



**NORTHERN CORRIDOR
TRANSPORT OBSERVATORY**
RELIABLE PERFORMANCE DATA



NORTHERN CORRIDOR QUARTERLY PERFORMANCE DASHBOARD

JULY - SEPTEMBER 2020



**NORTHERN CORRIDOR
TRANSIT AND TRANSPORT
COORDINATION AUTHORITY**

TABLE OF CONTENTS

LIST OF TABLES	II
LIST OF FIGURES	II
ABBREVIATIONS AND ACRONYMS	III
QUARTER SUMMARY	IV
1. SPECIAL FEATURE: <i>Impact of COVID-19 on trade facilitation on the Northern Transport Corridor the case of drivers</i>	1
1.1 Background	1
1.2 Impact of COVID-19 a case of NC Drivers	2
1.2.1 Impact of COVID-19 on key Performance Indicators.	3
1.3 Results of the Mobile Data Survey	6
1.3.1 Introduction.	6
1.3.2 Number of Stops	6
1.3.3 Stoppage reasons	6
1.3.4 Stoppage location and duration.	7
1.3.5 Average charge in USD.	7
2. STATUS OF QUARTER PORT PERFORMANCE INDICATORS	8
2.1 Port Indicators	8
2.1.1 Port Cargo Throughput	8
2.1.1.1 Cargo throughput profile at the port of Mombasa	8
2.1.1.2 Containerized Cargo Throughput	9
2.1.2 Containerized Import Cargo Dwell time at the port of Mombasa	9
2.1.3 Time for customs clearance at the Document Processing Centre	10
2.1.4 Delay after customs release at the port of Mombasa	11
2.1.5 Customs One Stop Centre Clearance Time at the port of Mombasa	11
2.1.6 Rwanda Revenue Authority (RRA) customs release time and delays.	12
2.2 Maritime Indicators.	13
2.2.1 Ship turnaround time at the port of Mombasa	13
2.2.2 Vessel Waiting Time before berth (hours).	14
2.3 Corridor Indicators	14
2.3.1 Transit Time in Burundi.	14
2.3.2 Transit Time in Kenya.	15
2.3.2.1 Mombasa to Kenya exit borders	15
2.3.2.2 Origin (Mombasa) to Destination	16
2.3.3 Transit Time in Rwanda.	17
2.3.4 Transit Time in Uganda	18
2.4 Weighbridge Traffic	19
2.5 Weight Compliance at the Weighbridge	20
3. CONCLUSION	20

LIST OF TABLES

Table 1: Cargo throughput at the port of Mombasa per category	5
Table 2: Number of trips by destination	6
Table 3: Cargo throughput profile at the port of Mombasa Jan-Sept 2020	8
Table 4: Container throughput in TEUs at the port of Mombasa.	9
Table 5: Weighbridge Compliance (%).	20

LIST OF FIGURES

Figure 1: Transit time from Mombasa to Malaba and Busia in 2020	3
Figure 2: Total Cargo Throughput in metric tons at the port of Mombasa	4
Figure 3: Frequency of Stop reason Jan-Oct 2020	6
Figure 4: Average Stop duration in hours Jan-Oct 2020.	7
Figure 5: Average import containerized cargo dwell time	10
Figure 6: Average time taken at the Document Processing Centre (DPC).	10
Figure 7: Average after release customs time at the port of Mombasa	11
Figure 8: Customs one stop clearance time at the port of Mombasa 2020	12
Figure 9: RRA Single customs processing and release time in Hours (July-September 2020)	13
Figure 10: Average Vessel Waiting Time before Berth at the port of Mombasa in hours	13
Figure 11: Average Vessel Waiting Time before Berth in hours at the port of Mombasa	14
Figure 12: Transit Time in Burundi along the Northern Corridor	15
Figure 13: Transit time from Mombasa to Malaba and Busia in hours	16
Figure 14: Transit time from the port of Mombasa to various destinations	17
Figure 15: Mean Transit time Rwanda Jul- Sept 2020	17
Figure 16: Average transit Time from Kampala in hours	18
Figure 17: Monthly average daily traffic volume.	19

ABBREVIATIONS AND ACRONYMS

ASYCUDA	Automated System for Customs Data
COVID-19	Coronavirus Disease 2019
EAC	East Africa Community
ICD	Inland Container Depot
IMF	International Monetary Fund
KPA	Kenya Ports Authority
KRA	Kenya Revenue Authority
MT	Metric Tonne
NC	Northern Corridor
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
OPEC	Organization of the Petroleum Exporting Countries
RECDTS	Regional Electronic Cargo Driver Trucking System
RRA	Rwanda Revenue Authority
TEU	Twenty foot Equivalent Unit
WHO	World Health Organization

QUARTER SUMMARY

This report is part of the series of quarterly reports prepared by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) in furtherance of its mandate to monitor and report regularly on the performance of the Corridor. It covers the performance of Mombasa Port and Northern Corridor Charter indicators for the period of three months from July to September 2020. Indicators discussed in the report presents the performance status on the implementation of the Mombasa Port Community Charter on quarterly basis. The performance indicators have been monitored to track various initiatives agreed upon since the Charter was signed in 2014 and reviewed in 2018 to enhance efficiency of the port and the corridor at large. The report also provides a comparison of performance for the similar quarter of previous years to understand and track improvements and challenges along the corridor.

The Charter aims to realize increased efficiency in trade logistics and was a culmination of extensive consultations with both private and public sector stakeholders on the upgrading and improved coordination of the monitoring and evaluation of the logistics services. The findings from these reports are often utilized in setting strategic interventions and policy inferences aimed at improving the efficiency of the corridor.

Volume and Capacity

The Mombasa Port and Northern Corridor Community Charter targets to attain port throughput of 35.90 million tons by December 2020. Total cargo throughput at the port of Mombasa for the period January to September 2020 stood at 22.3 million. The aggregate throughput for the months of Jan-Sep 2020 shows a marginal decline by 491,537 metric tonnes in 2020 when compared to the same period (Jan-Sept) 2019 which registered cumulative throughput of 25.6 million MT. This can be attributed partly to the outbreak of COVID-19 pandemic that has disrupted the global logistics supply chain. Imports accounted for 82 per cent of the total throughput for the period covering Jan-Sept 2020. This is an indication of unfavorable trade balance for the countries using the port of Mombasa. Exports accounted for only 13 per cent share of total throughput for the period Jan-Sept 2020, transshipment 6 percent and restows 0.3 percent of the share of throughput during the same

period. The share of exports increased by 10 per cent in September 2020 compared to January 2020; an indication that import trade has been hard hit by the COVID-19 pandemic than export trade.

Maritime Indicators

The port of Mombasa, recorded average ship turnaround time of 64 hours in August and 75 hours in September 2020 which is within the set target of 81 hours. This is a reflection that the concerted efforts by stakeholders are bearing fruits. The positive performance could be attributed to the initiatives that have been implemented, including modernization of equipment and expansion of berth that has led to the improvement of this target.

Port Indicators

Port productivity and efficiency are important for improved logistics environment that will support trade facilitation and competitiveness initiatives. The Average Container Import Dwell Time at the Port has seen a steady improvement from 109 hours in July 2020 to 99 hours in September 2020. However, a comparison with the same quarter in 2019 showed an increase in dwell time for the quarter of 2020. This was partly due to the measures put in place to curb the COVID-19 pandemic. Further, data show that time taken at the port after customs release cargo worsened for the quarter of 2020 when compared to the same quarter of 2019. This could be partly attributed to delays encountered by transporters to meet the COVID-19 health protocols. Time for customs clearance at the Document Processing Center (DPC), and customs One Stop Centre Clearance Time posted a positive growth during the quarter ending September 2020

Transit Time

Transit time on most of the routes along the Northern Corridor worsened partly due to the border crossing challenges and driver testing requirement for the COVID-19. In addition, COVID-19 containment measures including lockdowns, curfews, and social distancing measures slowed down processes contributing to high transit time. In the review period, drivers were experiencing a long stay at border points as they awaited clearance, with long

queues of trucks reported at the Malaba border. Data reveals an increase in number consignments plying the Taveta/Holili route through the northern corridor. A total of 941 trucks armed with the ECTS gadget were recorded for the quarter ending September 2020 on the Mombasa-Taveta route.

Weighbridge compliance and traffic

Weighbridge traffic reduced cumulatively by 19 percent in 2019 and further by 12 percent in 2020 for the period January to September. Weighbridge traffic has been reducing and this could partly be linked to the implementation of standard gauge

rail. Athi- River weighbridge recorded the highest traffic compared to other weighbridges on the corridor. This is because the weighbridges handles traffic originating from/to the port of Mombasa both local and transit cargo and traffic originating from/to Namanga Border Point. Further analysis on weighbridges compliance levels shows a steady of over 90 percent performance except for Busia weighbridge whose compliance level averaged 81 percent. Low compliance at the Busia weighbridge could be attributed to the weighbridge implementation of every axle compliance while the rest of the weighbridges register group axle compliance.

1. SPECIAL FEATURE: *Impact of COVID-19 on trade facilitation on the Northern Transport Corridor the case of drivers*

1.1 Background

Since World Health Organization (WHO) declaration of the COVID-19 as a health pandemic on 11th March 2020, globally the pandemic disrupted trade and transportation facilitation. The Member states of the northern corridor reported their first confirmed COVID-19 case as indicated below:

Country	Date of first confirmed COVID-19 case
DRC	10 th of March 2020
Kenya	14 th of March 2020
Rwanda	14 th of March 2020
Uganda	21 st of March 2020
Burundi	1 st of April 2020
South Sudan	4 th of April 2020

As the infection spread, the Northern Corridor Member States progressively tightened containment measures, including introducing screening at ports of entry, social distancing, curfews, encouragement of teleworking where possible, suspension or limiting of public gatherings, countrywide lockdowns, border closures, limitations on public transportation passenger capacity, establishment of isolation facilities and mandatory quarantine among others.

Even with these restrictions, cargo movement was categorized as an essential service to allow for continued supply of essential items including food,

manufactured goods, and vital medical supplies. NC member states have therefore, in measured response, kept their borders open to facilitate movement of cargo across borders.

However, as member countries strove to keep transport and trade logistics operational they were faced with the twin dilemma of containing the spread of the corona virus through a number of containment measure that restricted movement while at the same time allowing flow of goods along the corridor and across borders. The immediate challenges that faced the transport sectors include:

- i. Long border crossing times due to lack of harmony in covid-19 response strategies across different countries. This has largely been addressed as member countries adopted common strategies to ensure cargo and drivers from different countries met the required safety standards.
- ii. Delays faced by drivers in testing and acquisition of covid-19 testing certificates. In addition, drivers were required to self-quarantine after periods of travel which proved to be a logistic challenge to fleet owners.
- iii. There was a spike in infection cases reported among cargo drives especially at border cross points. This has implication on medical related expenses incurred by players in the sector, the morale of the drivers and possible stigma and apprehension from communities that the truckers ply through.

