

# Monthly Port Community Charter Report



February 2018





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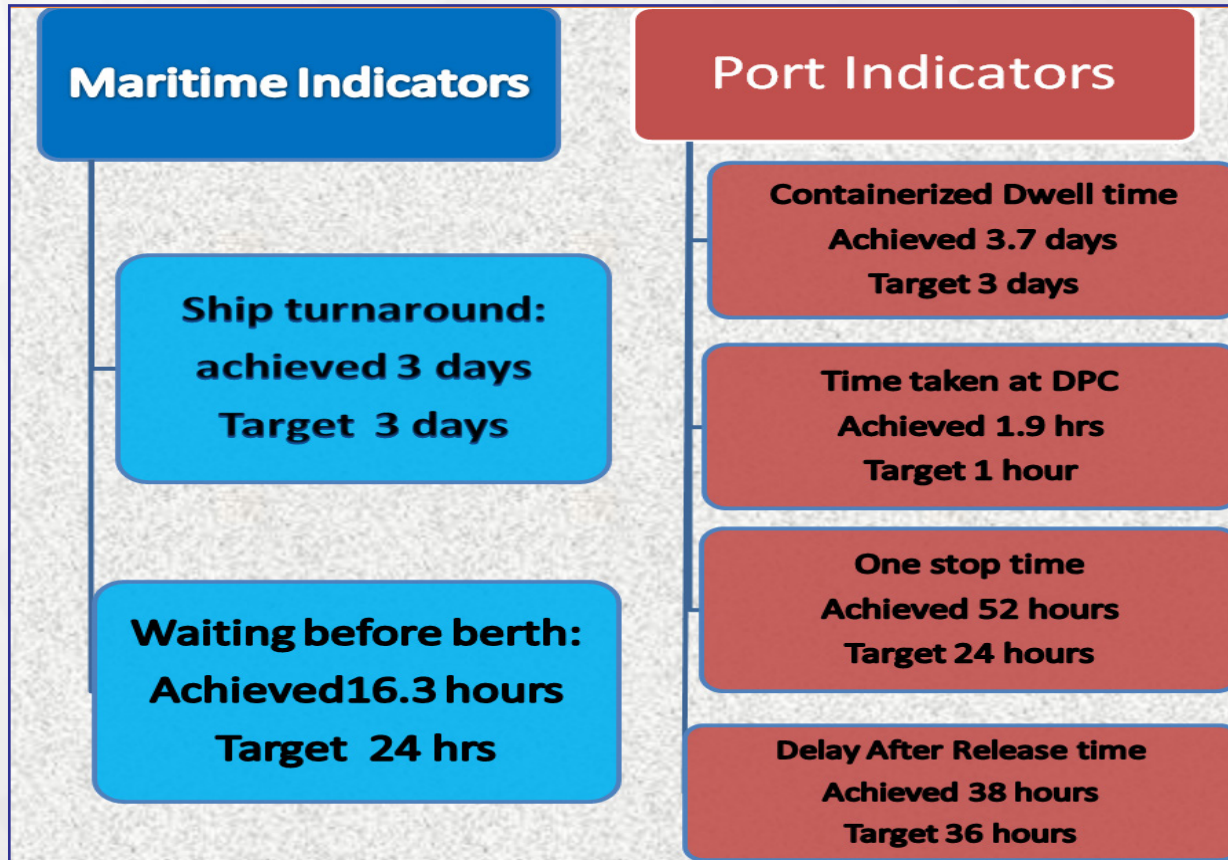
## 1. SUMMARY

The Monthly Mombasa Port Community Charter Report provides an overview of key performance trends within the port, as well as the Northern Corridor Transport System. It is of great interest to monitor on a monthly basis the performance of the port charter so as to gauge whether measures to improve performance are yielding the desired outcomes. This report summarizes the February 2018 status of implementation of 9 key indicators which are tracked by the Northern corridor performance dashboard as stipulated in the Mombasa Port Community Charter.

The 9 identified key indicators are categorized into Maritime, Port and Corridor indicators. From the analysis, there is improvements in performance on most of the indicators when compared to previous years same month. Figure 1 gives a picture summary of performance for the month of February 2018 as follows:



Figure 1: Monthly status summary February 2018





## Corridor Indicators



Transit Time:

**Target 72 hours**

Performance:

Mombasa to Malaba **123 hours**

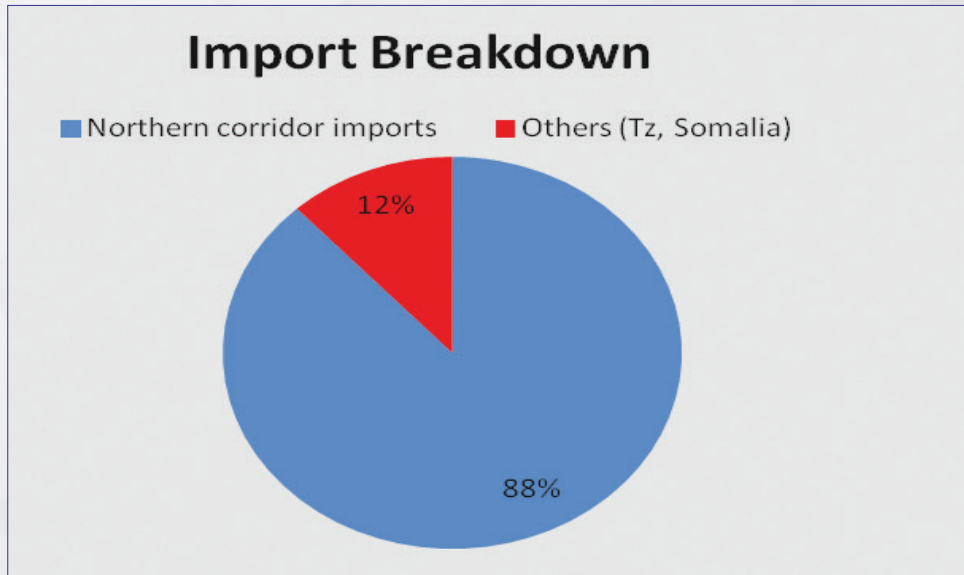
Mombasa to Busia **122 hours**

Weighbridge Name	Monthly average Daily Traffic	Compliance level
Mariakani	2,291	98.5
Athi River	10,949	98.2
Gilgil	6,186	94.3
Webuye	2,300	96.0
Busia	596	68.6



