

## Monthly Port Community Charter Report;

June 2015

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### **i) Introduction**

The Northern Corridor Dashboard is a performance monitoring tool with an online platform that can be accessed via <http://top.ttcanc.org> or [www.kandalakaskazini.go.ke](http://www.kandalakaskazini.go.ke). The dashboard tracks ten key performance indicators along the corridor. These indicators are part of 31 indicators on the Transport Observatory Portal and are grouped into three categories which include; port indicators, corridor indicators and maritime indicators.

The Northern Corridor Dashboard is used to monitor the implementation of the Mombasa Port Community Charter which commits both public and private sector stakeholders involved in the handling and clearance of goods transported through the Port of Mombasa to undertake measures that will increase efficiency of the Port and the Northern Corridor.

### **ii) Overview of May, 2015 Report**

The month of May registered improvements in certain indicators. However, others did not show improvements in performance. Average containerized cargo dwell time for the month was 4.6 days while the Document Processing Centre (DPC) time was 2.4 hours. One Stop Centre clearance time took averagely 2.3 days with delays after release recording 2 days within the same period.

The Corridor indicators also showed some remarkable improvements. Most weighbridges showed improvements on their compliance levels though still below the set target of 100% level. In addition, the average transit time from Mombasa to Malaba worsened off from 6.8to7.3 days, while time taken to Busia similarly worsened off from 7.3 to 9.2 days in the same period.

The maritime indicators however did not record remarkable improvement in the month of May 2015, with ship turnaround time averaging to 6.1 days while vessels waiting time registered 2.7 days.

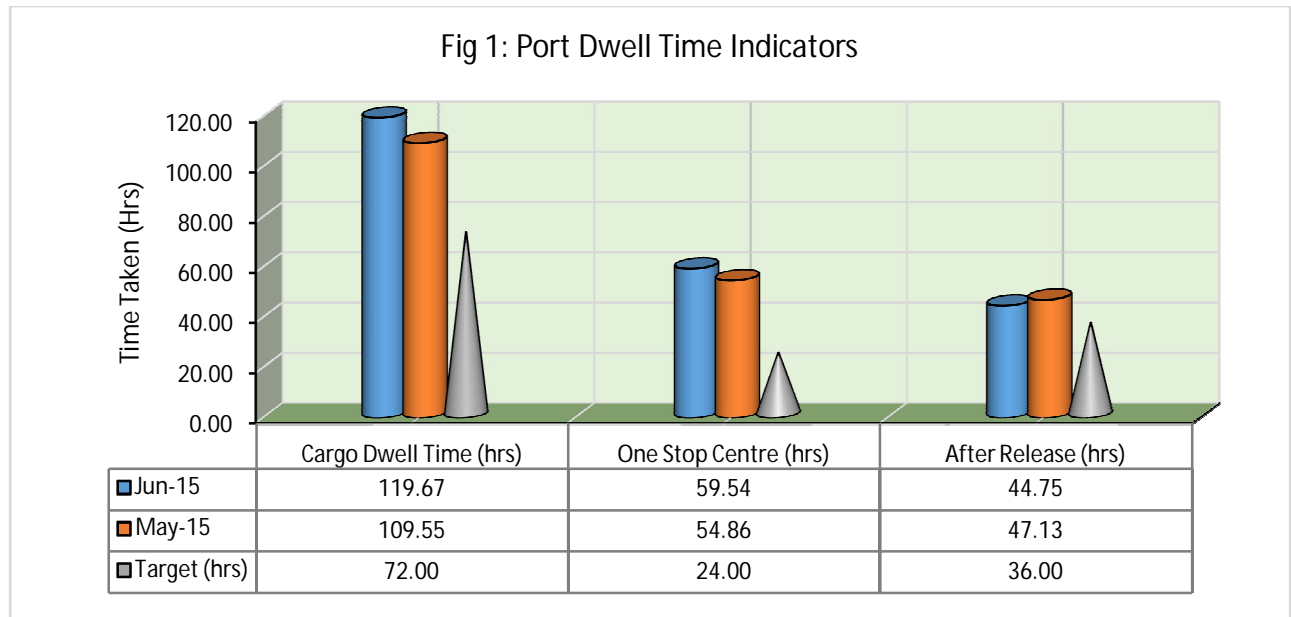
iii) Indicator status in the month of June, 2015

a) Port Indicators

Table 1 and Fig 1 below provide a summary of port indicator results for the month of May and June 2015.

Port Indicator	Cargo Dwell Time (hrs)	DPC Time (hrs)	One Stop Centre (hrs)	After Release (hrs)
Jun - 2015	119.67	2.24	59.54	44.75
May - 2015	109.55	2.43	54.86	47.13
Target (hrs)	72.00	2.00	24.00	36.00

Table 1: Port Indicators



1. Cargo Dwell Time at the Port of Mombasa:

Dwell time is measured by the time that elapse from the time cargo offloaded at the port to the time goods leave the port premises after all permits and clearances have been obtained.