RESPONSE TO COVID-19 AT THE MALABA BORDER- A CASE IN POINT

As part of the response measures to Covid-19, testing of truck drivers was made a mandatory requirement. A number of testing centers were identified to facilitate this exercise. The testing centres for Malaba are located at Kemri Alupe, Kemri Kisumu and Walter Reed Kisumu with Malaba border being the sample collection centre. Between the month of May and September 2020 a total of 29,363 drivers/truckers were tested. The average infection rate for this sample was found to be 2.31 percent. There was no reported cost for Covid Testing on the Kenya side whereas it costs USD \$65 to test a driver in Uganda a move that led to increased overall transport costs.

The Covid certificate is generated immediately in case the driver's data is accurate but if not then there will be delays to upload the certificate into the system. To receive results after sample collection it takes about 1-2 days. After testing, the certificates are uploaded in the driver's app in their mobile phones which they can print at the cyber café or at any point of entry. Validity period is 14 days from the day sample collection. Malaba border has

only one Isolation center at Alupe, Busia County which also serves as a treatment and management center. There is no quarantine center. Northern Corridor Member States have been working on developing a joint approach to ensure smooth cross border trade. However, there have been various challenges occasioned by the pandemic.

Already drivers are experiencing long stay at border points as they await clearance with long queues of trucks reported at the Malaba border about 20 kilometers. Other challenges faced at Malaba border include: Delay in uploading drivers results into the Regional Electronic Cargo and Driver Trucking System (RECDTS), incidences where drivers/truckers use forged or fake documents, verification of validity, lack of a quarantine center for contacts and suspects, drivers leave the loading point without their results and then come to ask for them in the border office thereby exerting unnecessary pressure, lack of designated ambulance to refer positive cases to isolation center and drivers not enlightened about Covid-19.

One of the key initiatives to support the testing of drivers is the partnership between International Organization of Immigration (IOM) and Trademark East Africa (TMEA) that will not only ease the backlog of truck drives due for testing but also ensure compliance to the medical requirements that would otherwise impact on the efficiency of trade.

Source: Ministry of Health Kenya (Malaba Border)



1.2 Impact of COVID-19 a case of NC Drivers

Truck Drivers are at the frontline in the facilitation of trade and transport by ensuring cargo arrives where it is destined to. As a result, truck driver's transverse various regions and in their line of duty interact with numerous other players who are engaged in the logistic chain. rendering them vulnerable to acquiring and transmitting coronavirus disease 2019 (COVID-19). In spite of the safety measures that have been put in place, truck drivers are still faced by risk of exposure and are vulnerable to the social and economic effects that are associated with the pandemic. The fact that drivers are becoming a frequently diagnosed category and pose as

significant transmitters calls for concerted efforts to provide appropriate response mechanisms. As stakeholders put in place measures to contain the Coronavirus disease, particular attention needs to be paid to categories of people who are most vulnerable to exposure and the effects of the pandemic. Some of the most vulnerable include drivers and their assistants who have to cross borders and through urban areas that are marked as hotspots for infections. Policy makers have to delineate factors that put drivers at risk as the first step of mitigation. These include age, health conditions, networks of interaction and cushions against income shocks.

1.2.1 Impact of COVID-19 on key Performance Indicators

According to UNCTAD’s new Global Trade Update, Global trade recorded a 5% drop in the third quarter of 2020 compared with the same period in 2019. A decline in aggregate global trade is bound to have a ripple effect on different economies and trade chains. Statistics on logistics performance already show that movement of goods is already slowing down on the corridor routes with respective median transits times from Mombasa to Malaba and Busia rising to 228 hours and 402 hours in September 2020 from 116 hours and 98 hours in January 2020 respectively as shown in the figure 1 below.

A total of 80,667 trucks were sampled for the Mombasa to Malaba route whereas 1,331 trucks were sampled for the Mombasa to Busia route for the period covering January to September 2020.

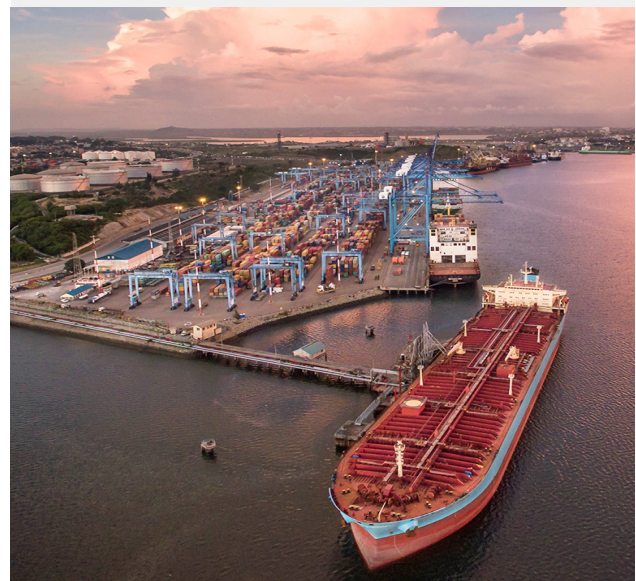
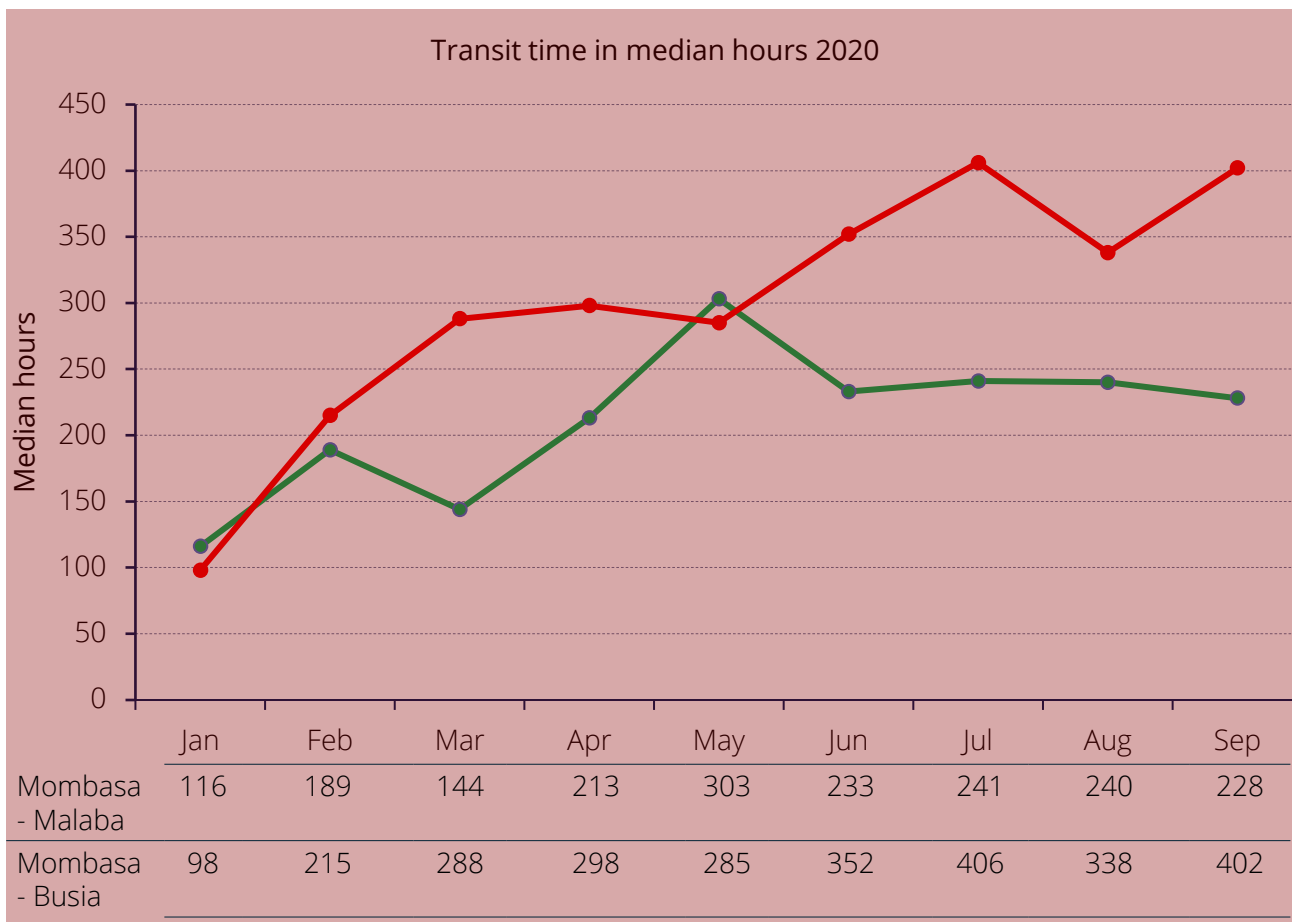


Figure 1: Transit time from Mombasa to Malaba and Busia in 2020

Source: KRA SIMBA System Jan-Sept 2020



In depth analysis further reveal that cargo along the Northern Corridor has dipped by an estimated 30 per cent. Cargo throughput measures the total volume of cargo discharged and loaded at the port. It includes all imports, exports, transshipments and restows. The aggregate throughput for the months of Jan-Sep 2020 shows a marginal decline by 491,537 metric tonnes (2 per cent) in 2020 when compared to the same period (Jan-Sept) 2019 which registered cumulative throughput of 25.6 million MT. Further analysis, shows that cargo throughput has been declining over the months of 2020 from a high of 3.2 million metric tonnes in Jan 2020 as illustrated in figure 2 below.

