



# The Northern Corridor Performance Dashboard

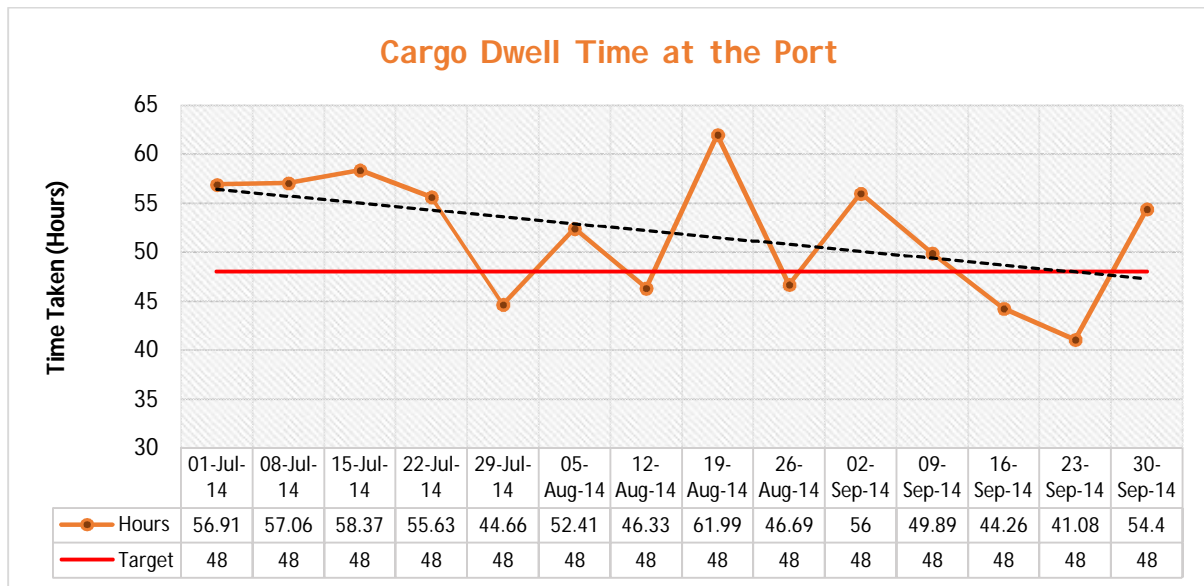
## Quarterly Report

1<sup>st</sup> July to 30<sup>th</sup> September 2014

### A: Port Indicators

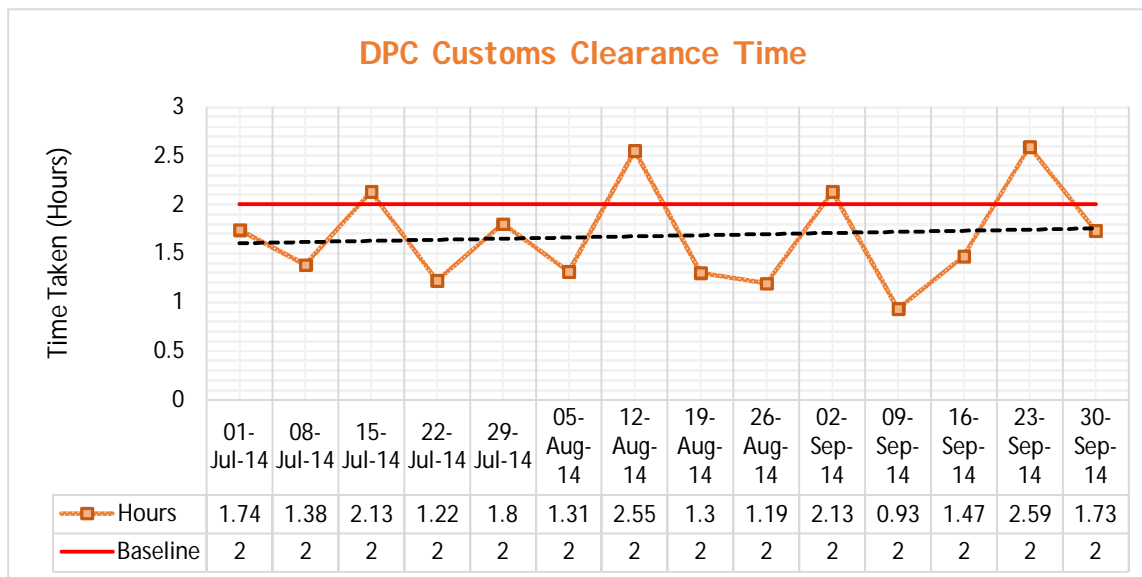
**1. Cargo Dwell Time at the Port of Mombasa:** - This indicator is measured by subtracting exit date time from arrival date time at the port of Mombasa. The average time taken by a container at the port of Mombasa in the month of July and September was between 45 and 62 hours. During this period there was no major surge or drop in this time. However, this is considered a drop from the baseline of 105 hours and the KPA drawn target container dwell time of 48 hours to be achieved within 3 months after signing of the Port Community Charter.