- The results show that port dwell time has worsened off from 4.6 days (110 hours) to 5 days (120hours) in the month of June 2015.
- KPA, in collaboration with other stakeholders was to achieve a dwell time below 3 days (72 hours) within 120 days after signing the Port Community Charter in June 2014. On the contrary, this has not been achieved yet.
- There is need to improve port operations, speed clearance of cargo processes by all the stakeholders involved as well as cargo pick up from the port.

## **2. 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 measure considers only transit cargo monitored on a weekly basis.

- From Table 1, DPC time has improved in performance from 2hrs 26min to 2hrs 14mins between the month of May and June2015. However, this is still above the target of 2 hours.
- 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. Similarly, this was to be achieved within 3 months after the charter signing. It's commendable to expedite the discussions and initiatives underway aimed at establishing a pre-clearance system.

## **3. One Stop Centre Clearance Time:**

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

- Fig 1 shows that time spend at One Stop center in June 2015 of 2.5 days (60 hours) has slightly worsen off compared to May 2015 clearance time of 2.3 days (55 hours). This is still drastically above the expected target at one stop center clearance of 24 hours.

- The Port Charter requires that the agencies involved in the clearance processes achieve a joint, effective and efficient physical verification of cargo. Furthermore, this was to be done within the first 3 months of signing the Port Community Charter to boost the clearance processes.
- The process is undertaken under one roof but still some challenges always emerges that delays the clearance process. This may include:
  - i. last minute changes to import documents by importers
  - ii. Cases of some cargo interveners not being present at their duty stations
  - iii. Delays in physical verification and inspection of the cargo

#### **4. Delay after Customs Release:**

Refers to the period it takes to evacuate cargo from the port after it is officially released.

- June 2015 has recorded an improvement in delays in time taken after the customs have issued a release order compared to May2015. Time taken after Customs release slightly improved from **1.99 days** to **1.86 days** (47 hours to 45 hours) in the month of May to June 2015 as shown in table 1 above.
- However, the results shows that the rate of cargo pick up by transporters and traders are still slow and records above the 36 hours target signifying presence of delays to the business community.

#### **b) Corridor Indicators**

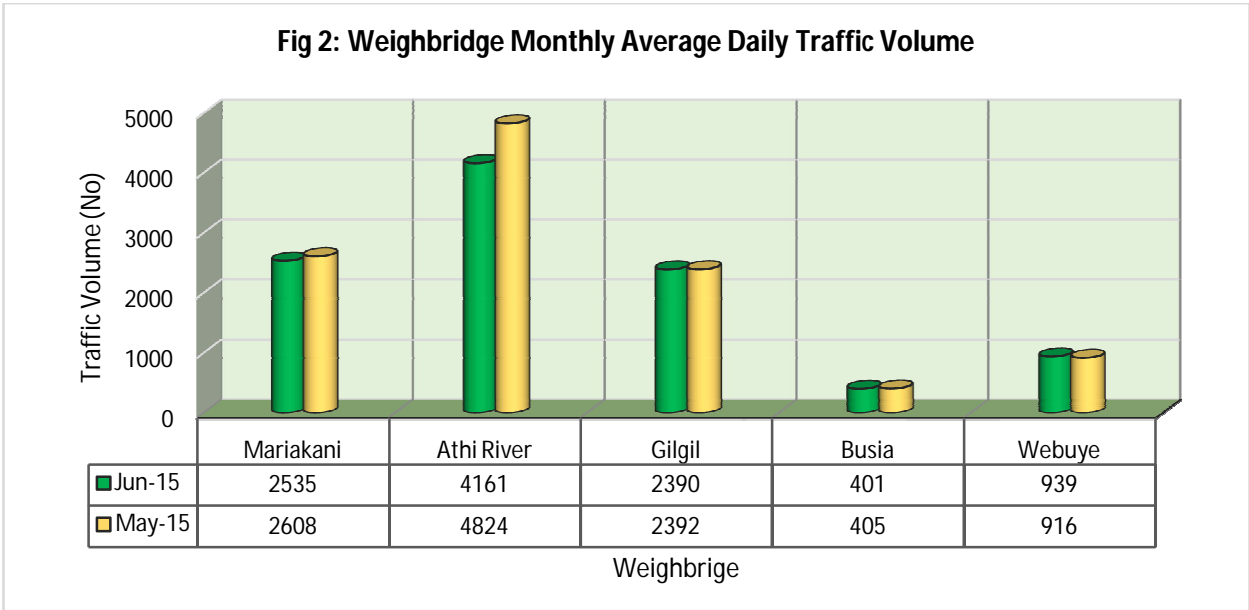
Weighbridge data are transmitted on a weekly and monthly basis by KeNHA through the weighbridge administrators.

