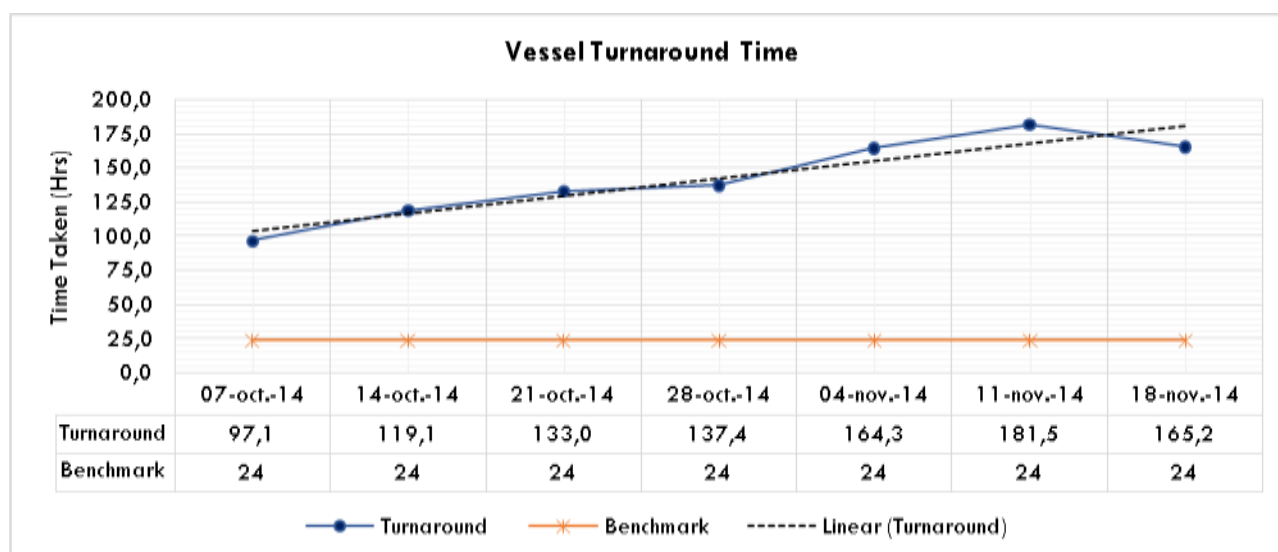
The increase in November might be due to the expected December business rush hours and low offtake of cargo leading to congestion at the port causing longer waiting time before berth by ships.

As long as we are approaching the peak season and in order to maintain in the future a high level of port competitiveness, 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.

2. Ships Turnaround Time: -It is the average of the time difference in hours from the entry in port area to exit of the port area. The indicator is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off after departing the port.

It's observed from Table 4 above that ships turnaround time has increased from 5.1 days to 6.5 days in the month of October and November 2014 respectively. This is above the 24 hour set benchmark.

The figure below shows a weekly increasing trend in the ships turnaround time at the port of Mombasa for the two months. The trend indicates that turnaround time is still high and lies between 97.1 hours and 181.5 hours.



KPAs commitment was to foresee an improvement of 900 moves per day in 90 days after the charter was signed. More effort needs to be put in place to enhance efficiency at the port.

C. PORT INDICATORS

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

Table 1: Port Indicators

Port Indicator	Cargo Dwell Time (hrs)	DPC Time (hrs)	One Stop Centre (hrs)	Time After Release (hrs)
<i>Oct - 2014</i>	<i>167.04</i>	<i>1.99</i>	<i>106.98</i>	<i>77.24</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.

Table 1 shows that it took cargo on average 6.96 days and 6.97 days (167.04 and 167.49 hours) to be evacuated from the port of Mombasa in the month of October and November 2014 respectively. This is 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.

The results show that this commitment was not achieved. This might be attributed to seasonal factors like cargo volume and density etc. as is experienced during the end of the year. Note that this measure focuses on imports only. However attempts are underway on how to capture dwell time for export cargo within the port.