From the graph, the measure only considers containerized cargo monitored on a weekly basis. This means that any cargo that has stayed at the port for more than these days is not included in the average. Also, this measure focuses on importations only. However attempts are underway on how to capture dwell time for export cargo within the port.



**2. Time taken at the Document Processing Center:** - This is the time it takes to have a lodged entry by a clearing agent passed by customs. The measure considers only transit cargo monitored on a weekly basis.

Between the month of July and September the DPC process time ranged between 1.2 and 2.5 hours compared to the annual average processing time of 2.3 hours. During this period there was no major surge or drop in time. However, reduction in clearance time below the 2 hour baseline might be due to the joint commitment by KRA and the clearing and forwarding agents. 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.

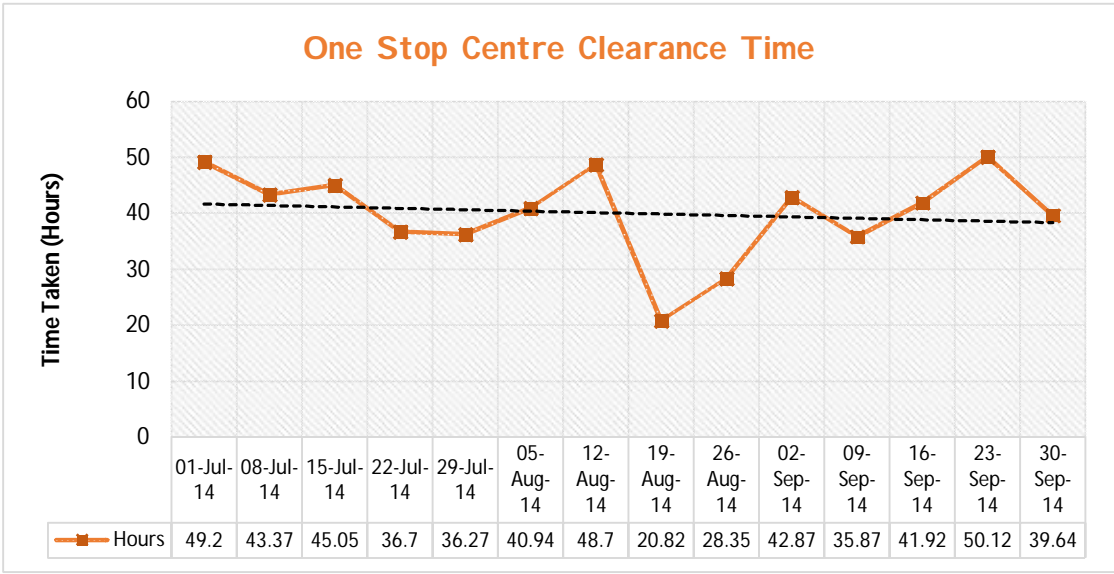


**3. One Stop Center Clearance Time:** - The indicator is measured by subtracting Pass date Time from Release date Time based on KRAs T812. The international movement of goods involves not only Customs administrations but also other national authorities such as the port, health, veterinary, agriculture and other agencies, as well as the trading community which includes brokers, forwarding and shipping agents, carriers, banks and other intermediaries who intervene on a specific consignment after a customs entry is registered.