In addition to the 9 indicators, this report presents analysis on cargo throughput at the port of Mombasa, off take by standard gauge rail and monthly deliveries at container freight stations. Mombasa Port has seen exponential increase in cargo volumes over a decade. Figure 2 below shows import population breakdown in twenty equivalent units (TEUs) between northern corridor member states and others (Tanzania, Somalia and Ethiopia) for the month of February 2018.

The analysis presented in this report complements what is provided weekly on the online portal dashboard of the Northern Corridor Transport Observatory. The content of this report is also available online at [http: top.ttcanc.org](http://top.ttcanc.org).





## 2. PERFORMANCE ANALYSIS

### 2.1 INTRODUCTION

The Mombasa port community charter lays out a number of target activities that are aimed improving port efficiency. Key among them which affect the nine indicators being monitored by the dashboard are:

- Achieve a dwell time below 3 days (72 hours);
- Increase the holding capacity of liquid cargo;
- Increase the average kilometers per truck to an average of 120,000 km per truck per annum;
- Grow cargo off take by rail to above 35% of throughput; and
- Achieve 70% cargo throughput through the green channel.

Since the launch of the charter activities have been implemented towards meeting the targets set out in the charter. For instance, as at February 2018, cargo dwell time was 3.7 days, liquid bulk holding capacity of 13.2 million MT (14.8 M<sup>3</sup>) and an average of 96,240 km per truck per annum was recorded at the end of February 2018. Additionally, new programs/ initiatives are expected to be rolled out including the development of Phase II of the 2nd Container Terminal, construction of a modern Cruise terminal at Berth No. 1 and 2 to boost tourism, enhancement of cargo off take through standard gauge rail operations and implementation of the Green Port Policy.





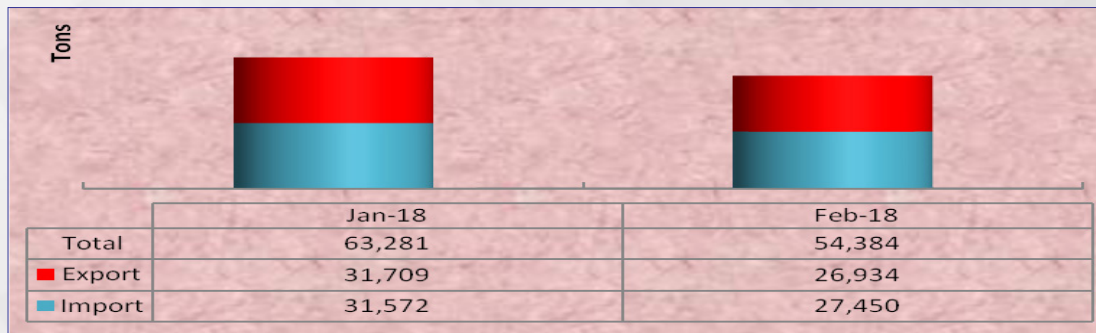
## 2.2 CARGO THROUGHPUT

The port of Mombasa is the main entry point to the Northern Corridor. It serves landlocked countries (Burundi, Uganda, DR Congo, Rwanda, Sudan), as well as regions of neighbouring countries which have their own sea port (Somalia, Tanzania).

Data shows that volume of cargo handled at the port of Mombasa has been increasing over time with imports taking a bigger share. Data from Kenya Ports Authority (KPA) Total cargo throughput had increased by 10.9 percent from 27.36 million tonnes in 2016 to 30.35 million tonnes in 2017. This result was positively affected by KPA implementing elaborate modernization programmes, infrastructure development, modernized equipment acquisition as well as adoption of ICT.

Figure 2 shows monthly cargo throughput for the Port of Mombasa in tons. Volume handled reduced significantly by 14 percent from 63,281 tons to 54,384 tons in January and February 2018 respectively.

Figure 2: Monthly cargo volume throughput 2018



Source: KPA data



Import population breakdown as shown in table 1 shows that local bound containers (Kenya) registered 16,025 TEUs while containers destined for transit countries recorded 22,173 TEUs. Uganda was the leading in the transit market accounting for over half or 15,447 TEUs, Tanzania was second 3,414 followed by Somalia 1,072 TEUs. Other transit destinations included Northern corridor member states of South Sudan with 928 TEUs, Democratic Republic of Congo with 714 TEUs while Rwanda and Burundi recorded 514 TEUS and 48 TEUs respectively.

