



Northern Corridor
Transit and Transport
Coordination Authority



Northern Corridor Performance
Dashboard Outline

Monthly Port Community Charter Report

April 2016



INTRODUCTION

This Report gives an overview of the Mombasa Port Community Charter implementation based on 9 key indicators which are tracked by the Northern Corridor Performance Dashboard for the Month of April, 2016.

The objective of the dashboard is to provide clear and concise information of the key performance indicators on implementation of the Port Community Charter.

The Northern Corridor Performance Dashboard, which is accessible via www.kandalakaskazi.or.ke or <http://top.ttcanc.org>, provides a synopsis of Performance of the Port and the Corridor for decision making.

The indicators covered are categorized into Maritime, Port and Corridor indicators and the target given are derived from the Mombasa Port Community Charter and the Stakeholder's Performance Charters.

The Mombasa Port Community Charter can be accessed via http://www.ttcanc.org/documents/Port_Comm_Charter_Final.pdf.

PERFORMANCE IN APRIL 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.

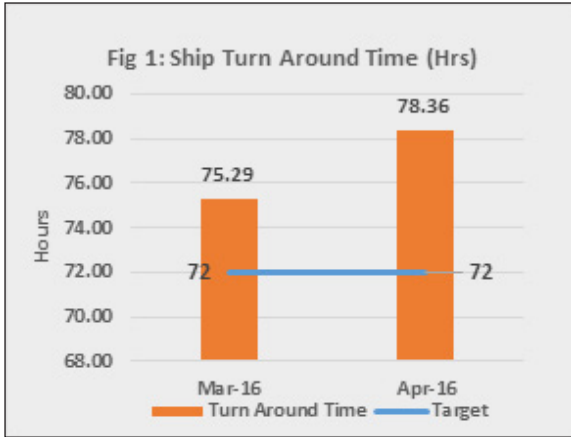
Table 1. Maritime Indicators

Month	Turnaround Time (Hrs.)	Waiting Before Berth (Hrs.)
Apr-2016	78.4	14.0
Mar-2016	75.1	11.6
Target	72.0	24.0

1. Ship Turnaround Time

The 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 exits the port area.

Ships turnaround time for containerized vessels increased by three hours to register 3.3 days (78 hours) in April 2016.



The set target for ship turnaround time is 3 days (72 hours).

An increase in ship turnaround time implies reduction in Port operations Performance among them Crane productivity.

Ships Turnaround Time for containerized vessels increased by three hours to register 3.3 days (78 hours) in April 2016.

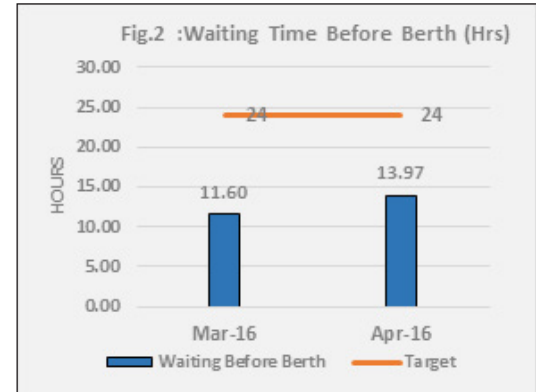
Target: 3 days

2. Waiting Time before Berth

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 waiting time of 24 hours.

The graph shows that the average time taken by containerized vessels from entry to first berthing increased from 11.6hrs in March to 13.9hrs in April 2016

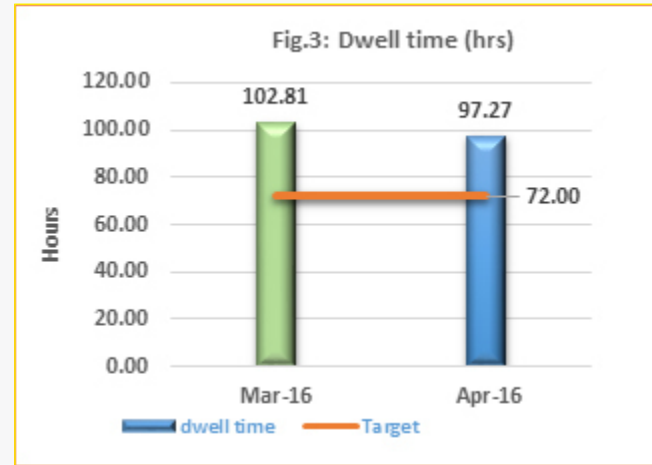


B. PORT INDICATORS

1. Containerized Cargo Dwell Time at the Port of Mombasa

Figure 3 shows a slight reduction of the containerized Cargo Dwell time at Mombasa Port from 103 hours to 97 hours (4 days). However, this is over the set target of 3 days. Much of the time at the Port is attributed to delays after customs release.