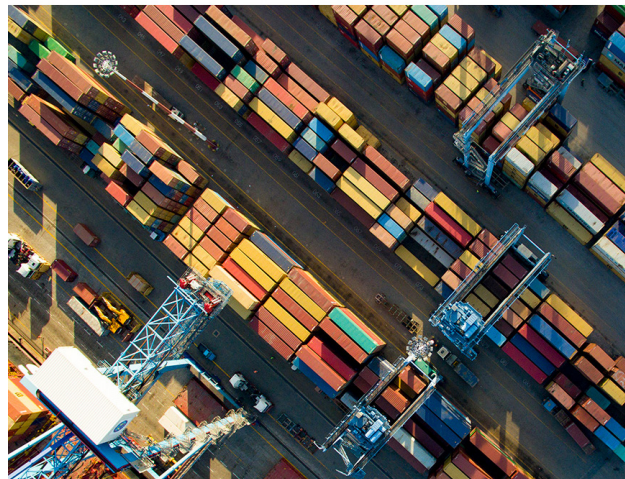
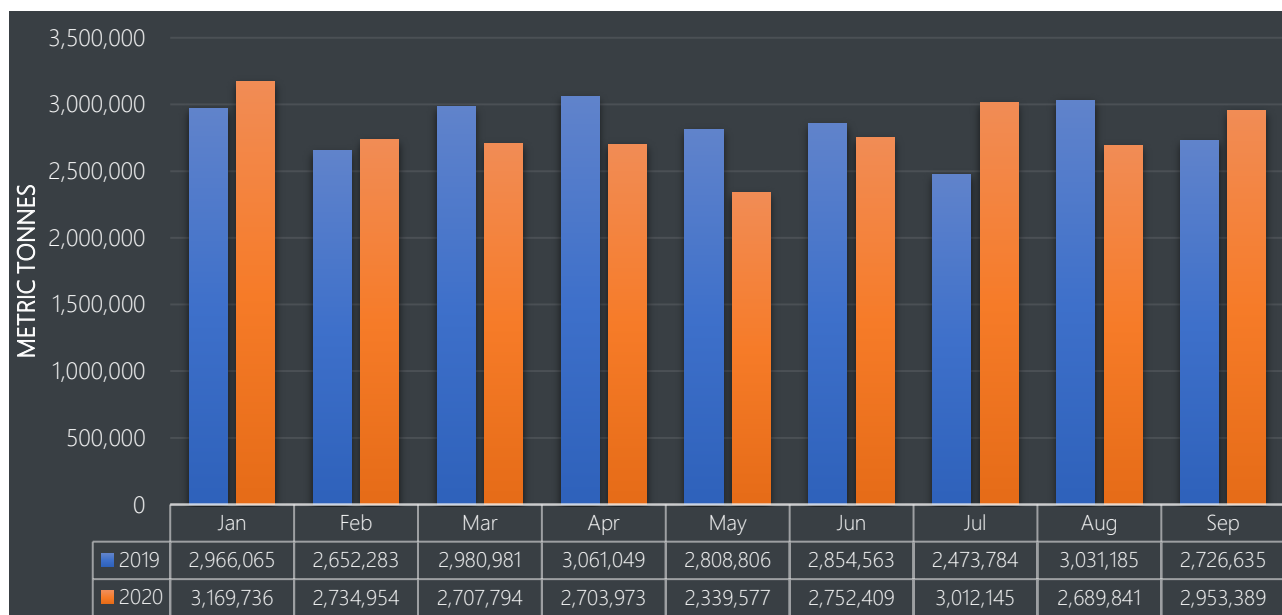


Figure 2: Total Cargo Throughput in metric tons at the port of Mombasa

Source: KPA data Jan-Sept 2020



Northern Corridor Member States are net importers with Asia (China, India, United Arab Emirates and Saudi Arabia) accounting for majority of their sources of imports whereas United States of America and Pakistan provides market for their exports. The Northern Corridor Member States' economies are agriculture dominated and dependent on manufactured goods which are currently being met through imports from the rest of the world. As presented in table 1 below, imports accounted for 82 per cent of the total throughput for the period covering Jan-Sept 2020. This is an indication of unfavorable trade balance for the countries using the port of Mombasa.

It is also observed that there was 8 percent decline in imports from 2.65 million MT in January 2020 to 2.42

million MT in September 2020 suggesting declining import trade in the countries that use the port of Mombasa. With the current containment measures, the low supply of imports could result in an increase in prices.

On the other hand, exports accounted for only 13 per cent share of total throughput for the period Jan-Sept 2020, transshipment 6 percent and restows 0.3 percent of the share of throughput during the same period. The share of exports increased by 10 per cent in September 2020 compared to January 2020 an indication that import trade has been hard hit by the COVID-19 pandemic than export trade.

Table 1: Cargo throughput at the port of Mombasa per category

Source: KPA data Jan-Sept 2019/2020

Cargo Type	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Jan-Sept total
Imports	2,648,715	2,185,870	2,163,026	2,266,505	1,859,677	2,186,776	2,469,754	2,183,985	2,428,086	20,392,394
Exports	343,083	383,745	395,667	298,285	313,371	380,151	316,189	355,162	378,293	3,163,946
Transshipment	169,373	160,131	140,819	129,470	152,779	179,463	213,553	144,687	138,613	1,428,888
Restows	8,564	5,208	8,282	9,712	13,749	6,019	12,650	6,007	8,397	78,588
Total Throughput	3,169,735	2,734,954	2,707,794	2,703,972	2,339,576	2,752,409	3,012,145	2,689,841	2,953,389	25,063,815

In summary, the pandemic and containment measures stifled domestic activity and disrupted trade and transportation. Further, intraregional trade for exports has had an adverse effect on export earnings due to weak demand in these markets. The COVID-19 pandemic has already affected export of horticulture and agricultural goods to Europe, some of the containment measures have since been relaxed to slowly open the economies to growth.

The negative effect of the covid-19 pandemic on trade and economic performance calls for deliberate efforts to mitigate and cushion players in the transport and logistics sector. Foremost, the current measures to ensure safety of all the players from infection and transmission of the virus should be sustained and enhanced. These measures must be made affordable, accessible and designed to minimize disruption in the flow of good along the corridor and across borders.

INITIATIVES ALONG THE CORRIDOR- RECDTS

Various measures are being implemented to enhance smooth flow of cargo. Among the achievements to minimize disruption of trade and transport facilitation is the development and implementation of the Regional Electronic Cargo and Driver Tracking System (RECDTS). RECDTS is designed as a mobile phone application that enables the issuance of the East Africa Community (EAC) COVID-19 digital certificates that are mutually recognized by Partner States, thus eliminating need for multiple testing as well as contributing to alleviating ongoing congestion at East Africa border crossing points. East Africa member states set to roll out digital Covid-19-free certificates to eliminate the possibility of truck drivers using fake documents to travel within the region. RECDTS provides a surveillance system to monitor long distance truckers crew health and enable contact tracing. It allows partner states to electronically share truck drivers' COVID-19 test results; therefore, minimizing need for multiple COVID-19 tests in a single trip.

The RECDTS and its related components are a set of digital-based solutions aimed at:

- Enabling mutual recognition of COVID-19 test results across borders.
- Manage issuance of digital certificates for cross border movement of authorized persons during the COVID-19 Pandemic.
- Provide a cross border joint coordination framework for Ministry of Health officials along the transit trade corridor to control the spread of the virus across borders.
- Enable digital verification of transit documents and travel authorization by law enforcement, customs and immigration at border crossings and other strategic locations along the transit corridors.
- Facilitate intuitive analytics of data and surveillance of mobility related to cross border movements for better management of the Pandemic in relation to cross border mobile population segments (e.g. Truck Drivers).
- Enable cross border sharing of information relating to truck driver movement, behavior while on transit and health status.

1.3 Results of the Mobile Data Survey

1.3.1 Introduction

The NCTTCA Secretariat conducts road transport surveys to gather information relating to operations and efficiency of the transit route from transporters and truck drivers. Data is collected using an android mobile application for easy response and real-time relay of the survey data. The methodology of the data collection involves working with the truck drivers from transport companies; who uses their Smart Phones installed with the "Survey123 Mobile App" configured with the road transport survey questionnaire for the purpose of data collection. Through Field Supervisors, the data collected using the "Mobile Phone Apps" are submitted directly to the Northern Corridor Secretariat. The survey questions are: origin and destination of cargo, stop location, reasons and duration for stoppages and costs, fees charges incurred and paid, if any. In addition, different indicators including weighbridges crossing time, border posts crossing time, delays and transit time are also monitored using this application.

1.3.2 Number of Stops

The discussion that follows highlights the performance results of mobile survey data for the months of January - October 2020. A total of 2,307 trips were recorded from a pool of drivers plying the Northern Corridor route from January to October 2020 as illustrated in table 2 below. There was wide variability of trips made to respective destinations along the northern corridor. Majority of trips were destined to Kenya (47%) and Uganda (43%).

Table 2: Number of trips by destination

Source: Road survey data 2020

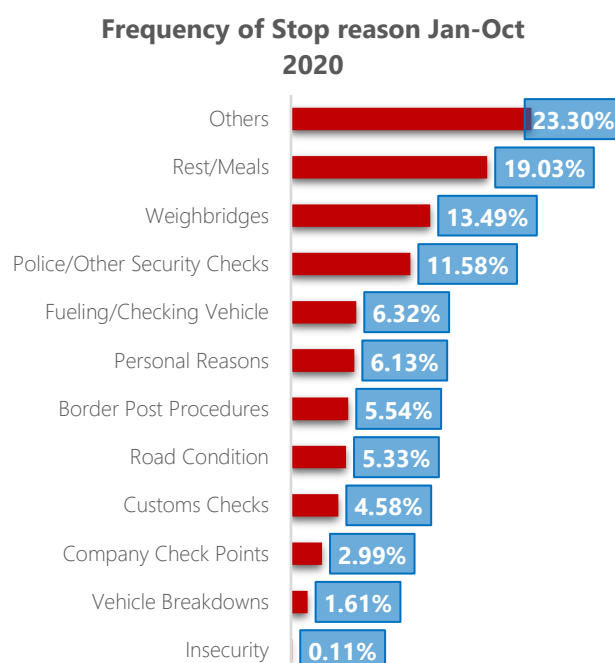
	DRC	Kenya	Rwanda	South Sudan	Uganda	Tanzania	Not Specified	Grand Total
Jan	1	122	9	1	117	4	8	262
Feb	0	116	13	0	113	0	8	250
Mar	3	86	12	6	69	0	5	181
Apr	2	85	7	7	79	5	7	192
May	0	92	9	5	78	0	7	191
Jun	0	84	12	0	88	2	1	187
Jul	0	135	15	3	126	0	6	285
Aug	0	132	14	2	138	0	8	294
Sep	0	122	15	2	106	0	8	253
Oct	0	110	10	0	84	0	8	212
Grand Total	6	1,084	116	26	998	11	66	2,307

1.3.3 Stoppage reasons

Stoppages along the corridor has been prevalent cause of barriers to trade and transport facilitation. Stoppages and other delays occasion high administrative and operation cost for moving goods along the corridor. The frequency of stoppages by drivers along the corridor is occasioned by various factors as presented in figure 3 below. Most of the stops were categorized as others which included mainly delays encountered by transporters to meet the COVID-19 health protocols. The other prevalent stoppage reason was due to rest/ meals, stops at weighbridges, police checks and border post procedures.