The trade entities, in particular, are constantly concerned with measures to ensure precision, predictability and faster clearance of goods. This process is usually completed before customs release the cargo. In the month of July and September the time taken at the One Stop Center has been reducing due to short term seasonal variations in the business environment as shown by the trend line. The clearance time oscillates between 21 to 49 hours which is below the 80



hour baseline. This can be attributed to the collective efforts by the various agencies to improve their processes. The measure considers transit cargo and is monitored on a weekly basis.

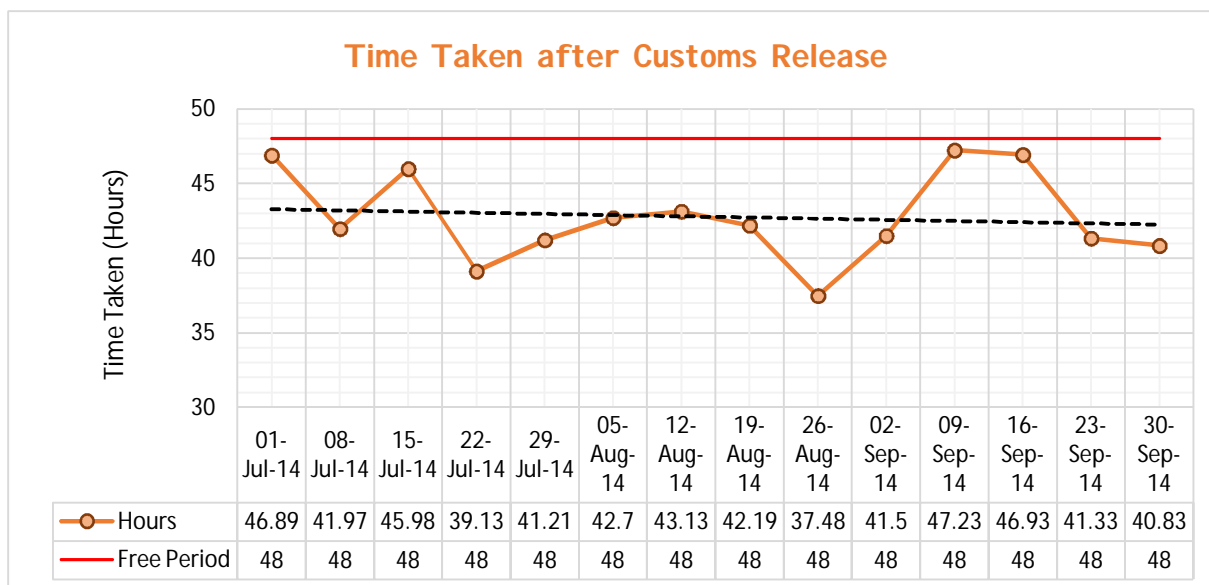


**4. Time taken After Customs Release:** - Refers to the period the importer takes to evacuate the cargo from the port after it's officially released.

The delays after customs release are majorly attributed to transporters and traders not taking the initiative to load their cargo from the port on time. Transporters, especially those with large fleet, would prefer to pick cargo at specific times and days of the week to allow close monitoring of trucks while on transit. This always happens after customs has issued the transporters with a release order form authorizing their exit.

The general trend for this indicator has been fluctuating over time but still records above the expected baseline time limit of 42 hours. There was a sudden increase in the Month of September from 41 hours to averagely 47 hours of time taken after customs release. The measure considers transit cargo and is monitored on a weekly basis.





