



Northern Corridor  
Transit and Transport  
Coordination Authority



Northern Corridor Performance  
Dashboard Outline

# Monthly Port Community Charter Report

February 2016



# INTRODUCTION

The Mombasa Port Community Charter<sup>1</sup> provides a framework of collaboration that binds the port community to specific actions, collective obligations, targets and time lines.

Monitoring of the implementation of the Mombasa Port Community Charter is done through the Northern Corridor Performance Dashboard which can be accessed via [www.kandalakas-kazini.or.ke](http://www.kandalakas-kazini.or.ke) or <http://top.ttcanc.org>.

The Dashboard tracks 9 key indicators with targets set out in the charter as well as individual institutional service charters.

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<sup>1</sup> Mombasa Port Community Charter was signed by 25 Public and Private Stakeholders on 30<sup>th</sup> June 2014 and binds them to measures geared towards improving the Port and the Corridor efficiency. [http://ttcanc.org/documents/Port\\_Comm\\_Charter\\_Final.pdf](http://ttcanc.org/documents/Port_Comm_Charter_Final.pdf)

# PERFORMANCE IN FEBRUARY 2016

## 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.) |
|----------|------------------------|-----------------------------|
| Feb-2016 | 75.0                   | 10.8                        |
| Jan-2016 | 75.1                   | 12.0                        |
| 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 remained fairly constant at about 3.1 days (75 hours) between January and February, 2016 February 2016.

During the same period, the number of containerized

ships that called at the Port increased from 32 to 33 while the Total TEUs increased from 75,910 to 78, 543.

The implementation of the fixed berthing window and continuous improvement in Port operations will ensure the set target for ship turnaround time of 3 days (72 hours) achieved in the near future.

**Ships Turnaround Time for containerized vessels remained fairly constant at about 3.1 days (75 hours) between January and February 2016.**

**Target: 3 days**

- In February 2016, the number of containerized ships that called at the Port of Mombasa increased from 32 to 33 while Total Throughput increased from 75,910 to 78, 543 TEUs.
- Implementation of the fixed berthing window and improvement in Port operations are among the measures to ensure the set target for ship turnaround time of 3 days (72 hours) will be achieved in the near future.

## 2. Waiting before Berth

Table 1 above (*Maritime indicators*) shows that the average time taken by containerized vessels from entry to berthing significantly improved from 12hrs in January to 10.8hrs in February 2016.

Waiting time before Berth 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 waiting time of 24 hours

**Average Time taken by containerized vessels from entry to berthing significantly improved from 12hrs in January to 10.8hrs in February 2016.**

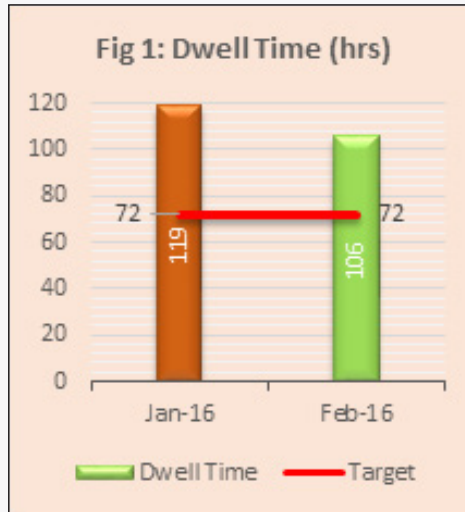
**Target: 24 hours**

## B. PORT INDICATORS

Figure 1 below provides a summary of Port indicator results for the month of January and February 2016.

### 1. Cargo Dwell Time at the Port of Mombasa

From Figure 1, the Port Dwell Time for containerized cargo results show a slight improvement from 119 hours to 106 hours in the month of January to February 2016 respectively.



Port Dwell Time is measured from the time cargo is offloaded at the Port to the time goods leave the port after all clearances have been obtained and there are many agencies/cargo interveners that affect Port dwell time.

Some of the factors affecting the dwell time have been late nomination of container to CFS.

**Cargo Dwell Time has slightly improved from 119 hours to 106 hours from the month of January to February 2016 respectively.**

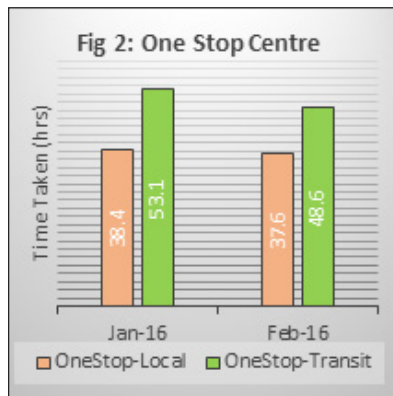
**Target: 72 hours**

Delays in transferring the containers to CFSs and poor state of road also affects the cargo evacuation.