#### **5. Weighbridge Traffic:**

This indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya.

For weighbridges that have both High Speed Weigh in Motion (HSWIM) and Static, it is given by total number of vehicles weighed using HSWIM weighbridges.

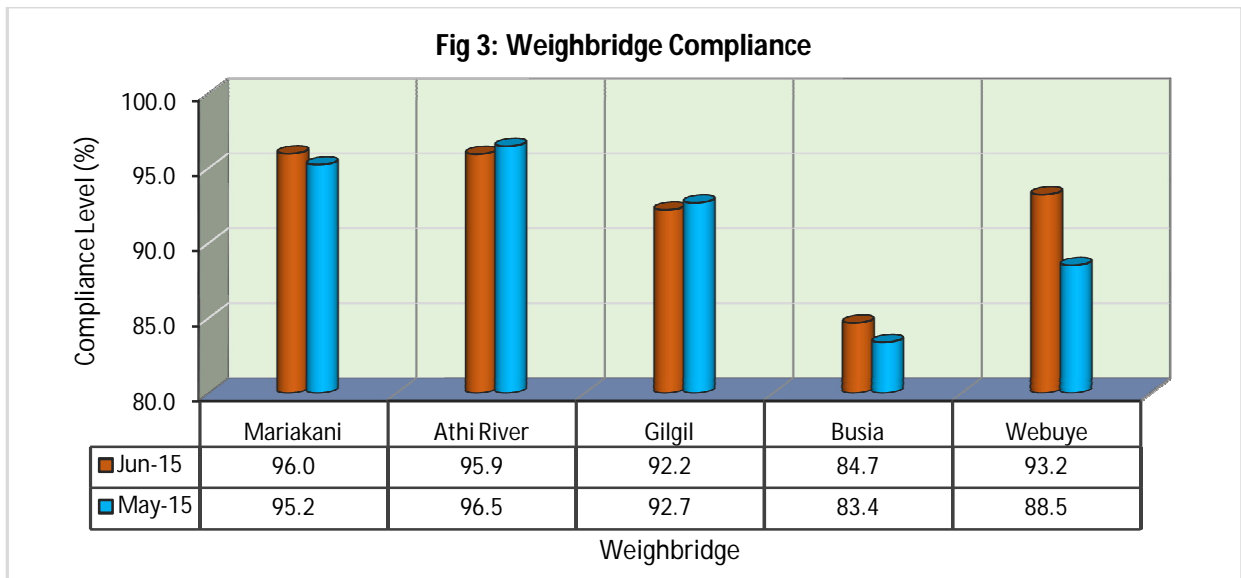
The figure below provides a summary of weighbridge productivity for Mayand June 2015.



- Fig 2 shows that Athi River registered the highest average number of traffic weighed in June 2015 followed by Mariakani and Gilgil. In addition, all the above weighbridges showed a drop in traffic volumes weighed except Webuye compared to the month of May 2015. Among the five, only Busia Weighbridge is not installed with the HSWIM and hence all trucks are weighed on the static scale.
- The high traffic weighed at Athi River might be due to cargo originating from Nairobi and its environs.

**6. Weight Compliance at weighbridge:**

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



- Fig 3 shows that all the weighbridges achieved a compliance level above 90% except Busia. Besides, all the above weighbridges showed a mixed reaction on performance with Mariakani recording the best performance in compliance in June compared to May 2015.
- In summary, it is expected that all the trucks should achieve 100% compliance target with very few exceptional cases.

## 7. Transit Time in Kenya:

Transit time in Kenya is an estimate of the period from the time release order is issued at the port of Mombasa to the time the export certificate is issued after crossing the border at Malaba or Busia. It includes delays after customs release before the cargo is evacuated from the port and other delays along the corridor and at the border where sometimes, manual entries are done and updated far much later when a truck has already crossed.

The table below provides a summary of transit time in Kenya in May and June 2015.

**Table 4: Transit Time in Kenya**

Month	Mombasa - Malaba	Mombasa - Busia
	Avg. Time Taken (Hrs)	Avg. Time Taken (Hrs)
Jun - 2015	162	146
May - 2015	177	221

- Table 4 above shows that transit time from Mombasa to Malaba significantly improved from 6.8 days to 6.7 days from May to June 2015. Similarly, time taken to Busia significantly dropped from 7.3 days to 6.1 days. It is expected that upon completion of the construction of several sections of the road connecting Nakuru to Busia through Kisumu, transit time might further reduce.