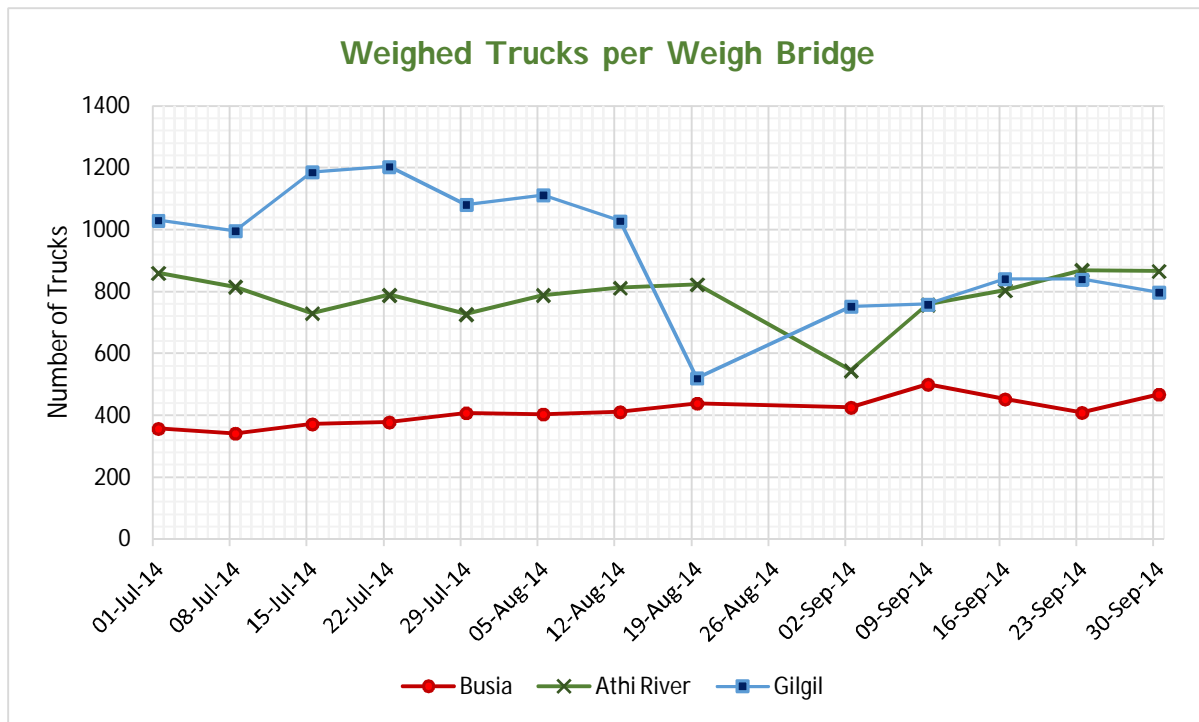
## B: Corridor Indicator

5. **Weigh bridge Traffic:** - This indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya. The data is transmitted on a weekly basis through KeNHA. The table below provides a summary of the number of trucks weighed at the respective weighbridges.

| Number of Trucks Weighed at the Weighbridges |           |            |       |        |
|--|-----------|------------|-------|--------|
| Weeks  | Mariakani | Athi-River | Busia | Gilgil |
| 1-Jul-14                                     | 631       | 860        | 357   | 1030   |
| 8-Jul-14                                     | 626       | 815        | 342   | 996    |
| 15-Jul-14                                    | 659       | 730        | 372   | 1186   |
| 22-Jul-14                                    | 676       | 789        | 378   | 1204   |
| 29-Jul-14                                    | 628       | 727        | 408   | 1081   |
| 5-Aug-14                                     | 626       | 788        | 404   | 1112   |
| 12-Aug-14                                    | 574       | 812        | 411   | 1028   |
| 19-Aug-14                                    | 706       | 823        | 439   | 520    |
| 26-Aug-14                                    | 671       | 704        | 415   | 849    |
| 2-Sep-14                                     |           | 545        | 426   | 752    |
| 9-Sep-14                                     | 681       | 757        | 499   | 759    |
| 16-Sep-14                                    |           | 804        | 453   | 841    |
| 23-Sep-14                                    | 569       | 869        | 409   | 840    |
| 30-Sep-14                                    | 592       | 866        | 468   | 798    |



The traffic volumes for weighed trucks did seem not to have given any increasing or declining trend in overall. The graph below shows the trend on the number of trucks weighed at the respective weighbridges. However, Mariakani could not feature in the comparison due to some data gaps. The overall traffic volumes has been steady in the entire period except for Gilgil which showed a sudden fall in the 19<sup>th</sup> of August. The interesting point is that all the weighbridge traffic tend to show similar trends on average.