Table 1: Import population breakdown for the month of February 2018 in TEUs

Country	Total Imports (TEUs)
Kenya	16,025
Uganda	15,447
Tanzania	3,414
Somalia	1,072
South Sudan	928
Democratic Republic of Congo	714
Rwanda	514
Burundi	48
Ethiopia	36

Source: KPA data

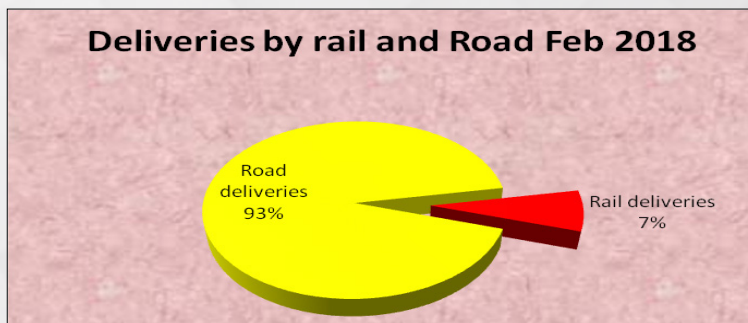


## 2.3 CARGO UPTAKE BY RAIL

The Mombasa port relies on road and rail as the main modes of transport that run along the Northern Transport Corridor which is the main link to the landlocked countries. Among the targets stipulated in the Mombasa Community Port Charter was to ensure efficient cargo off-take from the port of Mombasa to 35 percent by rail.

Rail cargo handling showed a significant growing trend. Containers delivered up-country by rail increased from 1,722 TEUs in January 2018 to 3,688 TEUs in February 2018. This follows a team of experts that has been deployed to Mombasa to ensure fast and efficient rail bound cargo evacuation from the port by the Standard Gauge Railway. However, the difference in rail and road volumes is still very large. Containers delivered by rail also recorded 7 percent registering an increase of 4 percent from 3 percent when compared to the previous month January 2018 as shown in figure 3 below. 38 percent of the the deliveries by road was destined to Kenya while 62 percent was for transit with Uganda taking a over half of the cargo. There is need to continue improving efficiency and promote a better balance between rail and road freight.

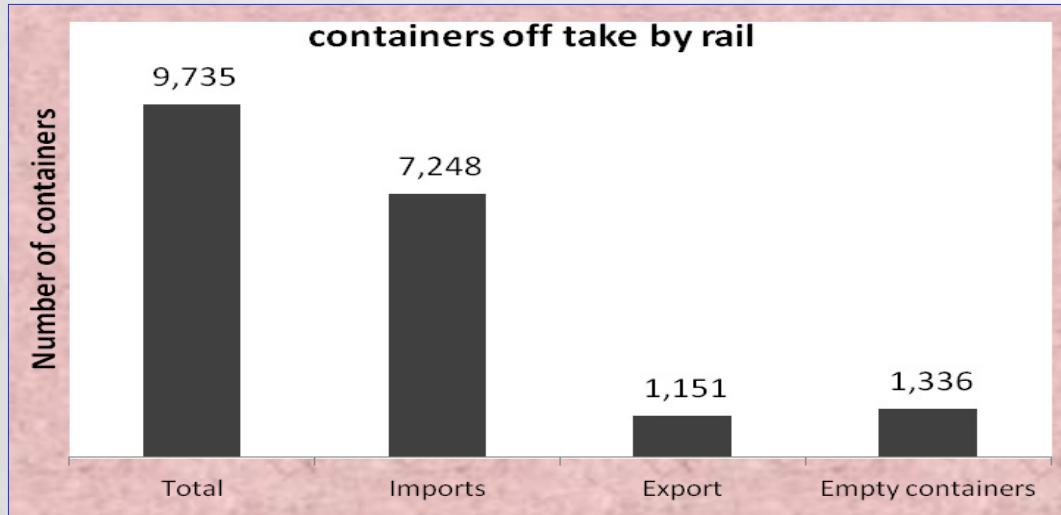
Figure 3: Deliveries by rail and road (TEUs)





Furthermore, volumes of cargo moved by Standard gauge railway have increased with Nairobi Inland Container Deport receiving 9,735 containers since inception of SGR freight train. The breakdown is shown in figure 4 below.

Figure 4: Number of containers transported by SGR



The Nairobi Inland Container Deport is currently receiving around 324 containers daily up from 108 containers in January 2018.



## 3 MARITIME INDICATORS

Maritime operations include container vessel movement from the arrival of the ship at the outer port waiting area, the beginning of the entrance into the port, the arrival at berth, the departure from berth, and the release of the ship. The specific indicators of interest discussed here include ship turnaround time and waiting time before berth at the port of Mombasa. The analysis is for the month of February 2018 and a comparative trend analysis is shown over similar month for the previous years since the year 2015.