The Dwell time is given by the duration from the time cargo is offloaded from the vessel to the time goods leave the Port.



Cargo Dwell Time has slightly improved from 103 hours to 97 hours (4 days) in April 2016.

Target: 72 hours

2. One Stop Centre Clearance Time

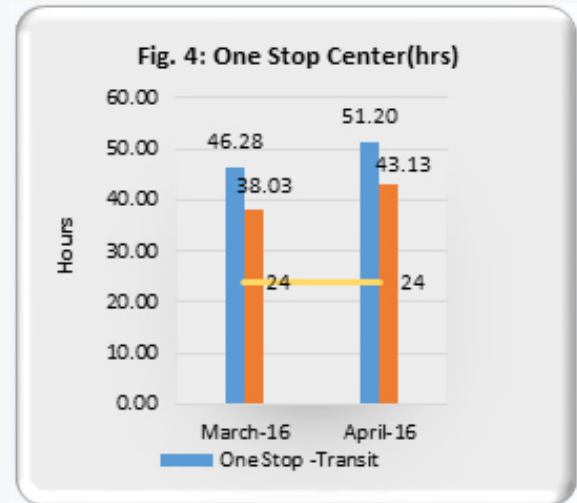
The indicator is measured by subtracting the time when an entry is passed from Release Time.

Time spend at One Stop Center for Local Cargo increased from 38 hours in March 2016 to 43.1 hours in April 2016. Also, the time taken for Transit Cargo increased from 46.3 hours in March to 51.2 hours in April 2016 which is slightly higher than the time taken by local cargo and more than double the 24 hours' target.

Time spend at One Stop Center for Local Cargo increased from 38 hours in March 2016 to 43.1 hours in April 2016.

For Transit Cargo it increased from 46.3 hours in March to 51.2 hours in April 2016, slightly higher than the time taken by Local Cargo and more than double the 24 hours' target.

Target: 24 hours

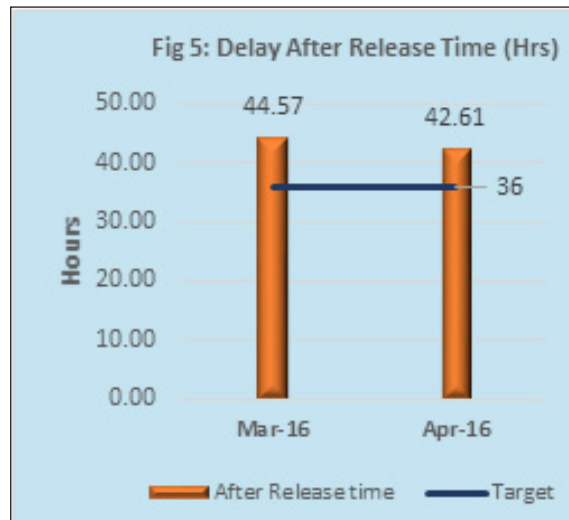


Development of a clear mechanism with timelines to be followed for joint verification of Cargo will go a long way in addressing the delays at One Stop Center.

3. Delay after Customs Release

Delay after Customs Release is the time taken to evacuate the Local Cargo from the Port after it is officially released.

The graph shows an improvement in performance from 44.6 hours to 42.6 hours from the month of March to April 2016.



Time taken to evacuate the Local Cargo from the Port after it is officially released improved in performance from 44.6 hours to 42.6 hours from the month of March to April 2016.

Target: 24 hours

Traders need to pay Port charges and obtain exit

passes in time to reduce this time which contributes considerably to the overall port dwell time.