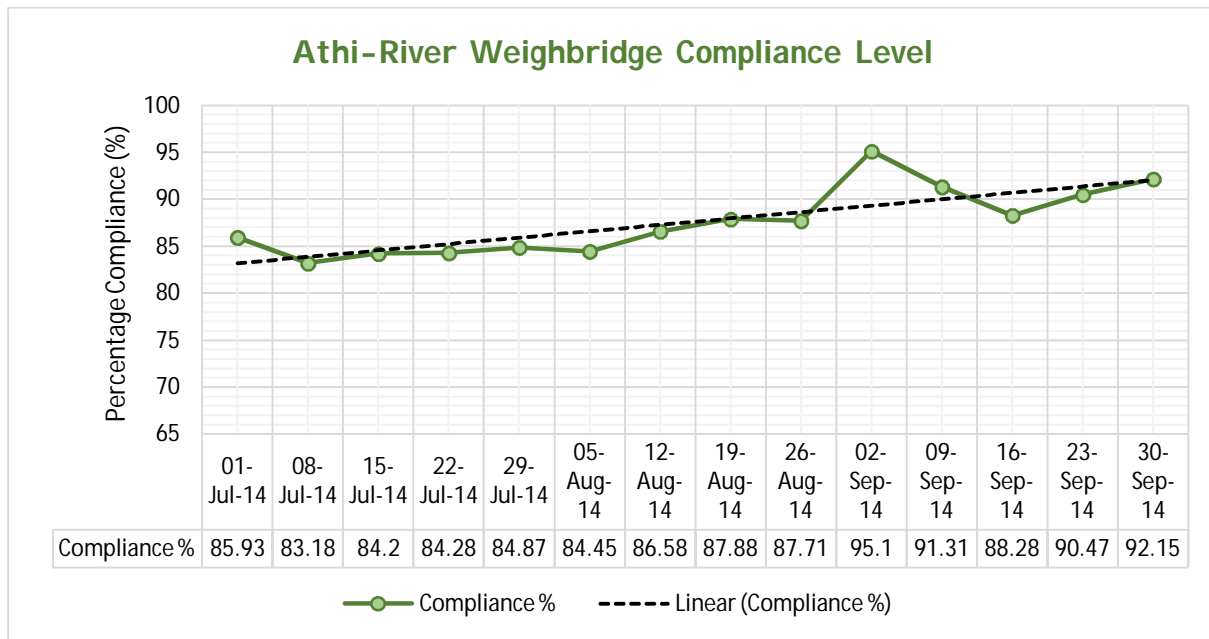
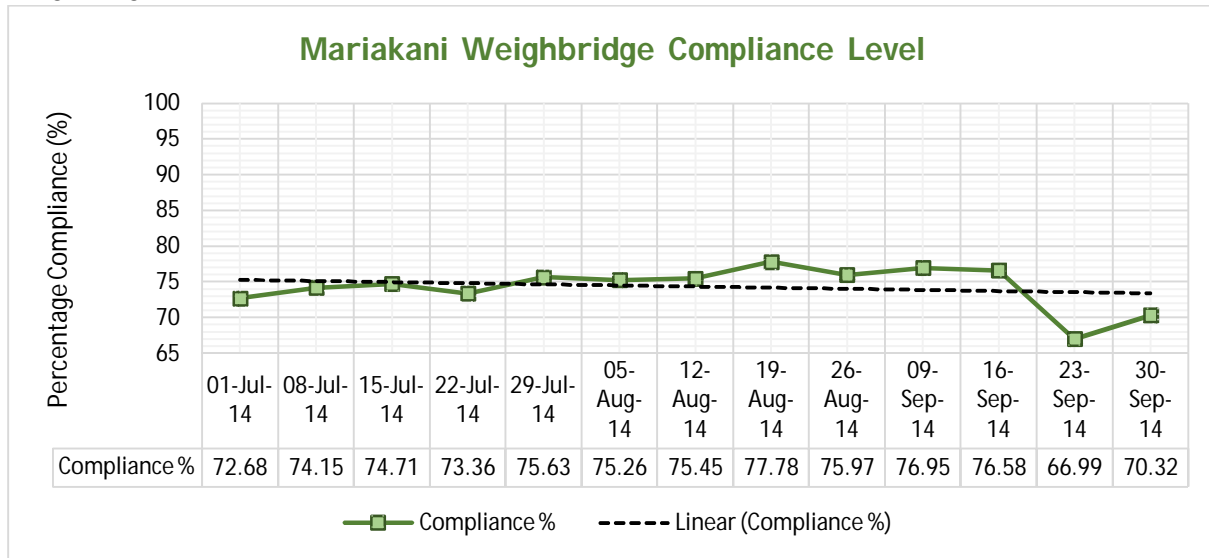
## 6. Weighbridge Compliance:

a) **Mariakani and Athi-River:** - Axle load compliance and Gross weight compliance for trucks passing through Mariakani and Athi-River for weighed trucks gradually increased during the period July to mid-September. This compliance measured for all flagged traffic going into weighbridge after passing high speed weigh in motion. KeNHA committed to install High Speed Weigh in Motion (HSWIM) system at the main weighbridges to eliminate the cases of repeated weighing of trucks. This will eliminate massive transit delays within Corridor.

Mariakani weighbridge compliance has showed a consistent improvement though still below the set benchmark of 90% level while Athi-River has a remarkable improvement recording the highest compliance level of 95% in the second week of September. Considering the fact that the general traffic volumes at the weighbridges has not drastically changed, then the improvement in compliance at the respective weighbridges can be attributed to both private sector and the enforcement agencies full cooperation. Implementation of high-speed weigh in motion has



definitely had an impact in ensuring effective risk management on implementing axle and gross weight regulations.

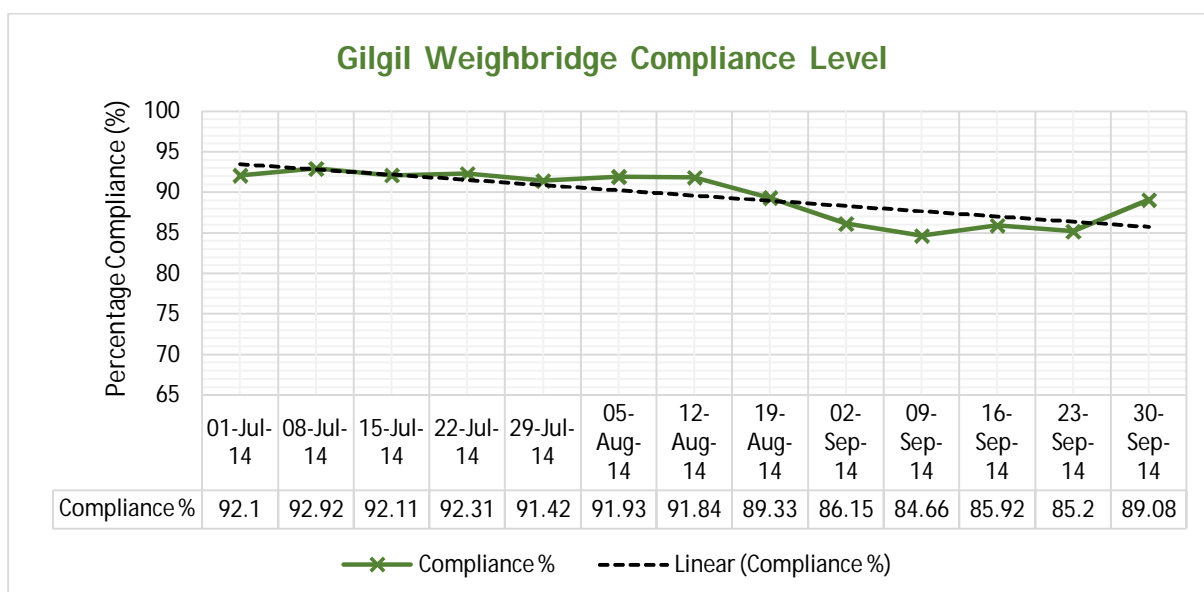
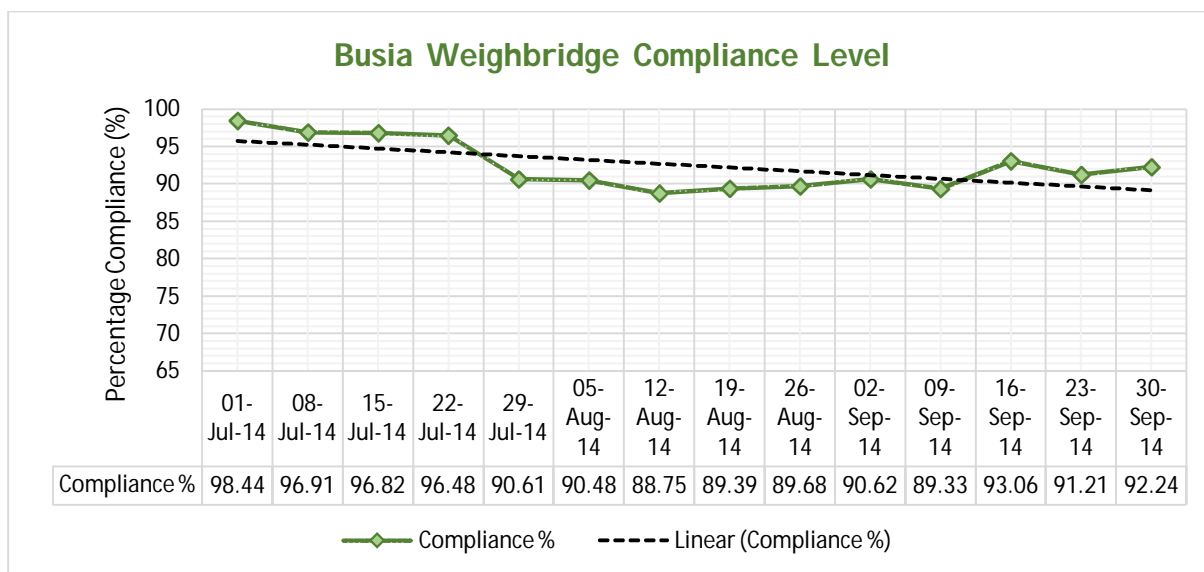