Figure 3: Frequency of Stop reason Jan-Oct 2020

Source: Road survey data 2020



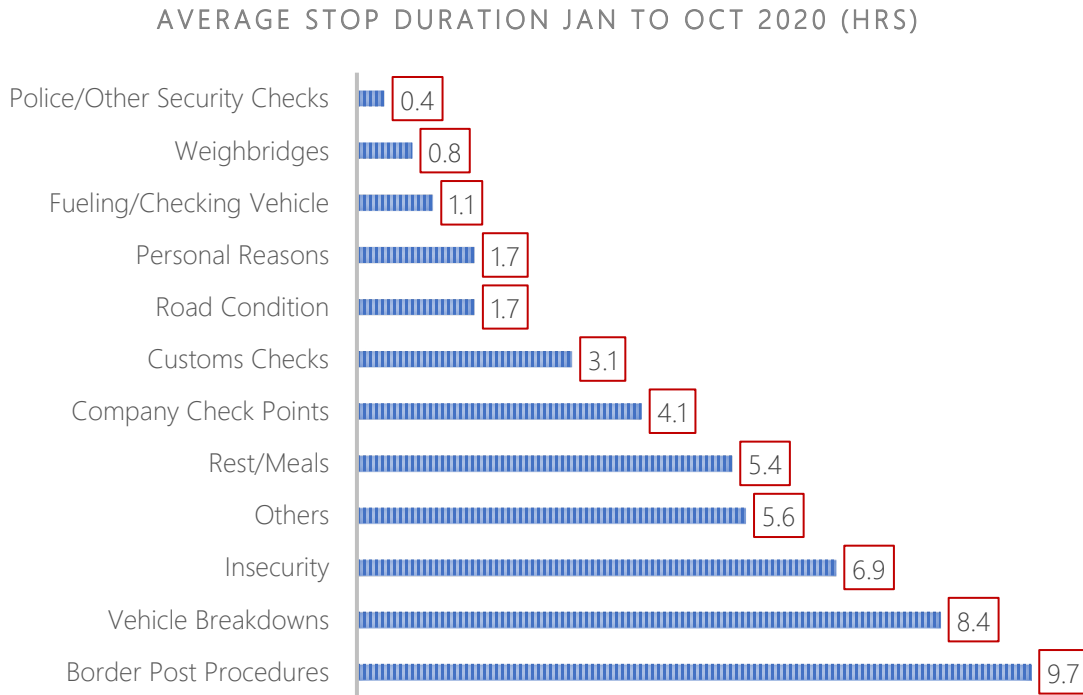
1.3.4 Stoppage location and duration

From the figure 4 below, border post procedures accounted for the highest stoppage duration of about 10 hours. This poor performance at the

borders can be attributed to the guidelines in place to curb the spread of the COVID-19 as is expected to abate as procedures are streamlined

Figure 4: Average Stop duration in hours Jan-Oct 2020

Source: Road survey data 2020



1.3.5 Average charge in USD

From the survey, customs charges accounted for highest cost of all the identified stoppage fees averaging at USD 83. Motor vehicle repair charges, border charges and weighbridge charges complete the list of the top four most costs related to stoppages by trucks along the corridor. Police fees and port charges were the least with an average of USD 3 and USD 2 respectively.

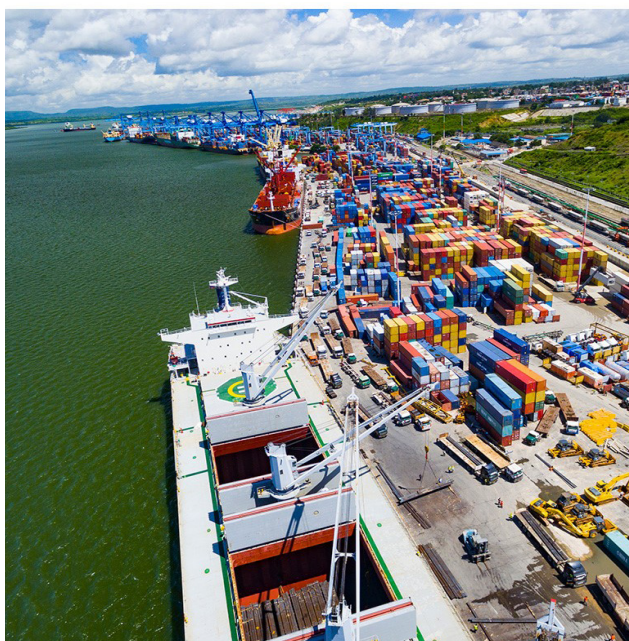
Reason	Average Charge (USD)
Customs Charges	82.63
Repair Charges	52.52
Border Charges	21.88
Weighbridge Charges	16.68
Other	11.34
Personal Charges	6.22
Police Fee/Fine	2.97
Port Charges	1.63



2 STATUS OF QUARTER PORT PERFORMANCE INDICATORS

2.1 Port Indicators

This section focuses on performance at the port in terms of throughput, time and delays specifically container dwell time, One Stop Centre Clearance Time, Time Taken at the Document Processing Centre (DPC) and Delay after customs release at the port of Mombasa for the quarter ending September 2020.



2.1.1 Port Cargo Throughput

Cargo throughput measures the total volume of cargo discharged and loaded at the port of Mombasa in Kenya.

2.1.1.1 Cargo throughput profile at the port of Mombasa

Table 3 below describes volume of cargo profile in metric tons through the port of Mombasa for the period January to September 2020. Total cargo throughput at the port of Mombasa for the period January to September 2020 stood at 25.06 million. The throughput comprised of 43 percent Dry General¹ cargo, 27 percent Dry bulk² cargo and total liquid bulk accounted for 24 per cent as a share of total throughput.

Total liquid bulk shows a significant decline by 19.5 percent for the period January to September 2020 with the month of May 2020 recording the lowest volume of 375,669 tonnes. There was a dip in demand for crude oil that has been attributed to the Coronavirus outbreak and the subsequent cut in oil production by oil-producing countries. Since May 2020 OPEC+ countries have been reducing output by over nine million barrels per day after the virus undermined global demand for crude oil.

Table 3: Cargo throughput profile at the port of Mombasa Jan-Sept 2020

Source: KPA data Jan-May, July-Sep 2020

MT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Total
Dry General	1,308,848	1,218,507	1,202,871	1,144,450	1,145,300	1,284,293	1,284,293	1,151,402	1,271,905	9,727,576
Dry bulk	866,199	647,734	728,529	663,030	652,079	839,288	839,288	641,722	876,782	5,915,363
Total Liquid Bulk	816,751	703,374	627,293	757,310	375,669	662,361	662,361	746,023	657,692	5,346,473
T/ment	169,373	160,131	140,819	129,470	152,779	213,553	213,553	144,687	138,613	1,249,425
Restows	8,564	5,208	8,282	9,712	13,749	12,650	12,650	6,007	8,397	72,569
Total	3,169,735	2,734,954	2,707,794	2,703,972	2,339,576	3,012,145	3,012,145	2,689,841	2,953,389	22,311,406

¹ General cargo are goods that must be loaded individually, and not in intermodal containers nor bulk as with oil or grain. These goods may be transported in bags, boxes, crates, drums, or barrels.

² Bulk cargo is commodity cargo that is transported unpackaged in large quantities such as iron ore, coal, grain), together with ships carrying steel products (coils, plates and rods), lumber or log and other commodities classified as the minor bulks.

2.1.1.2 Containerized Cargo Throughput

Containerized cargo is a method of cargo handling where shipping containers with standardized dimension of twenty-foot equivalent unit (TEU) are used for intermodal freight transport. Table 4 provides container throughput in TEUs at the port of Mombasa in 2020 for the period ending September 2020. Total container cargo was recorded as 1,006,087TEUs. Sixty-four per cent of the containers handled were full, whereas the remaining thirty-six per cent accounted for the empty containers. This shows that most of trade along export route is still low. Another notable trend is the rise in the number of TEUs handle as Transshipment cargo signifying the importance of the port of Mombasa in the region. It can also be noted that, over the same period, there was a decline in imports from 60,118 TEUs in January 2020 to 52,601 TEUs in September 2020.

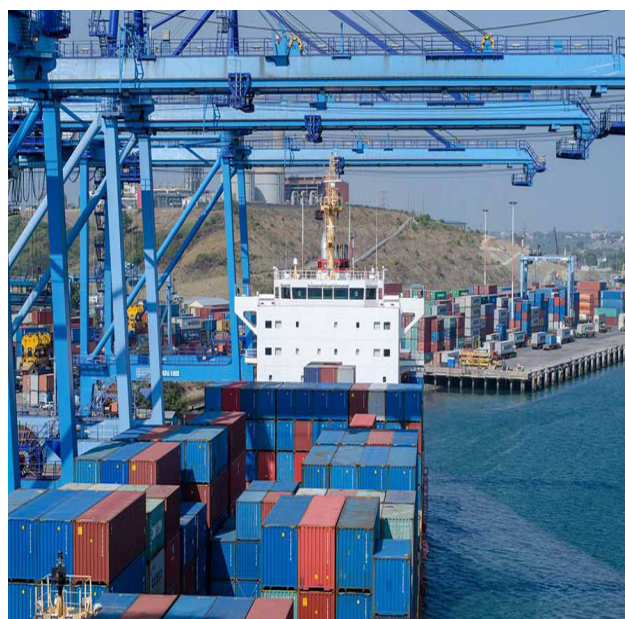


Table 4: Container throughput in TEUs at the port of Mombasa

Source: KPA data Jan-Sep 2020

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
IMPORTS	Full	59,116	46,601	42,569	46,602	41,060	45,260	50,118	51,995	52,114
	Empty	1,002	1,207	1,503	286	1,130	2,013	1,494	817	487
	Total	60,118	47,808	44,072	46,888	42,190	47,273	51,612	52,812	52,601
EXPORTS	Full	11,718	13,203	15,270	12,132	12,587	13,520	12,946	13,989	12,255
	Empty	43,791	34,753	27,314	33,495	30,598	33,530	31,444	39,731	37,962
	Total	55,509	47,956	42,584	45,627	43,185	47,050	44,390	53,720	50,217
T/MENT	Full	10,518	9,647	7,538	7,416	9,004	10,611	12,629	10,553	8,443
	Empty	2,514	3,213	7,933	4,088	3,126	4,670	6,524	2,115	4,467
	Total	13,032	12,860	15,471	11,504	12,130	15,281	19,153	12,668	12,910
RESTOWS	Full	552	330	516	604	804	380	792	454	550
	Empty	2	2	-	-	322	4	112	4	38
	Total	554	332	516	604	1,126	384	904	458	588
TOTAL	Full	81,904	69,781	65,893	66,754	63,455	69,771	76,485	76,991	73,362
	Empty	47,309	39,175	36,750	37,869	35,176	40,217	39,574	42,667	42,954
	Total	129,213	108,956	102,643	104,623	98,631	109,988	116,059	119,658	116,316

2.1.2 Containerized Import Cargo Dwell time at the port of Mombasa

Containerized cargo Dwell Time is the measure of time that elapses from the time a container is offloaded at the port to the time it leaves the port premises.