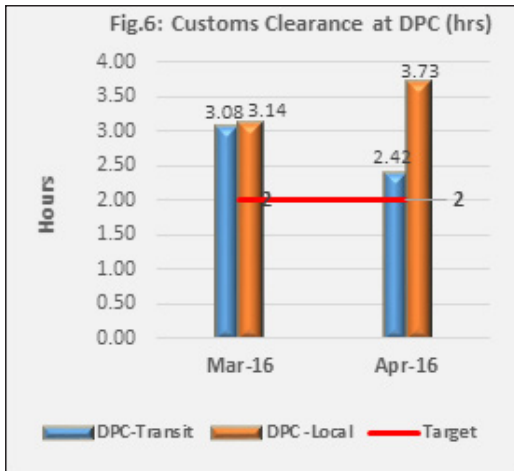
The Port on the other hand should ensure that nomination of cargo to Container Freight Station is done in good time.

It is important that the transport infrastructure needed in the evacuation of goods from the Port is improved and the process streamlined.

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

This is the time it taken by customs to pass an entry lodged by a clearing agent.

Document Processing Centre time for Local Cargo increased from 3.1hrs in March to 3.7hrs in April 2016. Transit Cargo DPC time shows improved performance from 3.1hrs in March to 2.4hrs in April 2016.



Above all, 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 2-hour target.

- DPC Time for local cargo increased from 3.1hrs in March to 3.7hrs in April 2016.
- DPC time for Transit Cargo shows improved in performance from 3.1hrs in March to 2.4hrs in April 2016.

Target: 2 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.

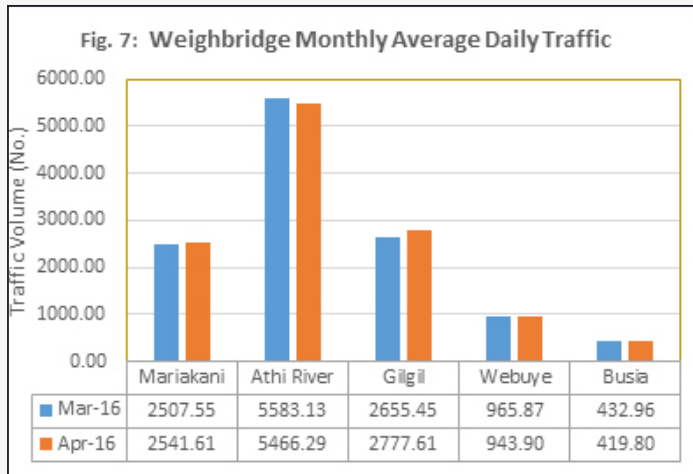


Figure 7 shows that Athi-River registered the highest average number of traffic weighed followed by Gilgil and Mariakani respectively.

All weighbridges with higher traffic should have multiple dedicated weighing lanes and the weighbridges put on both sides of the road to ease traffic congestion.

2. Weight Compliance at Weighbridge

Figure 8 indicates that most of the weighbridges records high level of performance in terms of compliance level in March and April 2016.

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.



- Most of the weighbridges recorded high level of performance in terms of compliance level in March and April 2016.

- Athi-River Weighbridge recorded the highest compliance level (97.98%)

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.

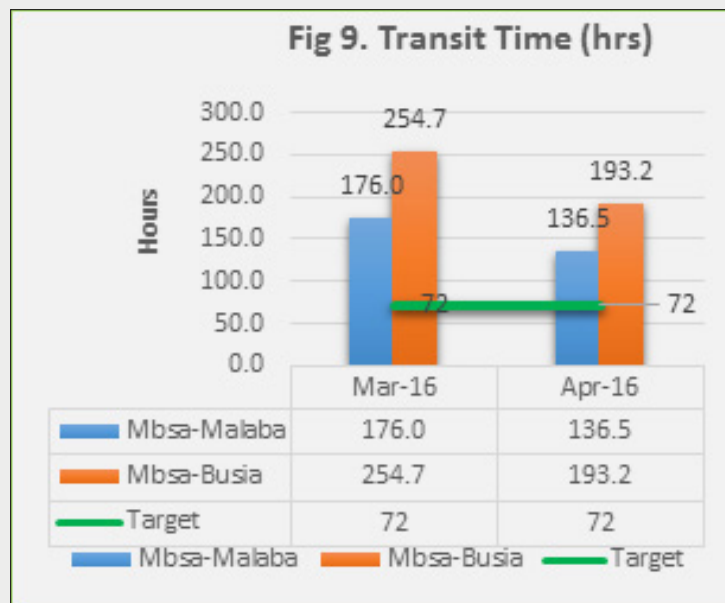
This time however includes delays after customs release before the cargo is evacuated from the Port and delays at the border where sometimes, manual entries are done and updated far much later when a truck has already crossed.