### 3.1 Ship Turnaround Time

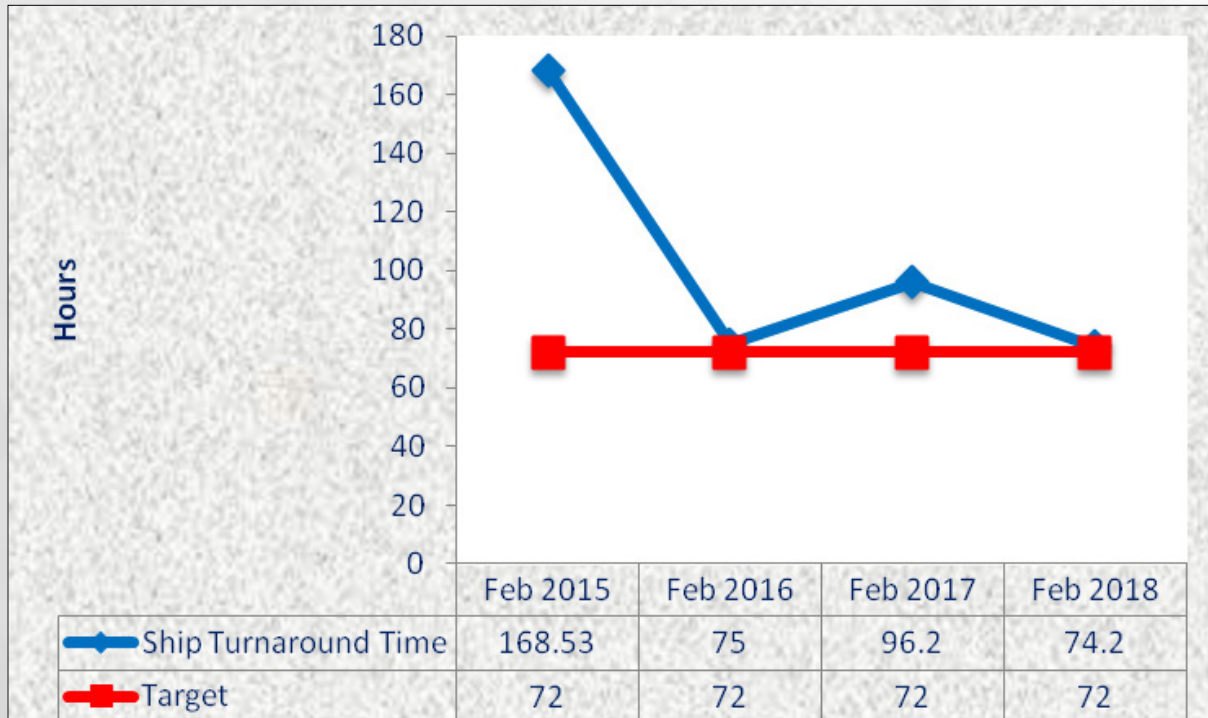
This indicator is measured from the time the ship arrives at the port area (Fairway Buoy) to the time it leaves the port area. It comprises of the ship waiting time and the ship working time (time when the vessel is being offloaded or loaded with cargo).

The Mombasa port community charter has set 72 hours (3 days) as the target for ship turnaround time. Ship turnaround time for the month of February 2018 recorded 3 hours which is a significant decrease from 7 days in 2015. The positive performance was due to improvement of the ship service time and initiatives spelt out in the Charter aimed at improving turnaround time are bearing fruit.

Figure 5 gives performance for ship turnaround from 2015 to 2018 for the month of February.



Figure 5: Ship Turnaround Time (Hrs)



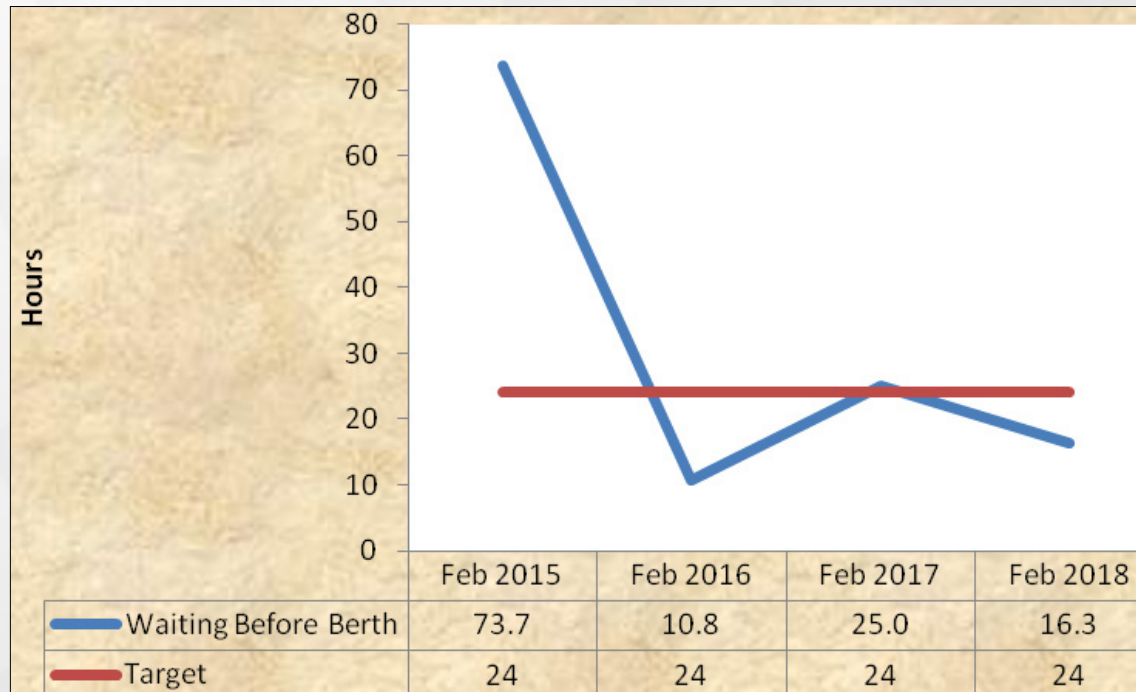
Source: KPA data February 2015-2018



### 3.2 Vessel Waiting Time before Berth

This time is measured from the time the vessel arrives at the fairway buoy to the time of its first berth. This is a subset of the vessel turnaround time.

Figure 6: Vessel Waiting Time before Berth (Hours)



Source: KPA data February 2015-2018



From the graph above, the performance on vessel waiting time before berth is well within the 24 hour and was achieved in 2016. This achievement shows great performance at the port of Mombasa implying initiatives being implemented are yielding desired outcomes. Further improvement of this performance will go a long way in improving port congestions and attendant costs. One of the main challenges reported was bunching of vessels caused by vessels arriving at the same time as a result of some of them failing to meet their scheduled arrival time slots.