Figure 5 presents import dwell time for the containers during the quarter ending September 2020. The target for cargo dwell time for import containers at the port of Mombasa is set at 78 hours

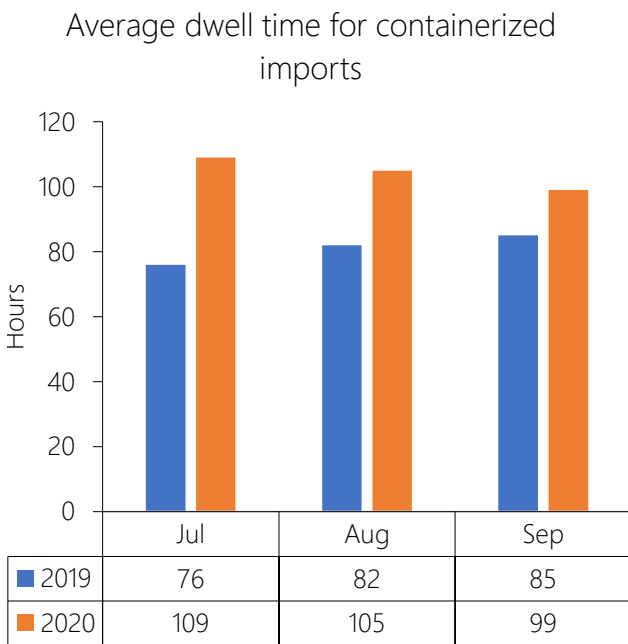
by December 2020 as per the Mombasa Port and Northern Corridor Community Charter. A total of 80,101 containers were sampled. It took 109 hours to evacuate containers from the port premise in July 2020 but this time reduced significantly by 33 hours to and 99 hours in September 2020, a reduction of 43 percent. When compared to the same quarter in 2019, there was a significant increase in dwell time for the quarter of 2020. This was partly attributed to the restriction put in place to curb the spread of COVID-19 which has led to increased time taken

for clearance processes and procedures. Delays in ports add to the cost of goods. Further from the qualitative data, it was observed that delays at the port and inland container depots are resulting to increase cost of trade.

In addition, the port of Mombasa added number of free storage period since 18th of May 2020 in line with continuous and deliberate efforts of cushioning customers on effects of the Corona Virus which have impacted the whole transport logistics chain. Free storage for domestic export containers has been increased from 9 to 15 days whereas transit import containers free storage period has increased from 9 to 14 days at the port and at the Nairobi Inland Container Depot (ICD). Transit import containers at the Naivasha ICD will have 30 days free period. All transit export containers are now being stored for 20 days free of any charges from the previous 15 days.

Figure 5: Average import containerized cargo dwell time

Source: KPA July- September 2019 and 2020



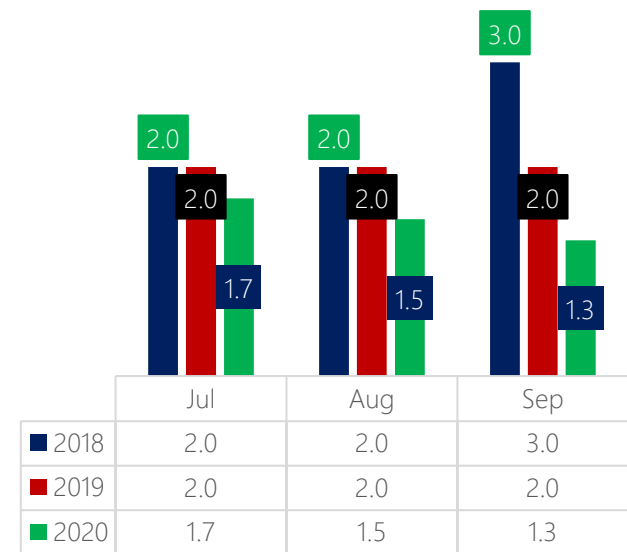
2.1.3 Time for customs clearance at the Document Processing Centre

This refers to the time taken by Customs to pass an entry lodged by a clearing agent. This time bears a proportion to the total port dwell time.

Figure 6 presents the performance of time taken for customs clearance at the DPC for the quarter ending September 2020 comparing with the previous year 2019 same quarter. As shown in the figure 6 DPC time has been fluctuating. Data indicates an improvement when compared to the same quarter of 2019. Stability of SIMBA system, integrity of clearing agents, quality of declaration by the relevant agents and document volumes waiting for processing are key factors that affect this target. However, it is important to note that there has been a reduction in the volume of cargo handled at the port due to the global pandemic of COVID-19.

Figure 6: Average time taken at the Document Processing Centre (DPC)

Source: KRA data July- September 2018, 2019 and 2020



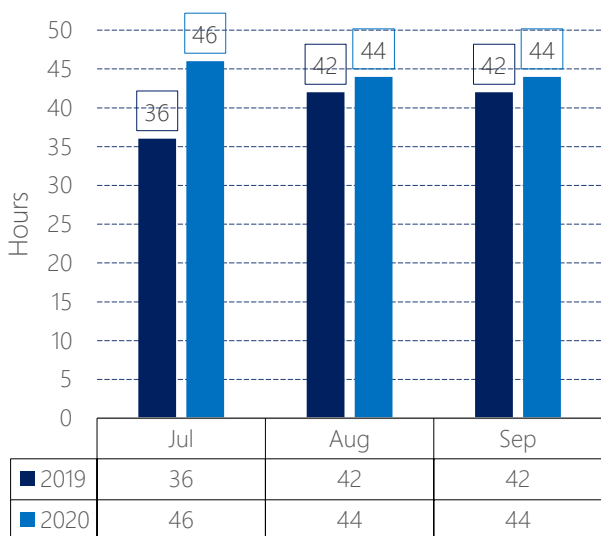
2.1.4 Delay after customs release at the port of Mombasa

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

As illustrated in figure 7, average time spent at One Stop Centre for the period (July to September 2020) reduced marginally from 46 hours in to 44 hours respectively. Statistics show that after release time worsened for the quarter of 2020 when compared to the same quarter of 2019. This could be partly attributed to delays encountered by transporters to meet the COVID-19 health protocols. Requirements for social distancing and enhanced sanitation has undoubtedly resulted in slowing traffic at cargo collection points, as transport providers struggle to comply with the new regulations. Furthermore, transporters were expected to undergo COVID-19 tests and access the port on condition they are COVID-19 free.

Figure 7: Average after release customs time at the port of Mombasa

Source: KRA data July- September 2019 and 2020



2.1.5 Customs One Stop Centre Clearance Time at the port of Mombasa

One Stop Centre Clearance Time is measured as the average time taken from passing a registered customs entry to the issuance of release order by customs.

The steps involved between passing of customs entry registration and issuance of release order are as follows:

- Agent submits documents to the receiving

clerk for onward submission to the Head Verification Officer

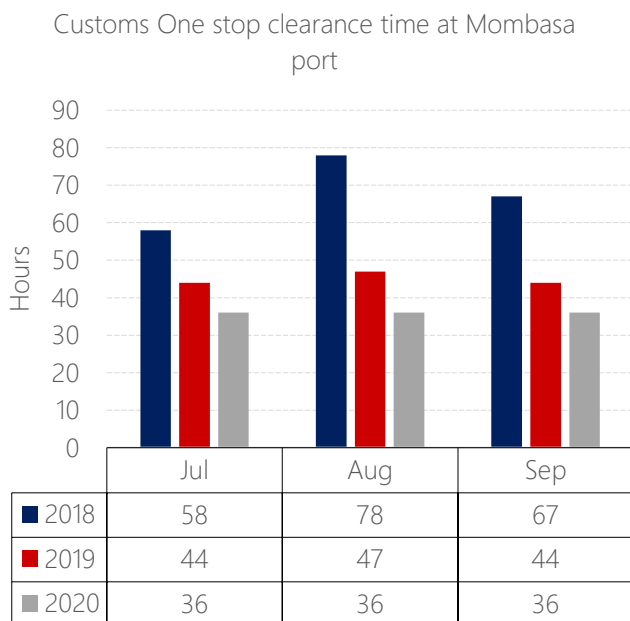
- Clearing and forwarding Agent also submits copies of file to other concerned agencies
- Head Verification Officer reviews the documents and instructs the Verification Officer to forward them to the Receiving Clerk
- Receiving Clerk prepares a letter to KPA advising that container is subject to verification and an email sent to Clearing Agent advising of the same.
- The container is sighted to ensure that it is available for verification/inspection. Agent informs verification officer to arrange time of verification/inspection
- Joint verification by KPA and concerned agencies is conducted
- Agent obtains release stamps from all agencies involved in verification
- Document file is returned to Verification Officer who creates examination report and submits to Head Verification Officer for examination
- Head Verification Officer releases cargo on the system which generates Release Order electronically
- Release Order is electronically transferred to KPA



A total sample 23, 081 observations were analyzed to determine the average time after customs release for the quarter ending September 2020. The Mombasa Port and Northern Corridor Community Charter sets to achieve 64 hours by December 2020 as the target for this indicator. Data from figure 8 shows time taken after customs release improved in 2020 when compared to other years and was within the set target of 64 hours. Some of the commitments aimed at improving performance for this target include: automating gate clearance procedures and ensuring 24 hour operations.

Figure 8: Customs one stop clearance time at the port of Mombasa 2020

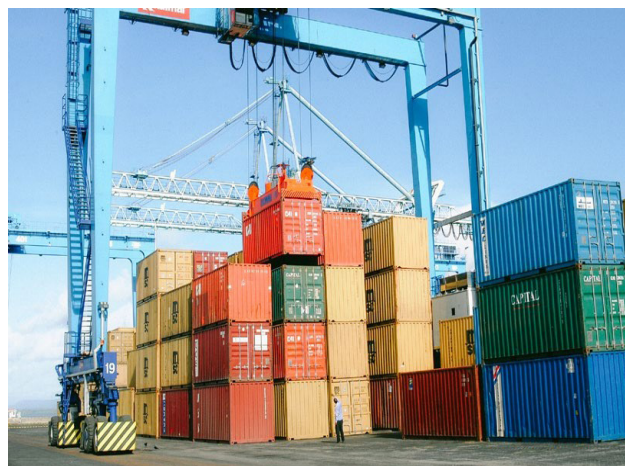
Source: KRA data July- September 2018, 2019 and 2020



2.1.6 Rwanda Revenue Authority (RRA) customs release time and delays

The Mombasa Port and Northern Corridor Community Charter commits the Rwanda Revenue Authority to facilitate fast processing release of transit cargo and to reduce clearance times for transit cargo. Figure 9 presents the time taken for Single Custom Territory (SCT) procedures for the quarter ending September 2020 for Rwanda. The indicators analyzed include; customs entry release time, physical goods release processing time and delay after physical goods release time. The process of clearance under SCT is as follows:

- The clearing agent lodges an entry into ASYCUDA which is interfaced with other agencies under the Single Window system (Rwanda Electronic Single Window) that allows all the border agencies to interface with ASYCUDA when a consignment is dealt with at Mombasa.
- The agent self-assesses taxes/bond security and pays taxes in the bank where applicable.