There is need to further improve Port operations and streamline verification processes by installation of more scanners to reduce traffic delays, speed-up clearance of cargo processes by all the stakeholders involved to realize the expected results of 3 days.

## 2. One Stop Centre Clearance Time

Time spend at One Stop Center for local cargo improved by slightly an hour from 38.4 hours to 37.6 hours in February 2016. Time taken for clearance of Transit cargo (those declared in the SIMBA system) improved from 53.1hrs to 48.6hrs which is slightly higher than the time taken by local cargo.



The expected time at One Stop center (From the time an entry is passed to release time) is 24hrs. Goods under single

**One Stop Centre Clearance Time for Transit Cargo improved from 53.1 hours to 48.6 hours in February 2016. However, it is slightly higher than the time taken by the local cargo.**

**Target: 24 hours**

customs territory are not part of this indicator.

The joint, effective and efficient physical verification of cargo as provided by the charter to boost the clearance processes will ultimately ensure the target is achieved.

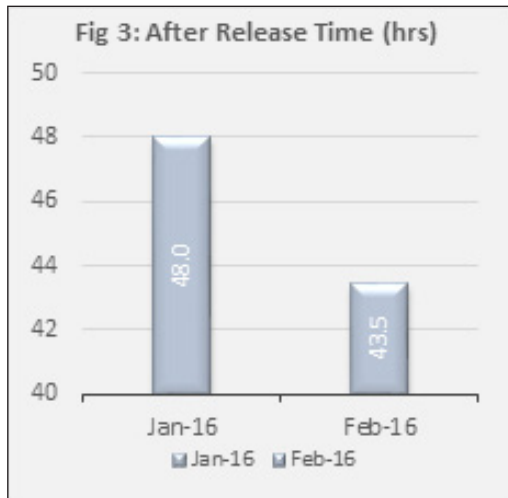
### 3. Delay after Customs Release

The time taken to evacuate the local cargo from the Port after it is officially released showed an improvement in performance from 48 hours to 43.5 hours from the month of January to February 2016 as shown in figure 3.

This time should be minimized since it constitutes a larger portion of the port dwell time.

**Time taken to evacuate the local cargo from the Port after it is officially released showed an improvement in performance from 48 hours to 43.5 hours from the month of January to February 2016**

**Target: 24 hours**



The rate of local cargo pick-up by transporters and traders is still slow and higher than the 36 hours' target. Trucks loading procedures should be streamlined to ensure that there are no delays in loading at the port.

Moreover, all the required documentation should be ready before going to the port to avoid congestions on the way to the port.

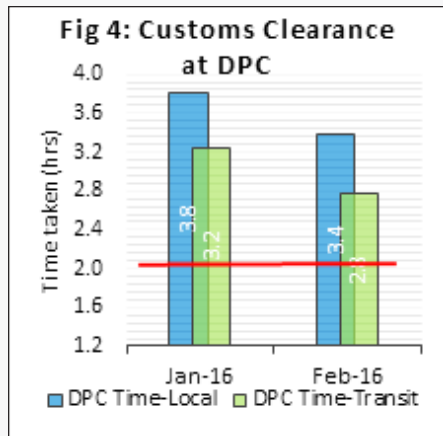
It is important that efficiency at the exit gate be enhanced by ensuring that System breakdown at the port exit are minimized.



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

Document Processing Centre time for local cargo showed a positive performance from 3hrs 48mins to 3hrs 24mins from January to February 2016 respectively.

Accordingly, DPC time for Transit Cargo also improved from 3hrs 12min to 2hrs 18mins. This is still higher than the DPC target time of 2hrs.



- DPC Time for local cargo showed a positive performance from 3hrs 48mins to 3hrs 24mins from January to February 2016 respectively.

- DPC time for Transit Cargo also improved from 3hrs 12min to 2hrs 18mins.

**Target: 2 hours**

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

## C. CORRIDOR INDICATORS

Corridor indicators assess compliance level at weighbridges, volume of traffic and transit time from the Port of Mombasa to the borders.

### 1. Weighbridge Traffic

All weighbridges except Busia, have both High Speed Weigh in Motion (HSWIM) and Static weighing scale.