## **4 PORT INDICATORS**

Port indicators measure efficiency of the port by gauging how effective port operations are in minimizing the time cargo spends at the port from the time of offloading.

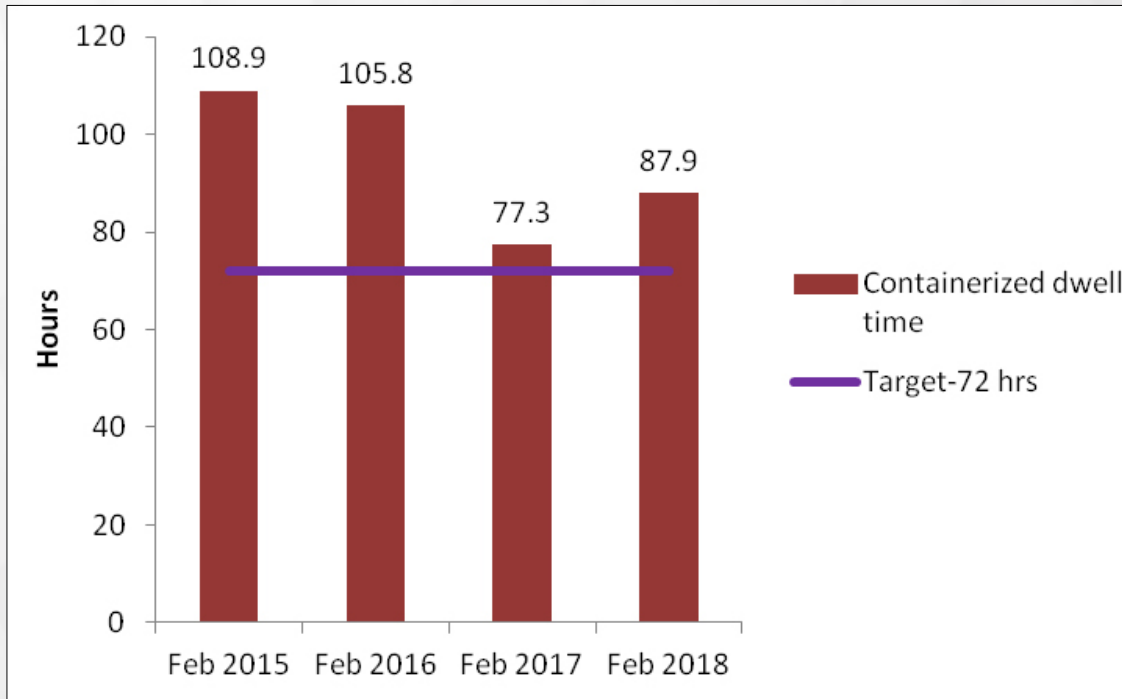
### **4.1 Containerized Cargo Dwell time**

Cargo dwell time refers to the period from the time cargo is offloaded at the Port to the time goods leave the port after all clearances have been obtained.

Congestion, inefficiencies and multiple interventions by various agencies at the Port are the main causes for increase in the port dwell time.



Figure 7: Containerized Port Dwell time at Mombasa Port



Source: KPA data February 2015-2018

From figure 7, containerised cargo dwell time has been decreasing steadily over time. It is observed that dwell time decreased significantly from 109 hours in February 2015 to 88 hours same month in 2018 against a target of 3 days as set in the charter.

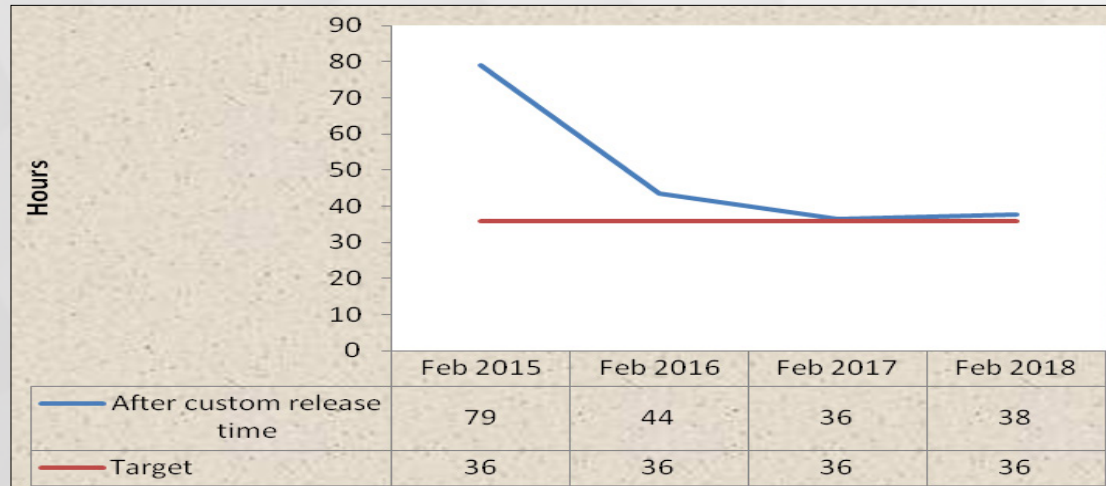


Target for container dwell time was not attained due to: Delays in affixing of cargo tracking gadgets by KRA contracted vendors; roads congestion along the port entry and exit; KWATOS system downtime; delayed removal of cleared cargo by shippers; time consuming gate entry and exit processes for trucks; delayed pick up of cleared cargo by transporters; and a nine days free period for transit and four days for local cargo which is above the Charter target of 3 days.

## 4.2 Delay after customs release

Delay after customs release refers to the period it takes to evacuate the cargo from the port after it is officially released by Customs.

