



Northern Corridor
Transit and Transport
Coordination Authority



Northern Corridor Performance
Dashboard Outline

Monthly Port Community Charter Report

January 2016



INTRODUCTION

The monitoring of the implementation of the Mombasa port community charter is done through the Northern Corridor Performance Dashboard which can be accessed via www.kandalakaskazi.or.ke or <http://top.ttcanc.org>

The charter provides for 9 key indicators which are tracked by the Dashboard. These indicators cover the period from the time the ship enters the port area and leaves, to the time cargo exits the borders either at Malaba or Busia in Kenya.

The Mombasa Port Community Charter envisioned various targets to be achieved. Key

among them which affect the nine indicators being monitored by the Dashboard are:

- Achieve a dwell time below 3 days (72 hours) within 120 days after signing the Port Community Charter;
- Achieve 70% cargo throughput through the green channel;
- An improvement of 900 moves per day in 90 days after the charter was signed.

The Mombasa Port Community Charter may be accessed via <http://www.ttcanc.org/documents.php>.

JANUARY 2016 PERFORMANCE

A. 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 1. Maritime Indicators

Month	Turnaround Time (Hrs.)	Waiting Before Berth (Hrs.)
Jan-2016	75.1	12.0
Dec-2015	83.9	15.9
Target	72.0	24.0

1. Ship Turnaround Time

Time from ship entry in port to exit from the port area 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 for containerized vessels improved from 3.5 days in December 2015 to 3.1 days in January 2016. This is still higher than the set target for ship turnaround time of 3 days (72 hours). The

slight improvement is attributed to the implementation of the fixed berthing window. An improvement in ship turnaround time implies improvement in port operations among them improvement in Crane productivity.

The commitment in the charter was to foresee an improvement of 900 moves per day in 90 days after the charter was signed.

2. Waiting before Berth

Average Time taken by containerized vessels from entry to berthing significantly improved from 15.9hrs in December 2015 to 12hrs in January 2016.

Target: 24 hours

Ships Turnaround Time for containerized vessels improved from 3.5 days in December 2015 to 3.1 days in January 2016.

Target: 3 days

Table 1 above shows that the average time taken by containerized vessels from entry to berthing significantly improved from 15.9hrs in December 2015 to 12hrs in January 2016. This time is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.

This time which is a subset of the ship turnaround time was within the expected range given the target time of 24 hours.

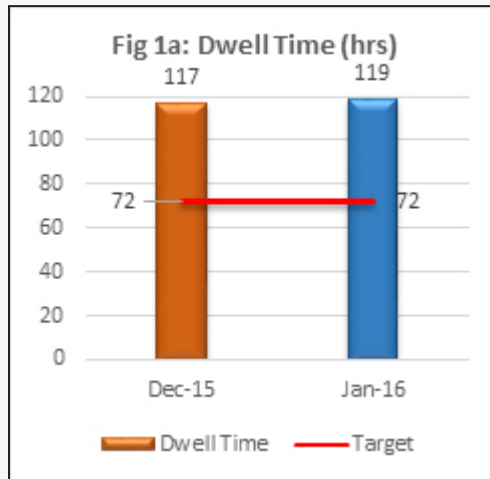
B. PORT INDICATORS

Figure 1 below provides a summary of port indicator results for the month of December 2015 and January 2016.

1. Cargo Dwell Time at the Port of Mombasa

From Figure 1, the results show that the time cargo is offloaded at the port to the time goods leave the port after all clearances have been obtained, has slightly increased by 2 hours to 119 hours in the month of January 2016.

There is need to improve port operations, speed-up clearance of cargo processes by all the stakeholders involved to realize the expected results of 3 days. Delays in transferring the containers to CFSs and poor state of road also affects the cargo evacuation and dwell time.



Cargo Dwell Time has slightly increased by 2 hours from 117 hours in December 2015 to 119 hours in the month of January 2016.