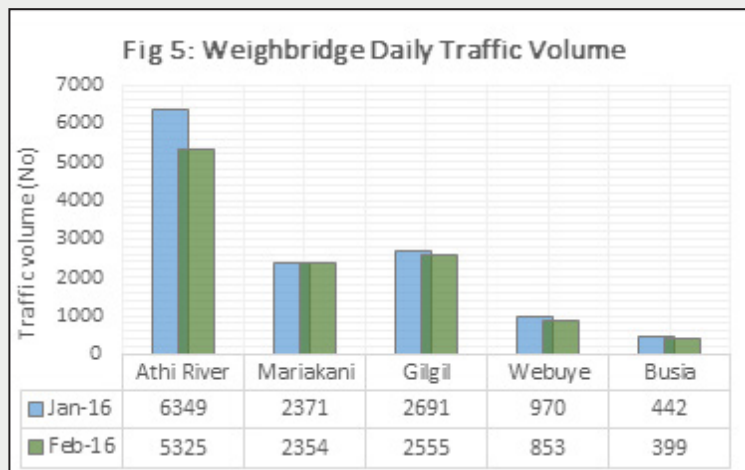


Figure 5 shows that Athi-River registered the highest average number of traffic weighed followed by Gilgil and Mariakani respectively.

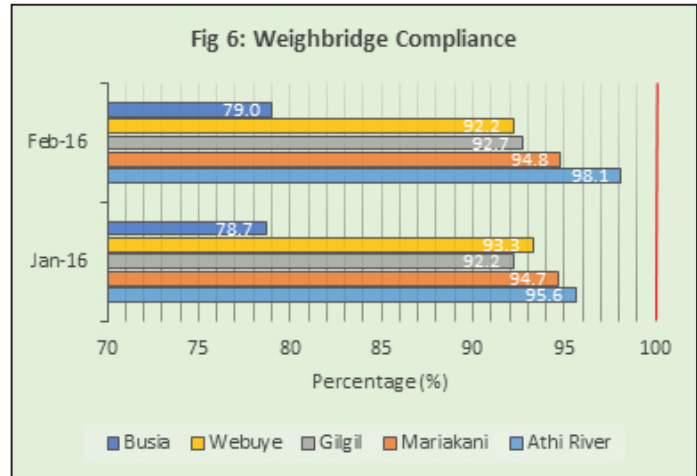
Overall, the traffic volumes showed a drop across all the weighbridges as a result of depressed cargo volumes between the month of January and February 2016.

Most transporters are choosing to consolidate their cargo for transportation.

## 2. Weight Compliance at weighbridge

Figure 6 indicates that most of the weighbridges improved their performance in terms of compliance level in February compared to January 2016. This means that percentage of trucks that comply with the vehicle load control limits before and after re-distribution of the weights slightly increased.

Despite registering the highest volume of traffic, Athi-River Weighbridge recorded the highest compliance level. Compliance levels are set to increase if measures are taken to properly sensitize shippers on



**Most of the weighbridges improved their performance in terms of compliance level in February compared to January 2016.**

**Athi-River Weighbridge recorded the highest compliance level (98.1%)**

**Compliance Target: 100%**

SOLAS which is a mandatory amendment to the international law governing safety of life at sea coming into force on 1st July 2016. This will require the shipper to verify and provide the container's gross weight to the ocean carrier and port terminal representative prior to being loaded onto a ship. This in effect, will minimize the chances of unknowingly having a container on the roads which is beyond the legal weight limit.

### 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.

One of the policy measures to improve this indicator is to implement automatic bond cancellation. This will contribute to the fight against diversion and dumping of goods.

**Transit Time from Mombasa to Malaba increased from 6.9 days to 9.1 days while time taken to Busia increased from 6.5 days to 8.7 days in February 2016.**

**Transit Time Target in Kenya: 3 days**

- **Congestion and ongoing works on the Northern Corridor contributed to the delays.**
- **The 42km Dual Carriage to be developed between Mombasa and Nairobi is expected to ease congestion thereby reducing transit time.**

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

**Table 2: Transit Time in Kenya**

| Month    | Mombasa–Malaba/Kenya (Hours) | Mombasa–Busia/Kenya (Hours) |
|----------|------------------------------|-----------------------------|
| Feb-2016 | 218                          | 208                         |
| Jan-2016 | 167                          | 157                         |
| Target   | 72                           | 72                          |

From Table 2 above, transit time from Mombasa to Malaba and Busia have both showed a negative performance. Malaba time increased from 6.9 days to 9.1 days while time taken to Busia increased from 6.5 days to 8.7 days. There has been an improvement in the road network however, the Mombasa -Malaba route has seen an increase in transit trucks and passenger vehicles which has led to congestion and longer travel time.

Congestion and narrow roads leading to the Port and ongoing works on the Corridor contributed to the delays.

Development of the dual carriage under PPP funding for the 42km from Mombasa to Mariakani will go a long way in easing congestion thereby reducing transit time to the expected 3 days (72hrs).