Figure 8: Delay after Custom Release



Source: KRA data February 2015-2018



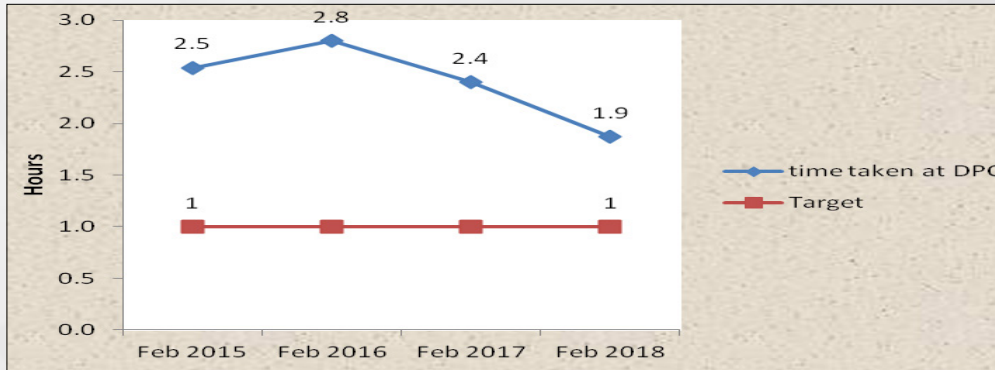


The time in delay after customs release decreased from 79 hours in 2015 to 38 hours in 2018 for the month of February as shown in figure 8. The performance reflects a tremendous reduction over the years due to service delivery improvement at the port. However, there is need for more improvement in cargo evacuation process and infrastructure to minimize these delays after customs release.

### 4.3 Time Taken at the Document Processing Centre (DPC)

This is the time it takes to have an entry lodged by a clearing agent passed by Customs. The time at DPC has an effect on port dwell time though minimal. Figure 9 shows that DPC time has been steadily reducing from 2.5 hours in 2015 to 1.9 hours in 2018 for the month of February although the performance is still below the set target of 1 hour. Delays in customs clearance at DPC during this period is partly due to the instability of the SIMBA system; document volumes awaiting processing in between the shifts; the quality of declaration by the relevant agents and other stakeholders systems. More efforts are needed to speed-up clearance of cargo processes by respective stakeholders involved in order to realize this target of one day.

Figure 9: Time Taken at the Document Processing Centre



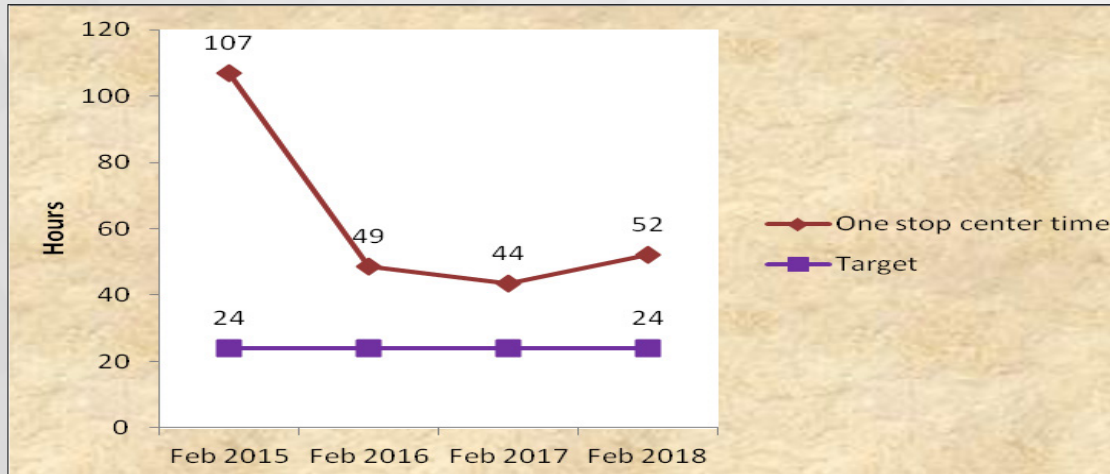
Source: KRA data February 2015-2018

#### 4.4 One Stop Centre Clearance Time

One Stop Centre Clearance Time measures the average time between passing of customs entry after its registration and issuance of a release order.

Figure 10 below illustrates a wavering trend for time taken at Mombasa one stop centre from 107 hours in 2015 to 49 hours, 44 hours and 52 hours in 2016, 2017 and 2018 for the month of February respectively. This performance suggests the 24 hrs target has not been met. This could be partly attributed to uncoordinated joint verification of cargo and late submission of documents by clearance agents thus contributing to delays.