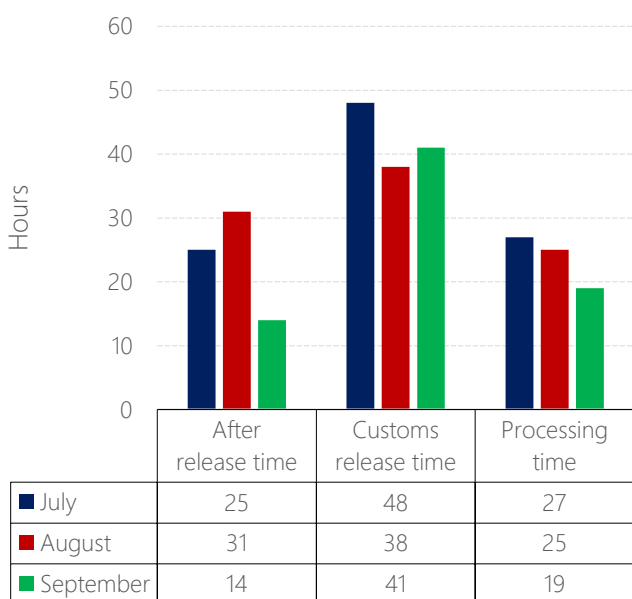


- Customs processes and electronically issues entry release to the agent.
- If a consignment is dealt with at Mombasa, the agent requests for the physical release of goods from RRA Mombasa office; RRA issues a physical goods release order (Exit Note) to the agent.
- Basing on the Exit Note, KRA processes final release of goods from the Port on Form C2 which accompanies the goods to exit border station and also seals the goods where applicable.
- Seals are applied at Mombasa, and the other agencies conduct their procedures when the truck/goods arrive at the trader's premise in Rwanda.

As shown in figure 9 below, the average time between passing/Acceptance of customs entry registration and issuance of customs release order improved from 25 hours in July 2020 to 14 hours in September 2020 during the quarter. There is still a challenge of automated exchange of data among the member States participating in the SCT framework of clearing goods; the said interface/platform for the exchange of data on goods being cleared is not efficient. There is need to adopt a single transit system for the Northern Corridor for clearance of internationally traded goods as recommended by earlier Northern Corridor Transport Observatory studies in order to address this problem.

Figure 9: RRA Single customs processing and release time in Hours (July-September 2020)

Source: RRA data July- September 2020



2.2 Maritime Indicators

Discussions under this subsection focus on performance on container vessel movement from the arrival of the ship at the outer port waiting area, the beginning of its entrance into the port, the arrival at berth, the departure from berth, and the release of the ship at the port of Mombasa, for the quarter ending September 2020. A comparison on some indicators is made with the same quarter for the previous year.

2.2.1 Ship turnaround time at the port of Mombasa

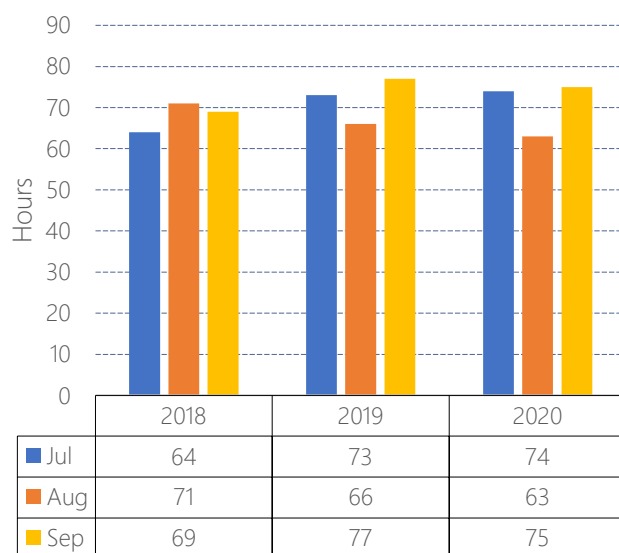
Ship Turnaround Time is measured from the time the vessel arrives at the Port area (Fairway Buoy) to the time it leaves the port area demarcated by the fairway buoy

Figure 10 shows average turnaround time for the quarter ending September over the years of 2018, 2019 and 2020. This is a critical key performance indicator of port efficiency, as an increase in ship turnaround time indicates inefficiencies.

Over the period, 140 ships were recorded. Statistics illustrates a varying performance for the ship turnaround time ranging from a high of 75 hours in September 2020 and a low of 63 hours in August 2020. Which is within the set target of 81 hours as per the Mombasa Port & Northern Corridor Community Charter. It is important to note that there are has been continuously implementation of initiatives towards port expansion in line with increased cargo throughput volumes including modernization of equipment and expansion of berth that has led to the improvement of this target.

Figure 10: Average Vessel Waiting Time before Berth at the port of Mombasa in hours

Source: KPA data Jan-Jun 2019 and 2020



2.2.2 Vessel Waiting Time before berth (hours)

Vessel Waiting Time before berth is measured from the time the vessel arrives at the fairway buoy to the time at its first berth, including waiting at their convenience.

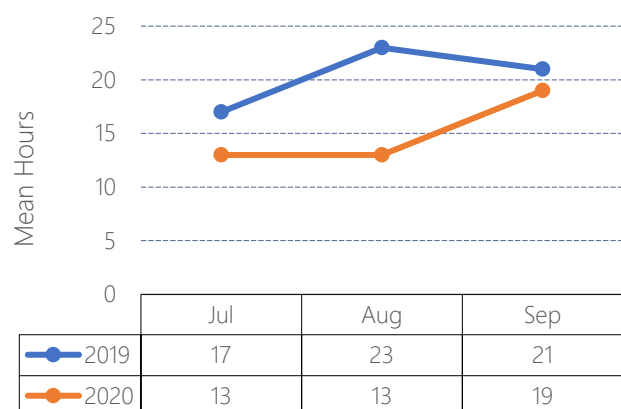
Vessel waiting time is a subset of the vessel turnaround time. For an efficient port, less waiting time is preferred as opposed to those with longer waiting times. Figure 11 shows the performance in the vessel waiting time at the Port of Mombasa for the period April to September 2020 and a similar comparison in 2019.



The set target is 12 hours by December 2020 as per the Mombasa port & Northern Corridor Community Charter. During the review quarter, average waiting time rose from 13 hours in July 2020 to 19 hours in September 2020 against the 12-hour target.

Figure 11: Average Vessel Waiting Time before Berth in hours at the port of Mombasa

Source: KPA data Jan-Jun 2019 and 2020



2.3 Corridor Indicators

Corridor Indicators cover the period from the time goods are released at the port/ Inland Container Depots up to exit at the border and final destinations. In this category, the indicators of interest are compliance levels at weighbridges, the volume of traffic and transit time along the respective routes on the Northern Corridor.

Transit time measures the time taken by transporters from the port to deliver cargo to the point's destination. However, transit time is affected by numerous factors that occasion delays and stoppages along the corridor. For instance, the COVID-19 pandemic has presented another challenge for the movement of goods from the port after health authorities developed protocols requiring truck drivers to be tested. COVID-19 free certificate is a requirement for all truck drivers plying the region's highways

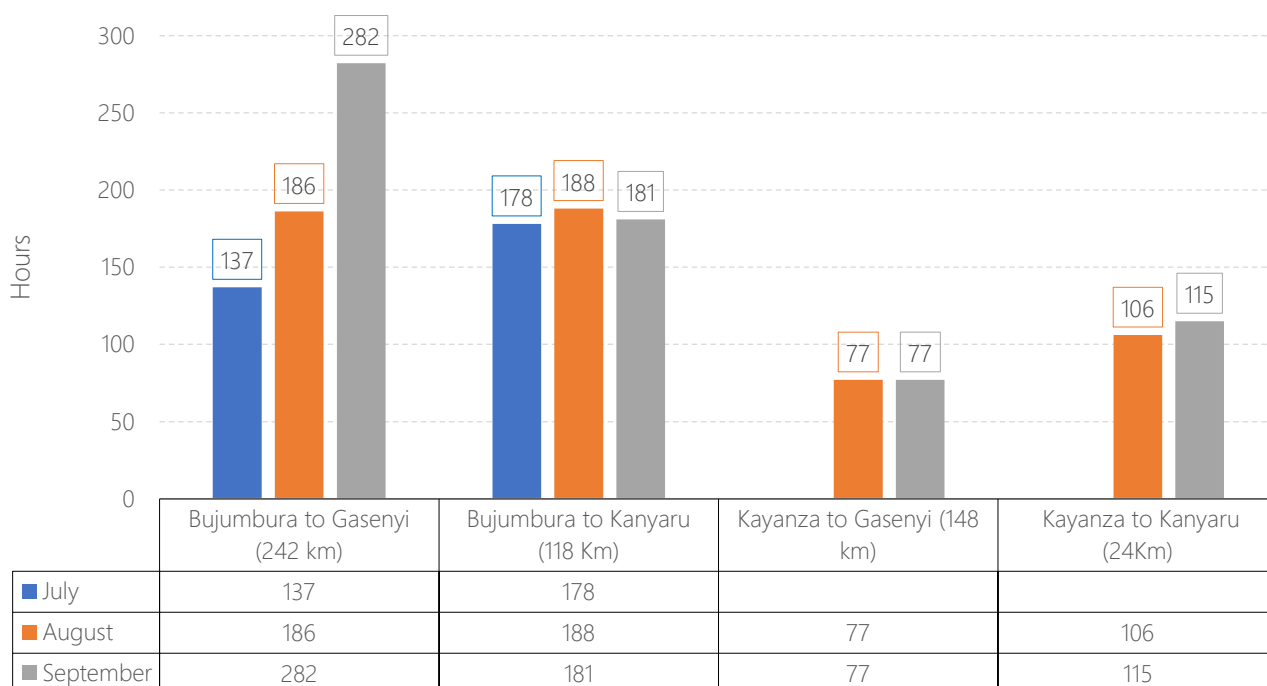
2.3.1 Transit Time in Burundi

The discussions focus on transit time for a truck travelling between key borders in Burundi along the designated Northern Corridor road transit routes where data was available. The main Northern Corridor route runs from Akanyaru Haut/Kanyaru – Haut border to Bujumbura and connects with DRC through Gatumba border. In addition, the route through Nemba/ Gasenyi connects with the main route at Kayanza.

A total of 147 trucks were sampled to measure the transit time from Bujumbura to Gasenyi; 51 trucks from Bujumbura to Kanyaru; 302 trucks from Kayanza to Gasenyi and 70 trucks from Kayanza to Kanyaru during the same review period. Figure 12 shows average transit time for trucks plying these respective routes using the ASYCUDA system data. The review shows that there are transit delays on all these routes under discussion. The average transit time for Kayanza to Kanyaru-Haut route was significantly high despite the fact it is a shorter distance compared with Kayanza- Gasenyi route. The poor performance could be attributed to prevalent stoppages along the route pointing to prevailing inefficiencies. In addition, long delays were partly attributable to delays occasioned by long time taken for processing of driver COVID-19 test results as a requirement for the COVID-19 health protocol, steep terrain and road conditions resulting from damage by rain and overloaded vehicles.