Target: 3 days

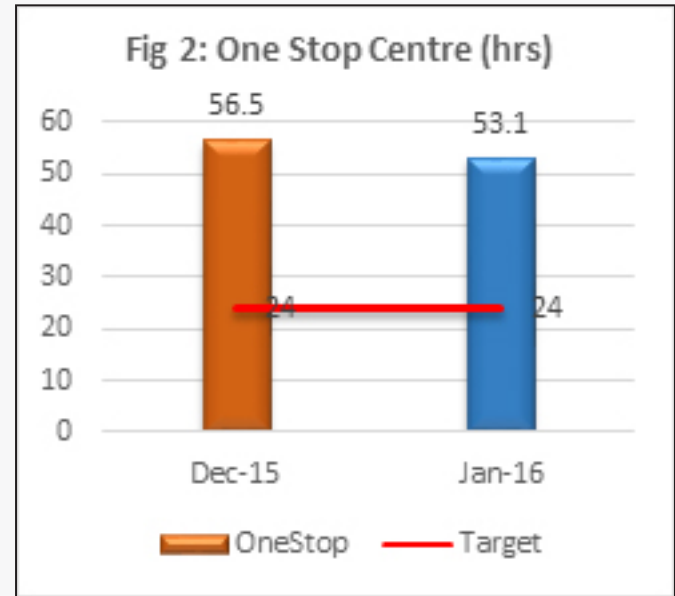
2. One Stop Centre Clearance Time

Time spend at One Stop Center improved by 3 hours to 53.1 hours in January 2016. The indicator is measured by subtracting the time when an entry is passed from Release Time.

Though there was some improvement, All the agencies involved in the clearance processes have to streamline the joint, effective and efficient physical verification of cargo as provided by the charter to boost the clearance processes.

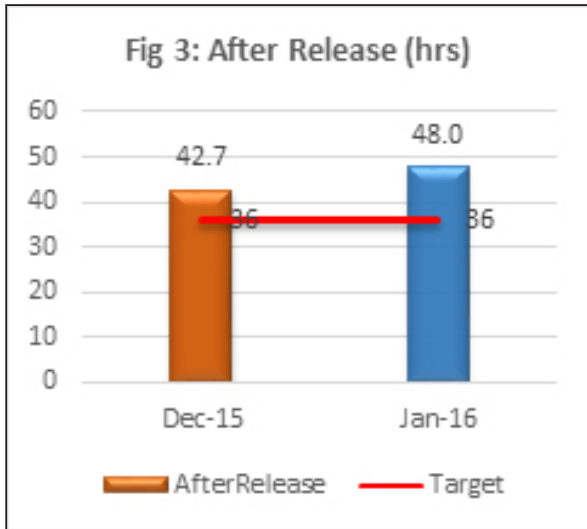
One Stop Centre Clearance Time improved by 3 hours from 56.5 in December 2015 to 53.1 hours in January 2016.

Target: 24 hours



3. Delay after Customs Release

The time taken to evacuate the cargo from the port after it is officially released showed a decline in performance from 42.7 hours to 48 hours from the month of December 2015 to January 2016 as shown in figure 3. The rate of cargo pick-up by transporters and traders is still slow and higher than the 36 hours target.



It is important that the transport infrastructure needed in the evacuation of goods from the port is improved and the process streamlined. This time should be minimized since it constitutes a larger portion of the port dwell time.

Time taken to evacuate the cargo from the port after it is officially released showed a decline in performance from 42.7 hours to 48 hours from the month of December 2015 to January 2016.

Target: 24 hours

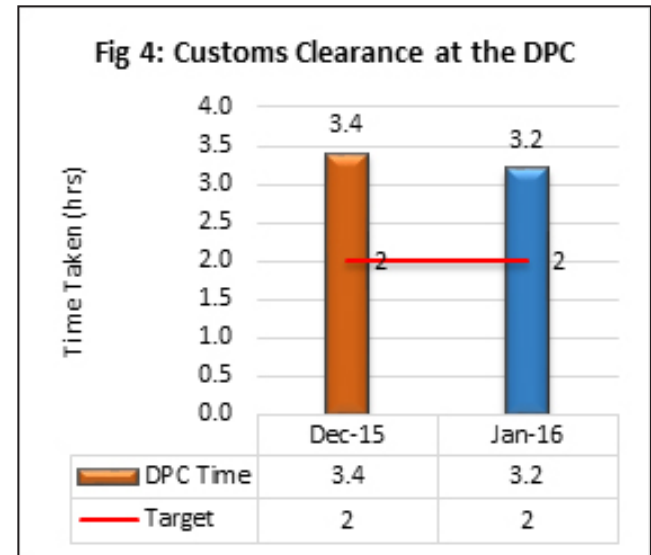
4. Time Taken at the Document Processing Centre (DPC)

There was an improvement in performance on the Document Processing Centre time from 3 hours 24 minutes to 3 hours 12 minutes between the month of December 2015 and January 2016.

Establishing the system of pre-arrival clearance to clear 70% of the cargo within a span of 48 hours before docking of vessels as given in the charter should be prioritized to achieve the target.

Time Taken at the Document Processing Centre (DPC) improved from 3 hours 24 minutes to 3 hours 12 minutes between the month of December 2015 and January 2016.

Target: 48 hours



C. CORRIDOR INDICATORS

These are indicators that assess the performance along the corridor by measuring compliance level at weighbridges, volume of traffic and transit time from the port to the borders.