**b) Busia and Gilgil Weighbridge Compliance:** - Unlike Mariakani and Athi-River weighbridges where the compliance levels were seen to be increasing, Gilgil and Busia had a decrease in compliance levels.

During the period Busia had a gradual increase of traffic while Gilgil has recorded minimal reduction in traffic. In normal situation, the increase in traffic would be expected to result to a decrease in compliance levels since more trucks are likely to be weighed. Therefore, the decline in compliance levels is neither an improvement nor deterioration for the case of Busia.

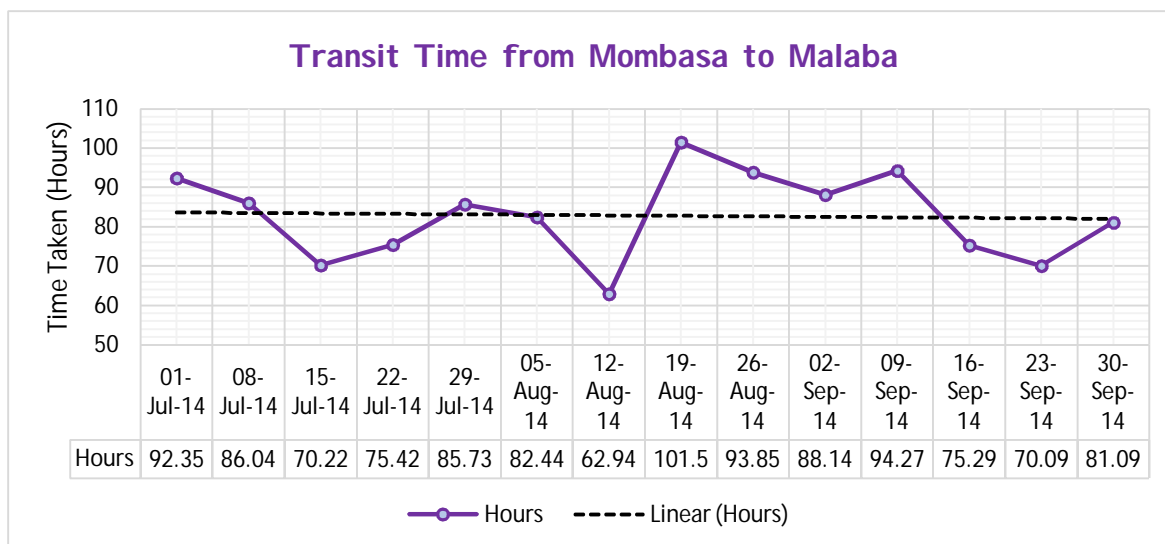






**7. Transit Time in Kenya:** - Transit time in Kenya is measured from the time the cargo is released by customs to the time it exists the border. Therefore, it includes the delays after customs release before the cargo is evacuated from the port. Transit time in Kenya exiting through **Malaba** took averagely between 60 and 100 hours for the last two months. One of the key ways of improving transit time is through KeNHAs commitment to reconfigure key roads and spearhead upgrade of access roads to enhance traffic flows in the short term. Busia did not feature in the analysis due to small sample size of the available data.