Figure 10: One Stop Centre Clearance Time



Source: KRA data February 2015-2018



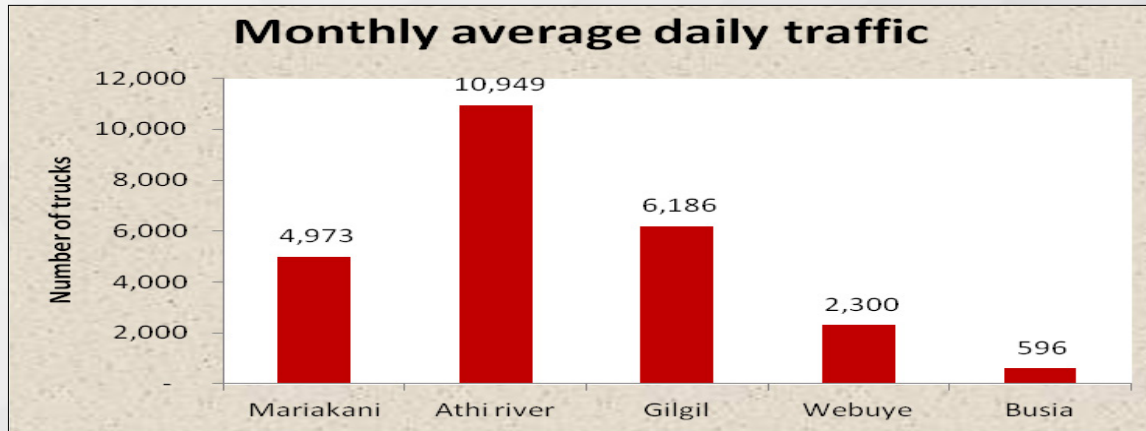
## 5 CORRIDOR INDICATORS

Corridor Indicators cover the period from the time goods are released up to exit at the border. The indicators of interest for this report are compliance levels at weighbridges, volume of traffic and transit time from the port to the borders.

### 5.1 Weighbridge Traffic

This refers to the number of trucks crossing the weighbridges. There are 5 weighbridges along the Northern Corridor in Kenya. These are Mariakani, Athi-river, Gilgil, Webuye and Busia. All these weighbridges are High-Speed Weigh-in-motion except the one at Busia. The average performance for the month of February is shown in figure 11.

Figure 11: Monthly average daily traffic 2018



Source KeNHA February data 2018

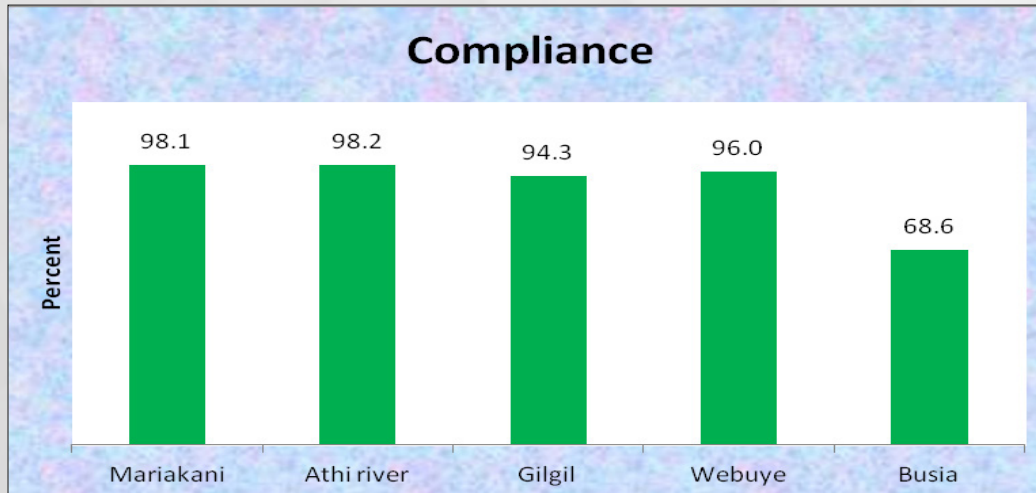


Figure 11, shows monthly average daily traffic weighed for the month of February 2018. Athi River recorded the highest traffic over the period and it's attributed to cargo originating from Namanga, Nairobi City and its environs. This traffic further reduces almost by half as registered at Gilgil weighbridge partly due to cargo being offloaded in the City which is one of the main destination centres. The Busia weighbridge registered the least traffic over the period under review.

## 5.2 Weight Compliance at the Weighbridge

Weight compliance measures the percentage of trucks that comply with the vehicle load limits before and after re-distribution of the weights.

Figure 12: Weight Compliance Level at weighbridges in Kenya



Source KeNHA February data 2018



From the figure above the weighbridges in Kenya recorded a steady performance in terms of compliance levels of over 90 percent performance except for Busia weighbridge. Low compliance at the Busia weighbridge could be attributed to the fact that most of the cargos through Busia are exports originating from Kenya and the Busia weighbridge offers the first opportunity for the loaded trucks to be weighed. Low compliance at the Busia weighbridge suggests that trucks plying the Busia route could be exceeding axle load limits. Strategies have therefore to be put in place to ensure truckers are able to verify load limits at the point of loading trucks.

### 5.3 Transit Time in Kenya

Transit time in Kenya can be defined as to the average time for transit trucks to move from Mombasa port to Malaba and Busia exit points.