1. Weighbridge Traffic

For weighbridges that have both High Speed Weigh in Motion (HSWIM) and Static, the average number of trucks weighed per day is given by the total number of vehicles weighed using HSWIM and are either flagged to proceed or diverted to the fixed static scale.

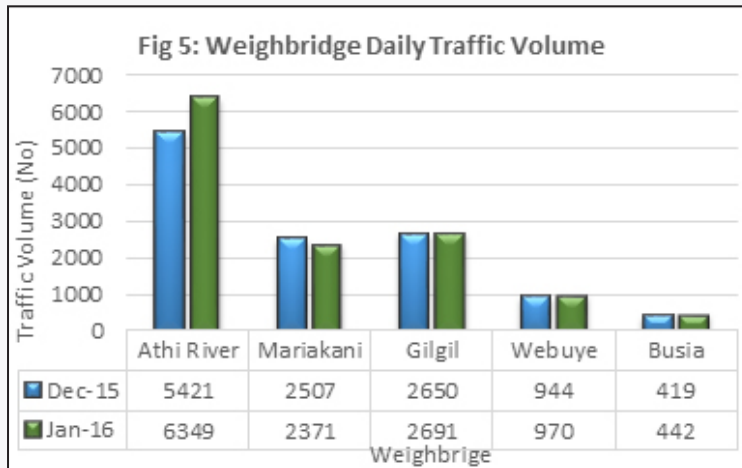


Figure 5 shows that Athi-River registered the highest average number of traffic weighed followed by Gilgil and Mariakani respectively.

However, in overall, the traffic volumes through the weighbridge fairly remained stable within the period.

There is high traffic weighed at Athi-River due to cargo originating from Mombasa, Nairobi and its environs as well as from Tanzania through Namanga.

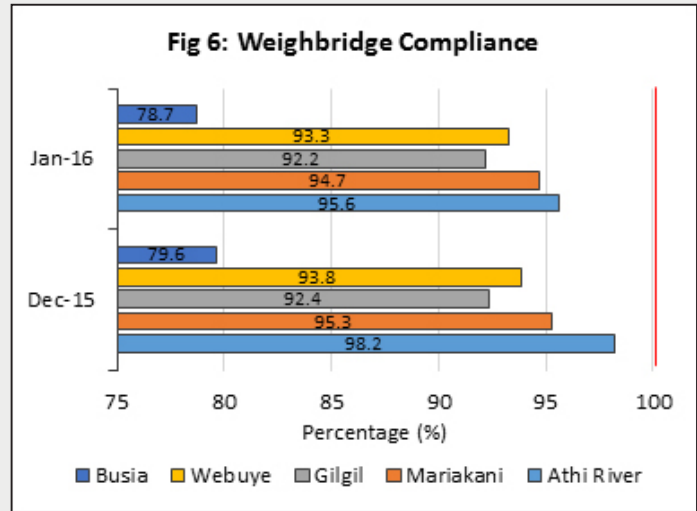
2. Weight Compliance at weighbridge

From figure 6, all the weighbridges showed a drop in compliance level in January 2016 compared to December 2015. This means that percentage of trucks that comply with the vehicle load control limits before and after re-distribution of the weights have dropped.

Despite registering the highest volume of traffic, Athi-River Weighbridge recorded the highest compliance level. The target is to see all trucks comply with vehicle load limits to protect the road infrastructure.

All the Weighbridges showed a drop in compliance level (between 78.7% and 95.6 %) in January 2016, compared to December 2015, when compliance was between 79.6 and 98.2.

Compliance Target: 100%



3. Transit Time in Kenya

Using data from the KRA, the transit time can be estimated from the time release order is issued at the port of Mombasa to the time the export certificate is issued after crossing the border at Malaba or Busia/Kenya.

This time however includes delays after customs release before the cargo is evacuated from the port and delays at the border where sometimes, manual entries are done and updated far much later when a truck has already crossed.

The table below provides summary of transit time in Kenya in December 2015 and January 2016.

Table 2: Transit Time in Kenya

Month	Mombasa–Malaba/Kenya (Hours)	Mombasa–Busia/Kenya (Hours)
Jan-2016	167	157
Dec-2015	177	224
Target	72	72

Despite improvement in the road network, the Mombasa -Malaba route has seen an increase in transit trucks and passenger vehicles which has led to congestion and longer travel time.

Transit Time from Mombasa to Malaba slightly showed an improvement in performance from 7.4 days to 6.9 days in January, 2016. Time taken to Busia also showed a significant improvement from 9.3 days to 6.5 days.

Transit Time Target in Kenya: 3 days