



# Northern Corridor Quarterly Performance Dashboard Report

April-June 2016



**NORTHERN  
CORRIDOR  
TRANSPORT  
OBSERVATORY**  
RELIABLE PERFORMANCE DATA



**Northern Corridor  
Transit and Transport  
Co-ordination Authority**



## INTRODUCTION

The Northern Corridor Performance Dashboard is one of the tools used for monitoring implementation of the Mombasa port Community Charter<sup>1</sup>.

The Dashboard is an online performance monitoring tool that tracks nine key performance indicators on weekly, monthly and quarterly basis as provided in the Charter monitoring framework.

These indicators are grouped into three categories namely; port indicators, corridor indicators and maritime indicators and are part of over 31 indicators on the Transports Observatory Portal. Data and previous reports can be accessed via <http://top.ttcanc.org> or [www.kandalakaskazini.or.ke](http://www.kandalakaskazini.or.ke).

This report features only the nine indicators and covers the period from April to June, 2016.

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<sup>1</sup> *The Mombasa Port Community Charter commits both public and private sector to undertake measures that will increase efficiency of the Port and the Northern Corridor. The charter may be accessed via [http://www.ttcanc.org/documents/Port\\_Comm\\_Charter\\_Final.pdf](http://www.ttcanc.org/documents/Port_Comm_Charter_Final.pdf)*



During the period April-June 2016, Containerized Cargo Dwell Time at the Port of Mombasa ranged between 3.9 days (93.91 hours) and 4.2 days (100.48 hours), close to the target of 3 days.

## PORT INDICATORS

### 1. CARGO DWELL TIME AT THE PORT OF MOMBASA

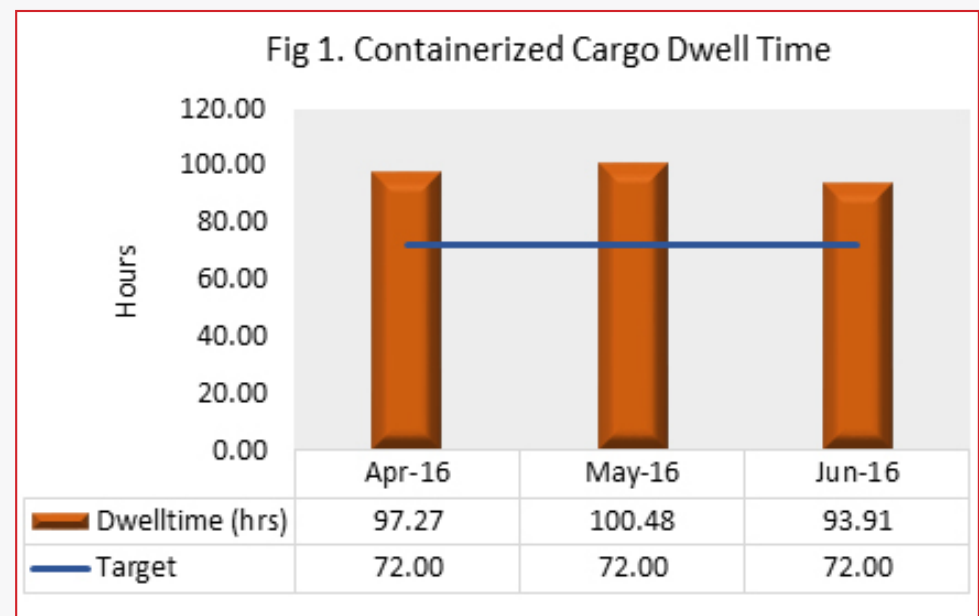
Dwell time is measured by the time that elapses from the time cargo is discharged at the port to the time goods leave the port premises after all clearances have been completed.

Fig. 1 gives the average containerized cargo dwell time at the port of Mombasa against the target of 3 days.

The average dwell time, which ranged between 3.9 days (93.91 hours) and 4.2 days (100.48 hours), is close to the target of 3 days.

Reduction in time taken after customs release to evacuate cargo is one the immediate intervention as it contributes significantly to port dwell time.