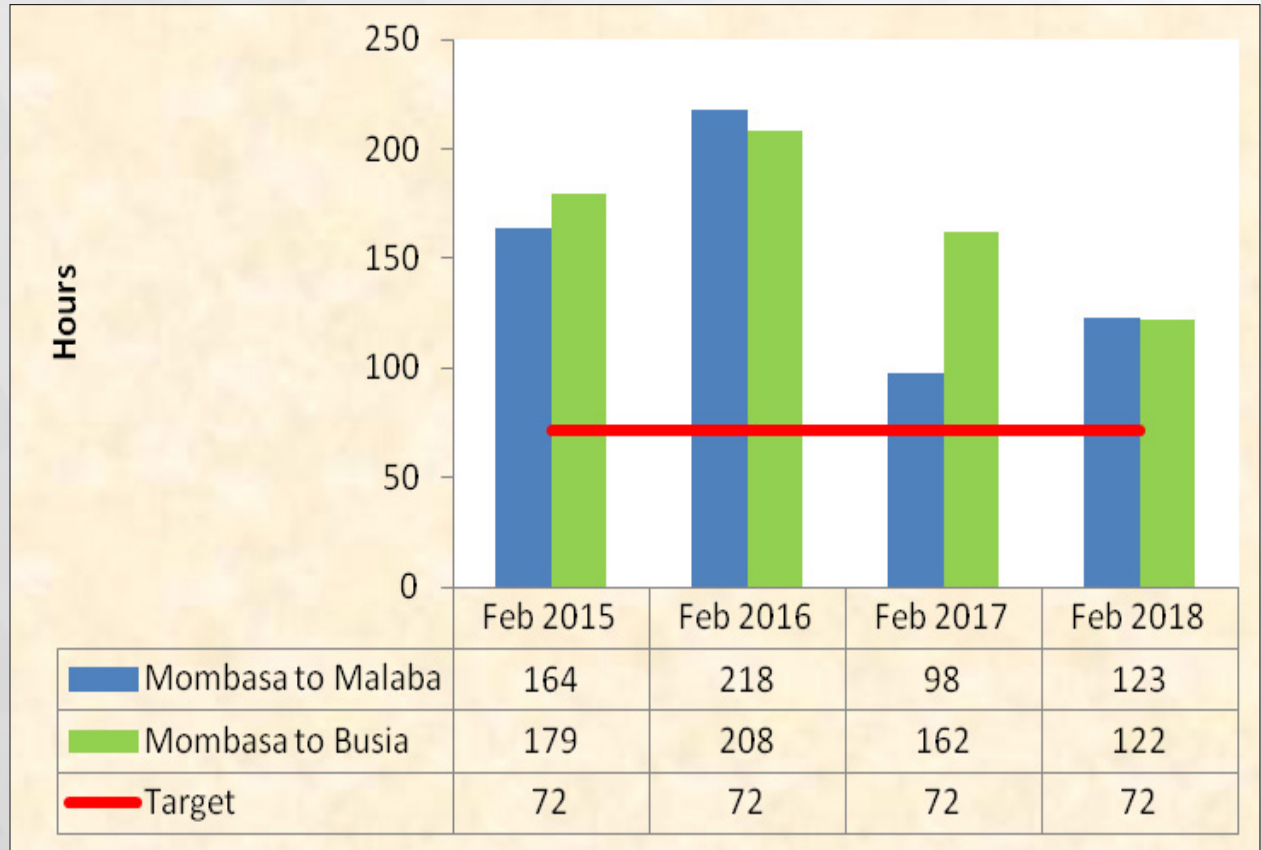
Figure 13 shows the transit time from Mombasa to Malaba and Busia respectively. The distance from Mombasa to Malaba is 933 kilometres and 947 kilometres to Busia.

The set target of 72 hours for transit time was not achieved but there was tremendous improvement from 164 hours to 123 hours for Mombasa-Malaba and 179 hours to 122 hours for Mombasa-Busia. Though with substantial improvement, long transit times were attributed to delays by transporters to pick cargo after port release; high frequency of stoppages along the route by drivers and delays after customs release account for the biggest proportion of the cargo dwell time, which is largely contributed by private sector (truck operators, clearing and forwarding agents and shippers).





Figure 13: Average Transit Time from Mombasa to Malaba/ Busia



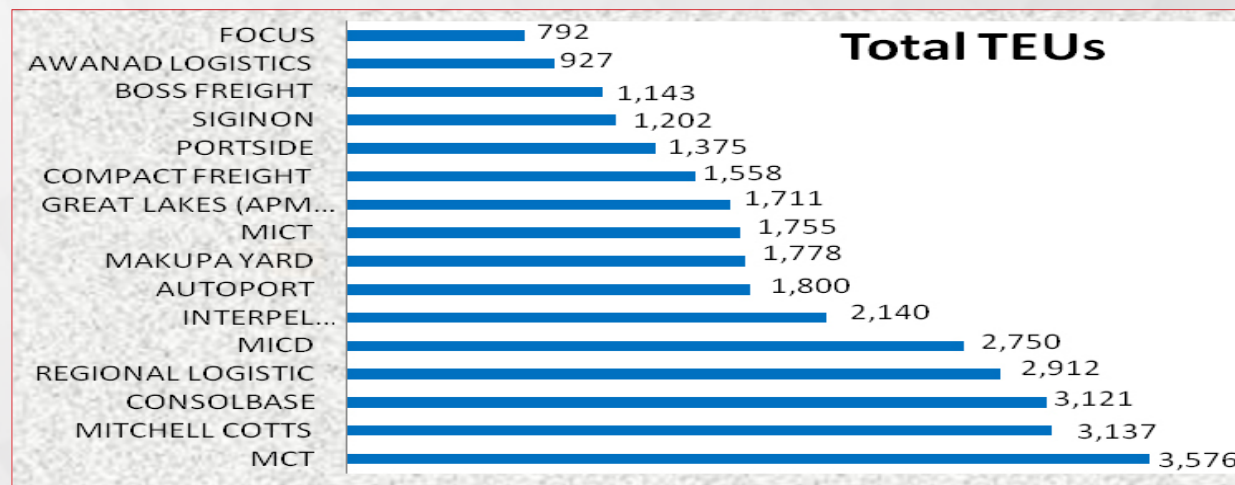


## 5.4 Containers Uptake from the Port to the CFS

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 cargo pick up from the Port by CFS's and efficient cargo clearance process at the CFS's. Cargo to the CFSs is client nominated or KPA nominated. Currently, the government policy is that port nominations will no longer be there so as to effectively eliminate congestion at the port and encourage uptake by standard gauge rail.

A total of 31,677 TEUS was nominated to sixteen container freight stations at the port to 16 out of 24 Container Freight Stations (CFS). The breakdown is shown in figure 14 below.

Figure 14: Monthly Container Deliveries to CFS





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