Figure 12: Transit Time in Burundi along the Northern Corridor

Source: ASYCUDA OBR data July- September 2020



2.3.2 Transit Time in Kenya

Transit time in Kenya is an estimate of the period from the time cargo is removed from the port of Mombasa to the time the export certificate is issued after crossing the border at Malaba, Busia or Taveta for goods exiting Kenya by road.

2.3.2.1 Mombasa to Kenya exit borders

Based on the Mombasa Port and Northern Corridor Community Charter, the set target for transit time from Mombasa to Malaba is 60 hours by December 2020; and from Mombasa to Busia is 65 hours by December 2020.

A total of 7,865 trucks were sampled to measure the transit time from the port of Mombasa to Malaba border; 941 trucks for the Mombasa-Taveta route and a total of 605 trucks were sampled for the Mombasa- Busia route during the quarter ending September 2020. All these trucks were issued with a certificate of export at the respective borders. Statistics show that transit time worsened on all the routes except the Taveta route which could be attributable to border crossing challenges due to driver testing requirement for the COVID-19 led to an increase in the transit time as illustrated in figure 13 below. In addition, COVID-19 containment measures including lockdowns, curfews, and social distancing

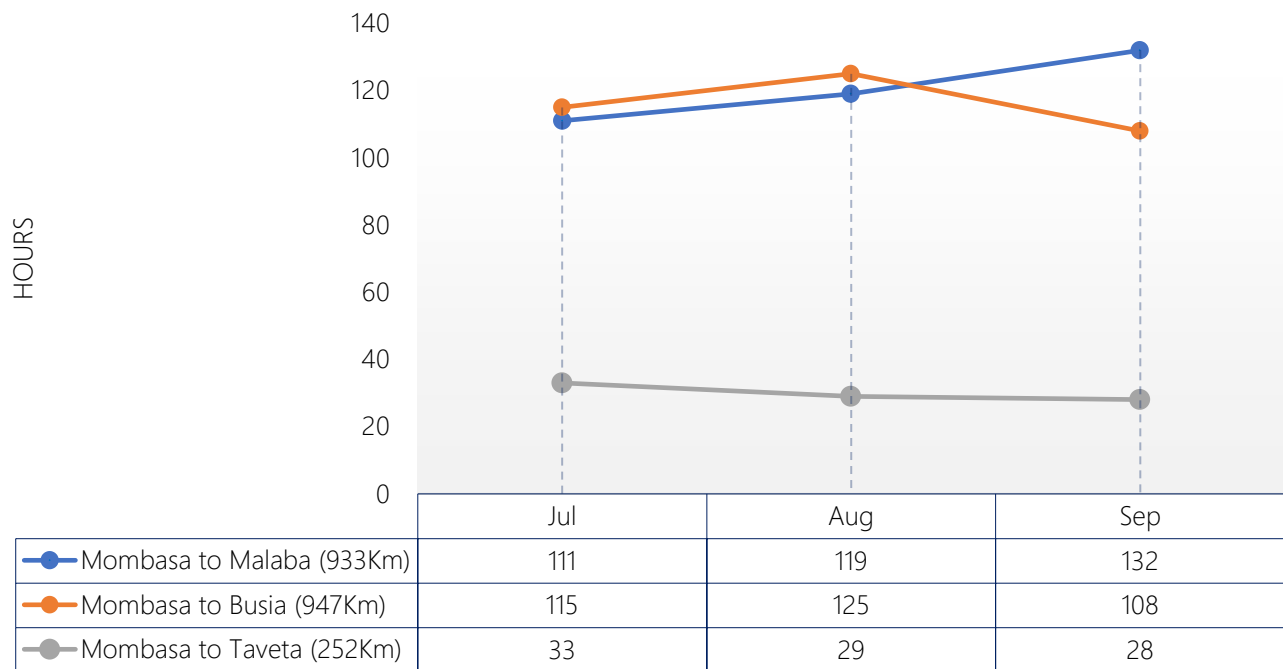


measures slowed down processes contributing to high transit time. In the review period, drivers were experiencing a long stay at border points as they awaited clearance, with long queues of trucks reported at the Malaba border.

Data reveals an increase in number consignments plying the Taveta/Holili route through the Northern Corridor. The alternative route to Burundi through Taveta/ Holili is preferred by the transporters route due to shorter distance, low costs and fewer non-tariff barriers (i.e. one border) as opposed to the traditional corridor route which goes through Uganda and Rwanda.

Figure 13: Transit time from Mombasa to Malaba and Busia in hours

Source: KRA- RECTS data Jul-Sep 2020



2.3.2.2 Origin (Mombasa) to Destination

Figure 14 provides transit time from the port of Mombasa to Kampala/Uganda, Kigali/Rwanda, Elegu-Nimule border/South Sudan and Mpondwe for the quarter ending September 2020. The route from the port of Mombasa to Kampala covers a distance of 1,169 Km, to Kigali 1,682 Km, to Elegu 1,430 Km and to Mpondwe 1,611 Km with a sample distribution of 12,543 trucks, 963 trucks, 7,087 trucks and 923 trucks respectively. Transit time varied on different routes depending on a number of factors such as distance, status of the road, non-tariff barriers among others.

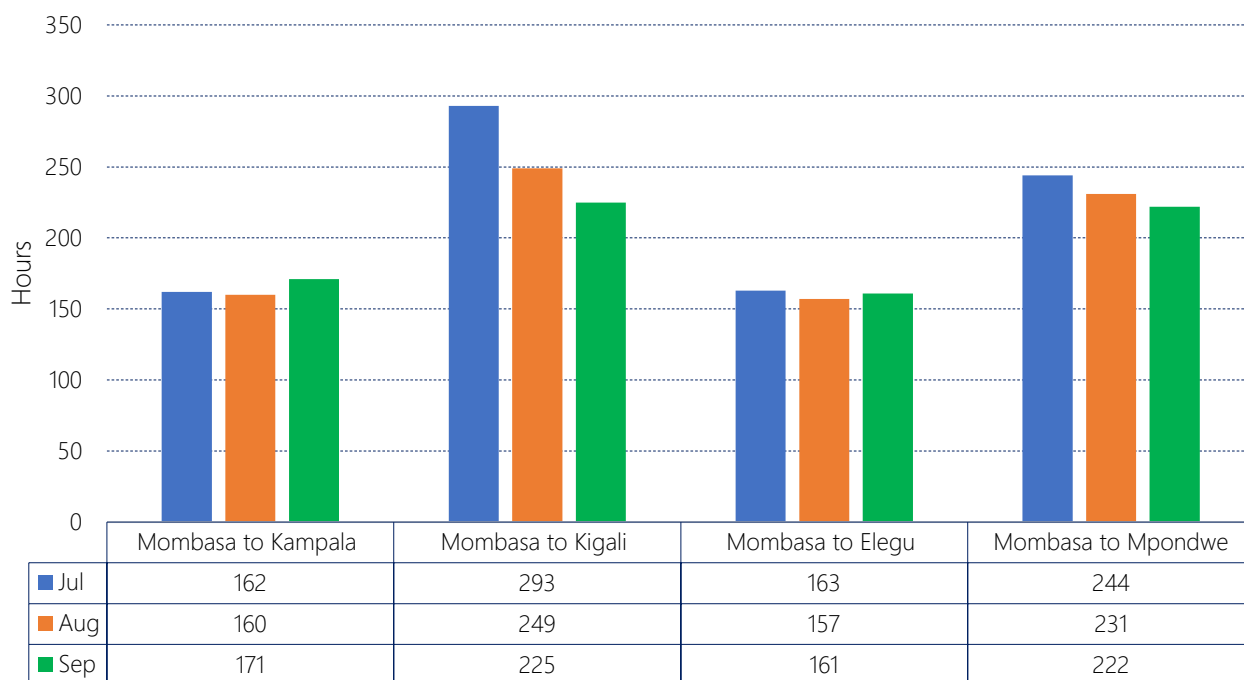
All the destinations from Mombasa have seen a higher transit times in the review quarter, which was occasioned by long time taken for processing of driver COVID-19 test results as a requirement for the COVID-19 health protocol. It was observed that the truckers could not get a customs release to proceed on their journeys without a valid COVID-19 certificate. Mombasa- Elegu route was the fastest with the average speed of 9 kms per hour whereas Mombasa to Kigali route registered an average speed of 6.6 kms per hour during the review period.

There has been immense investment along the corridor to ensure reduction of transit time. The initiatives include: improvement/expansion of road infrastructure, implementation of the SCT framework for clearance of goods, one-stop border points among others clearly an indication to enhanced efficiency.



Figure 14: Transit time from the port of Mombasa to various destinations

Source: KRA (RECTS), RRA (ASYCUDA) Jul-Sep 2020



2.3.3 Transit Time in Rwanda

Transit time in Rwanda is the time duration from the time a truck is allowed (electronically in Rwanda Revenue Authority's system) to commence the transit journey to the time the bond is cancelled on the exit border.

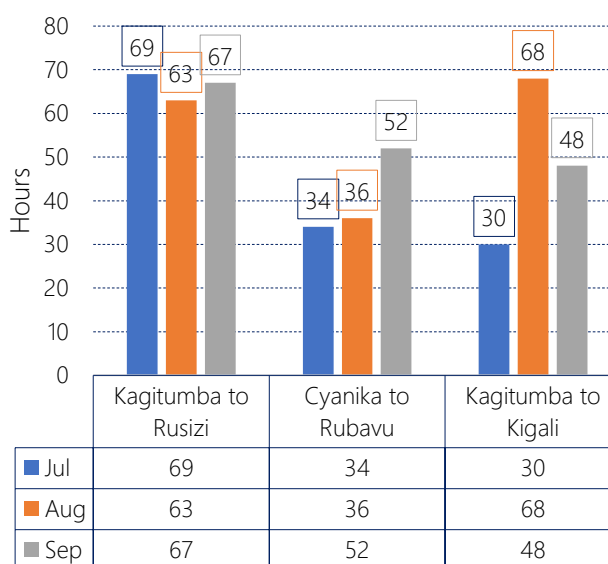
Rwanda has three entry borders along the Northern Corridor namely: Kagitumba/Mirama Hills; Gatuna/Katuna and Cyanika. The exit borders from Rwanda include: from Rubavu/Goma; Akanyaru-Haut/Kanyaru Haut; Mururu/Rusizi and Nemba/Gasenyi.

Figure 15 below shows the transit times in Rwanda from Kagitumba and Cyanika borders for the quarter of April- June 2020 using the Regional electronic cargo tracking system. From the analysis, average transit time varied across the routes depending on the distance and measures put in place to cope with the COVID-19 pandemic.