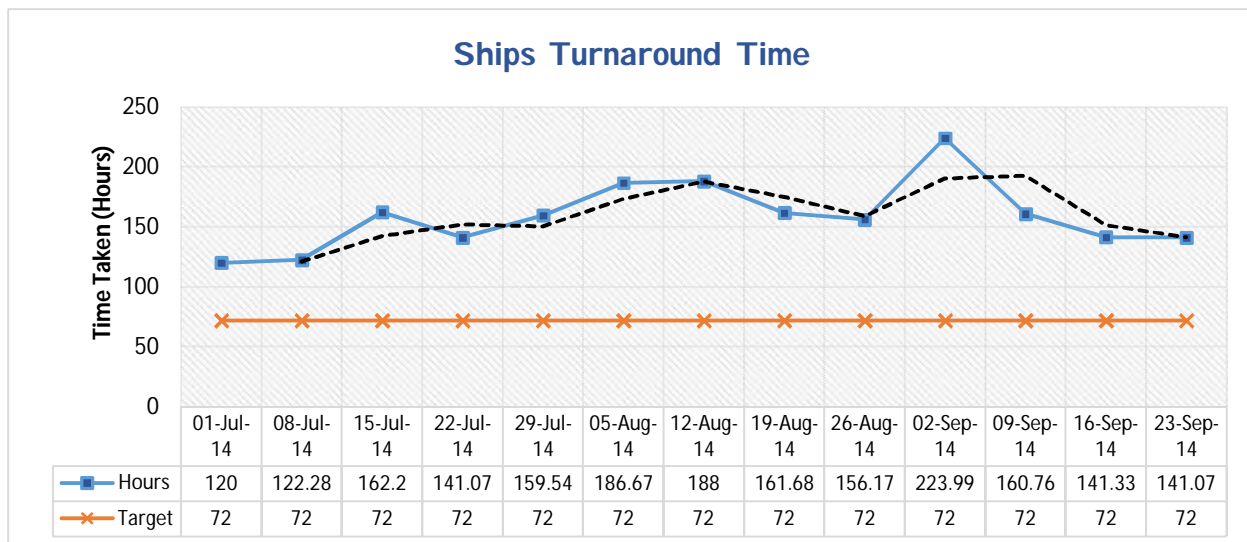
## C: Maritime Indicators

**8. Ships turnaround time** (for containerized cargo vessels) is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off when departing the port. In the months of July and August the vessel turnaround time had gradual increase in time. KPAs commitment was to foresee an improvement of 900 moves per 24 hours in 90 days after the charter was signed.

The increase can be attributed to various operational reasons relating to capacity. The moving average line is to help identify the trend direction and to determine support and resistance. This factors might be due to loading or offloading capacity of infrastructure as well as manpower. A moving average is a convolution that helps to smooth out short time fluctuations in time series analysis while highlighting long term trends or cycles (a signaling process to the Port Authority on the business environment).







To reduce the ships turnaround time the authorities should focus more on berth time without ignoring the waiting time. It is the component which when reduced can substantially reduce ship turnaround time. The berth time depends on the quantity of cargo a vessel has to load or discharge, the type and characteristics of a vessel, the type of equipment and other resources used at berth.

**9. Vessel waiting time** is measured from the time the vessel arrives at the fairway buoy to the time at its first berth. In the past few weeks (July to August) the trend indicates that the actual time for waiting is fluctuating in an increasing manner.

This increase can be attributed to various operational reasons. Availability of berthing space and ships irregular arrival time might be some of the obvious reasons. However, shipping lines in some cases choose to have their vessels wait for convenience before berthing.