The table below provides summary of transit time in Kenya in March and April 2016.

Table 2: Transit Time in Kenya

Month	Mombasa–Malaba/Kenya (Hours)	Mombasa–Busia/Kenya (Hours)
Apr-2016	136	193
Mar-2016	176	254
Target	72	72

From figure 9, transit time from Mombasa to Malaba and Busia decreased. Transit Time to Malaba decreased from 7.3 days (176hrs) to 5.7 days (136.5hrs) while time taken from Mombasa to Busia reduced from 10.6 days (254.7hrs) to 8.0days (193hrs).



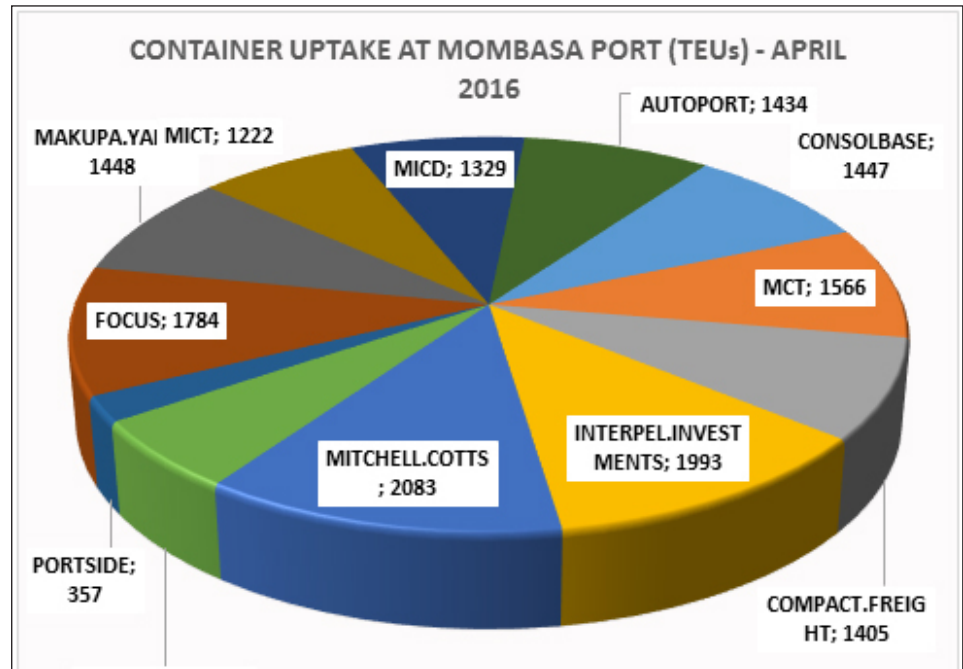
The target is to have a transit time of 3 days. However, the law allows one to stay within the country up to 30 days and therefore truckers may choose to move at their own convenience/ pace.

Its however worth noting that despite improvement in the road network, the Mombasa - Malaba route has seen an increase in transit trucks and passenger vehicles which sometimes lead to congestion and longer travel time.

D. CONTAINERS UPTAKE AT MOMBASA PORT (TEUs)

Container Freight Stations (CFSs) are an extension of the Port and are privately managed. Decongestion of the Port of Mombasa enormously depends on the efficient performance of the CFS cargo clearance process. Cargo to the CFSs is either client nominated or KPA nominated. All the local cargo and a fraction of transit cargo are mostly cleared from the CFSs.

The Chart above provides a summary of container uptake proportions in the month of April 2016 by different CFSs at the Port of Mombasa.



During the month of April 2016, 79.7% of the cargo to CFSs was nominated by the clients while 20.3% was Port nominated.