2. Time Taken at the Document Processing Centre: - This is the time it takes to have a lodged entry by a clearing agent passed by customs.

From Table 1 above, DPC time has increased from 1.99 hours to 2.16 hours in the month of October and November 2014 respectively. This increase is above the expected set DPC baseline time of 2 hours. Some of the reasons for the increase might include the following:

- The SIMBA system stability during the period
- Document volumes awaiting processing in between the shifts and the nature of KRA staff shifts
- The quality of declaration by the relevant agents
- Other stakeholders systems, e.g. the bank systems' in updating daily transactions.

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. However, November 2014 result indicates an increase in the DPC time therefore the need fully embrace pre-clearance and enhance faster processing of entries.

3. Time at One Stop Centre: - The indicator is measured by subtracting Pass time from Release Time for the goods on Transit.

Table 1 shows that One Stop Centre Time has reduced from 4.9 days (116.98 hours) to 3.4 days (82.28 hours) in the month of October to November 2014 respectively. However, this decrease is above the 80 hours baseline clearance time.

The decrease can be attributed to the collective efforts by various agencies (such as Customs administrations, port health, veterinary, shipping agents, carriers, banks and other intermediaries who intervene on a consignment after customs entry is registered) to improve their processes.

They were to achieve a joint, effective and efficient physical verification of cargo 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 the importer takes to evacuate cargo from the port after it's officially released.

Time taken after customs have issued the transporter with a release order form authorizing their exit has slightly reduced from 3.2 days to 3 days (77.24 hours to 71.43 hours) in October to November 2014 respectively, as shown in table 1 above.

This is an indication that transporter and traders are improving on their transit cargo pick-up rate that further reduces congestion at the port. However, the decrease is still above the 24 hour set benchmark.

D. 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 the month of October and November 2014.

Table 2: Weighbridge Indicators

<i>Month</i>	<i>Weighbridge Indicator</i>	<i>Mariakani</i>	<i>Athi River</i>	<i>Webuye</i>
Oct - 2014	Weighed Traffic (No)	17,505	28,528	6,848
	Compliance level (%)	78.39	89.65	82.54
Nov-2014	Weighed Traffic (No)	14,402	20,536	8,566
	Compliance level (%)	75.66	82.45	86.14

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

Table 2 above shows that Athi River registers the highest average number of traffic weighed during the period followed by Mariakani. November however showed a drop in traffic volumes entering the weighbridge compared to October, except for Webuye which showed an increase in traffic weighed. Only those trucks which fail the high speed weigh in motion are the ones that are diverted to fixed scale for weighing.

The high traffic weighed at Athi River might be due to cargo that are originating from Nairobi and its environs being the capital City and a business hub in the country.

2. **Weighbridge Compliance:-** This measure the percentage of trucks that comply with the axle load limits before and after re-distribution of the weights.

Table 2 above shows that compliance at Mariakani and Athi River has decreased from 78.39% to 75.66% and 89.65% to 82.45% in October and November 2014 respectively. Webuye registered an increase in compliance from 82.54% to 86.14% in October and November respectively.

However, compliance level at all the three weighbridges is below 90% compliance level, yet the trucks should be 100% compliance with very few exceptional cases.

Ongoing implementation of Self-regulatory Charter on Vehicle Load Control and communication campaign against overloading are some of the programs that will enhance compliance if fully implemented.

3. **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.

Therefore, it includes delays after customs release before the cargo is evacuated from the port and other delays at own convenience outside the port. The table below provides a summary of transit time in Kenya.

Table 3: Transit Time in Kenya

<i>Month</i>	<i>Mombasa - Busia</i>	
	Time Taken (Hrs)	Time Taken (Hrs)
Oct - 2014	274.09	323.98
Nov - 2014	186.50	213.28

Transit time from Mombasa to Malaba decreased from 11.4 days to 7.8 days in the months of October to November respectively. Time taken to Busia also decreased from 13.5 days to 8.9 days. This shows that it takes longer to transport cargo from Mombasa to Busia than Malaba.