### c) Maritime Indicators

The table below gives a summary of the container vessel movements (waiting time before berth and the average monthly turnaround time) at the port of Mombasa.

**Table 5: Maritime Indicators**

Month	Waiting Before Berth (Hrs)	Turnaround Time (Hrs)
Jun - 2015	27.27	119.73
May - 2015	64.55	147.58
Target	24.00	72.00

### 8. Waiting before Berth:

This is the average of the time difference from the entry in port area to the berthing time. It is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.

- Table 5 shows that the average time taken by containerized vessels from entry to berthing significantly improved from 2.7 days to 1.1 days in June 2015.

### 9. Ship Turnaround Time:

Time from ship entry in port area to exit from the port area i.e. it is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off when departing the port.

- Ships turnaround time for containerized vessels significantly improved from 6.1 days to 5 days in June 2015. On the contrary, this is still higher than the set target for ship turnaround time of 3 days (72 hours).
- The resulting turnaround time might be due to issues related to congestion at the empty container depots that leads to container shut down. In addition, the successful dredging of the channels in 2013 further invites larger vessels which are taking longer time to offload.

#### 10. Containers uptake at the Container Freight Stations (CFS):

CFSs are an extension of the port and are privately managed. The clearance of goods from these stations has helped to decongest the port. Cargo to the CFSs are either client nominated or KPA nominated. All the local cargo and some transit cargo are cleared from the CFSs. It is important to expedite the CFS's Policy under review to ensure that the services and charges at CFS are the same as the Port.

The Chart below provides a summary of container uptake proportions in the month of June 2015, by different CFSs at the port of Mombasa.

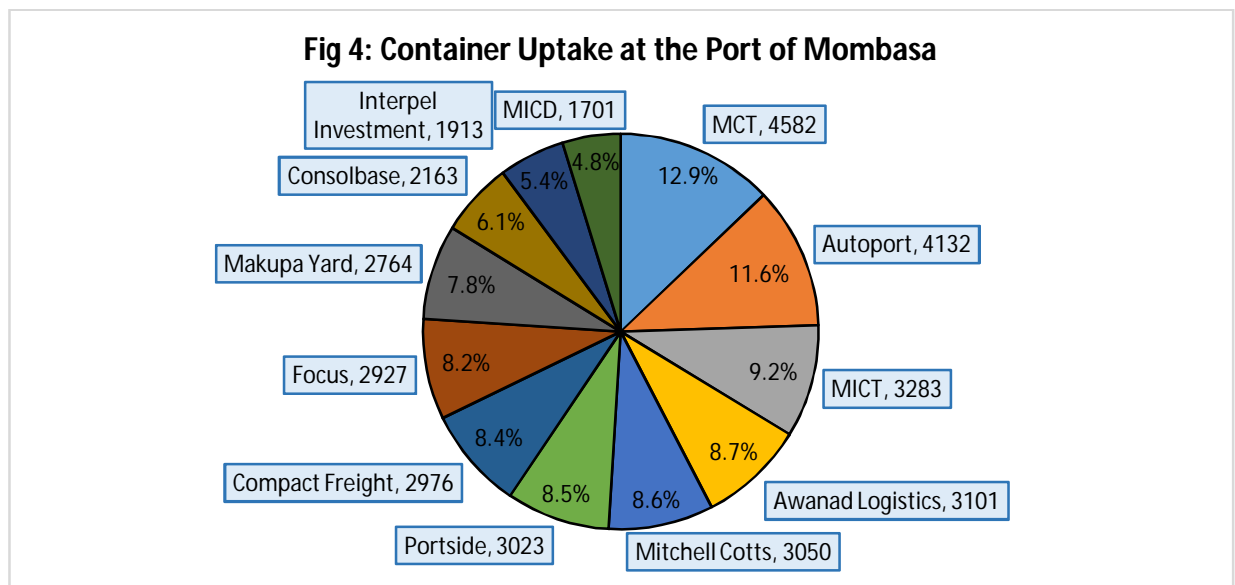




Fig 4 shows that, the variation in cargo uptake by different CFSs could be as a result of client preference. The results shows that 73% of the cargo uptake by CFSs are nominated by the clients while the remaining 27% are port nominated, compared to 75% and 25% in May 2015 respectively. This shows a slight recovery on the side of port nominations.

During the same period, MCT received the highest share of the cargo uptake (12.9%) followed by Autoport and MICT at 11.6% and 9.2% respectively. In summary, only 2 CFSs out of 12 received cargo uptake proportions above 10% irrespective of the preferences made by clients or at the port, which represent 8,714 containers out 35,615 containers. The total containers handled in Junerepresents an increase of 4,485 containers compared to 31,130 containers handled in May 2015.

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