A total number of 3,302; 400; and 37 trucks were sampled for real time cargo trucking from Kagitumba to Rusizi, Cyanika to Rubavu and Kagitumba to Kigali respectively. From the analysis, Kagitumba-Rusizi route was the fastest with an average speed of 7 kms per hour compared to Cyanika-Rubavu route which was the slowest at an average speed of 2 kms per hour. Kagitumba-Kigali recorded an average speed of 4 kms per hour. The slow speed in Rwanda is attributed to the winding terrain of the road

Figure 15: Mean Transit time Rwanda Jul-Sept 2020

Source: RRA (ASYCUDA) Jul-Sep 2020



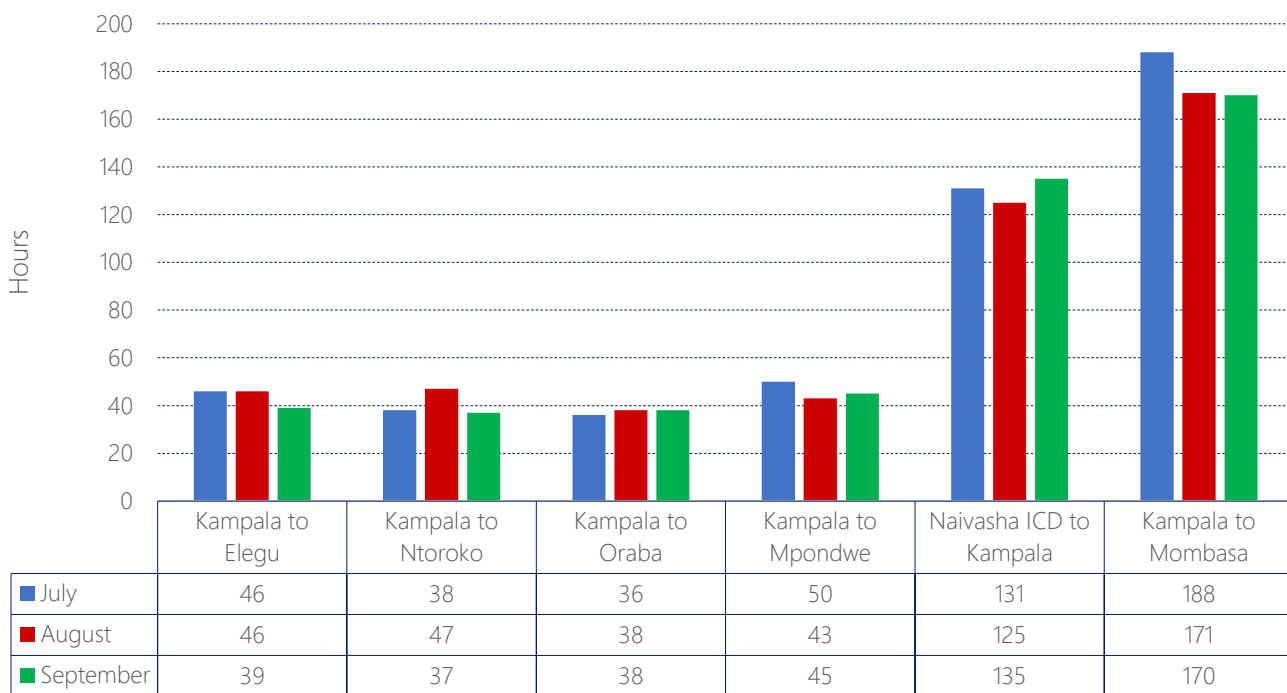
2.3.4 Transit Time in Uganda

Transit time in Uganda tracks the time taken to move cargo between Kampala and various borders between Uganda and Northern Corridor Member States. Figure 16 presents summary average transit time in hours on these routes from Kampala using electronic cargo tracking system (ECTS). Traffic to Kampala from Naivasha ICD was the highest with 2,205 trucks followed by Kampala - Elegu route with 1,773 trucks and Kampala- Mombasa route with 1,039 trucks. Kampala to Mpondwe route registered 494 trucks, to Oraba route with 538 trucks and Kampala to Ntoroko route 395 trucks were sampled for analysis of transit time during the quarter under review.



Figure 16: Average transit Time from Kampala in hours

Source: URA (RECTS) July-September 2020



From the analysis time taken varied depending on the distance. However, Kampala to Mombasa route was the slowest route averaging 6.6 Kms per hour compared to Kampala to Oraba and Kampala to Elegu routes that averaged 15.6 Kms per hour and 10.4 Kms per hour respectively over the review period. Naivasha ICD to Kampala recorded average speed of 4.3 Kms per hour

2.4 Weighbridge Traffic

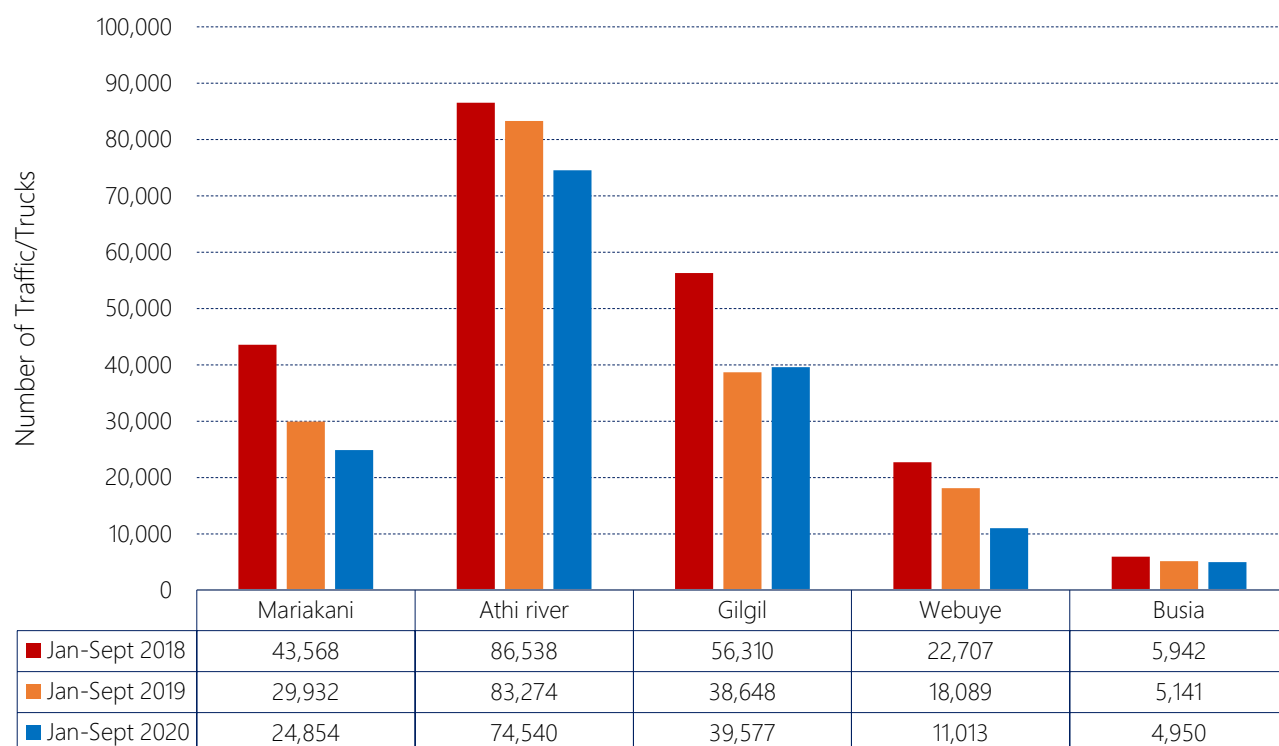
This refers to the number of trucks crossing the weighbridges. The indicator measures the average number of trucks weighed per day at a particular weighbridge in Kenya along the Northern Corridor.

Figure 17, shows monthly average daily traffic weighed for the period between January and September 2020. Analysis show that the total traffic cumulatively increased by 53 percent in 2018 when compared to 2017 the same months from January to September. However, the traffic reduced cumulatively by 19 percent in 2019 and further by 12 percent in 2020 during the same period. Mariakani weighbridge witnessed a drop in traffic by 31 percent in 2019 and 17 percent in 2020. This could be due to implementation of standard gauge railway line. Athi- River weighbride recorded the highest traffic that included traffic originating from/to the port of Mombasa both local and transit cargo and traffic originating from/to Namanga Border Point. This traffic reduced by around 50 percent at Gilgil weighbridge given that some of it was destined for Nairobi and its environs. Webuye and Busia Weighbridges recorded lower traffic which majorly comprises of transit cargo heading to the border points of Malaba and Busia respectively.



Figure 17: Monthly average daily traffic volume

Source: KeNHA, Jan-Sept 2018 to 2020 data





Therefore, trucks are expected to comply with the set vehicle load limits to protect the road infrastructure. In general, all the trucks weighed should achieve a target of 100% compliance.

Table 5 below illustrates average daily weighbridge compliance at five weighbridges for both inbound and outbound trucks in Kenya along the Northern Corridor. Kenya National Highway Authority (KeNHA) has installed High Speed Weigh in Motion (HSWIM) and multi deck scales at: Mariakani; Athi River; Gilgil and Webuye which are fully automated.

In the analysis, weighbridges recorded a steady performance in terms of compliance levels of over 90 percent performance except for Busia weighbridge whose compliance level varied between 77 percent and 88 percent. Low compliance at the Busia weighbridge could be attributed to the weighbridge to the fact that Busia weighbridge handle cargo that originates around the area which has not been weighed elsewhere. The target of 100% compliance has not yet been attained.

Table 5: Weighbridge Compliance (%)

Source: KeNHA, data, January – September 2020

	2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Mariakani	96.0	97.0	98.0	97.0	97.0	99.0	98.9	99.8	97.8	
Athi river	99.0	98.0	99.0	97.0	98.0	98.0	99.2	99.3	98.9	
Gilgil	95.0	94.0	95.0	93.0	95.0	97.0	93.0	96.9	94.3	
Busia	82.0	78.0	77.0	87.0	79.0	82.0	88.4	78.1	80.2	
Webuye	91.0	96.0	97.0	93.0	92.0	92.0	93.0	95.5	92.1	

2.5 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.

The management of axle-loads for heavy trucks is a very important aspect of the road policy. Overloading is among the key determinants of road deterioration. Overloading on axle leads to faster deterioration of the road pavement while exceeding vehicle load gross limits destroys bridges.

3 CONCLUSION

Generally, performance on most indicators except the maritime indicators indicates a downward trend during the quarter under review. Transit time on most of the routes along the Northern Corridor worsened. It can be noted that requirements for social distancing and enhanced sanitation has undoubtedly resulted in slowing traffic at cargo collection points, as transport providers struggle to comply with the new regulations.

Furthermore, transporters are expected to undergo COVID-19

tests and access the port on condition they are COVID-19 free. The abrupt nature of the pandemic, coupled with the absence of tailored strategies has affected and continued to affect the performance at the Port of Mombasa and the Northern Corridor at large.

The report recommends conducting a detailed vulnerability assessment of the corridor so that disaster mitigation measures can be put in place.



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