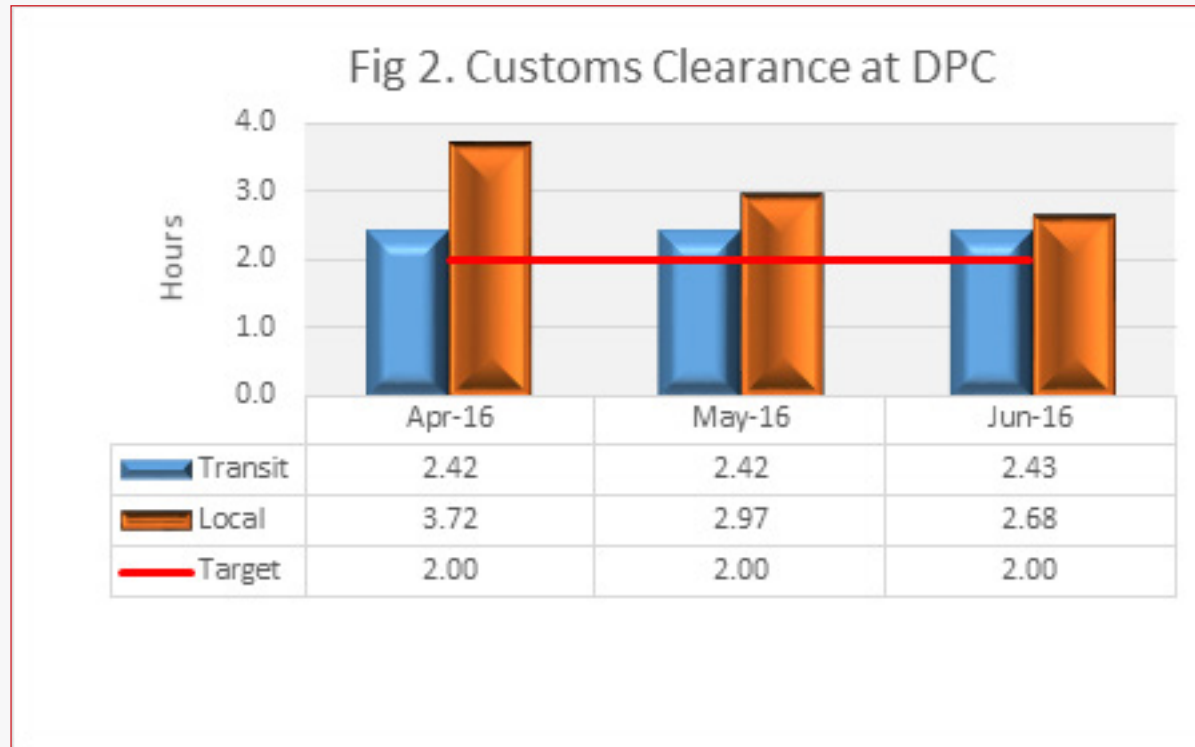
Other areas of focus should be the approval of ship manifests within 30 minutes upon receipt of the same to facilitate pre-arrival declaration of goods by Traders/ Clearing Agents and improvement of infrastructure to enhance smooth movement of Containers to CFSs. The 24/7 programme should also be effected.



## 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. Time at DPC affects port dwell time as well as transit goods that are not under Single Customs Territory (SCT).

From fig 2, DPC time for transit Cargo has remained fairly stable at 2.4 hours whereas DPC



**From April to June 2016, DPC time for transit Cargo has remained fairly stable at 2.4 hours whereas DPC time for Local cargo shows a decreasing trend from 3.8 hours to 2.9 hours**

**Target: 2 hours**

time for Local cargo shows a decreasing trend from 3.8 hours to 2.9 hours from April to June 2016. The 2 hours' target has not been achieved during the period.

The following areas should be considered in order to achieve the target;

Pre-arrival clearance to clear 70% of the cargo within a span of 48 hours before docking of vessels should be prioritized in order to achieve the target as is enshrined in the Charter.

Sensitization of clearing Agents on proper document submission as delays associated with late amendments of documents are some of the issues that need to be addressed to achieve the two hours'

target.

### 3. ONE STOP CENTRE CLEARANCE TIME

The indicator is measured by subtracting the time when an entry is passed from the time when a release order is generated.

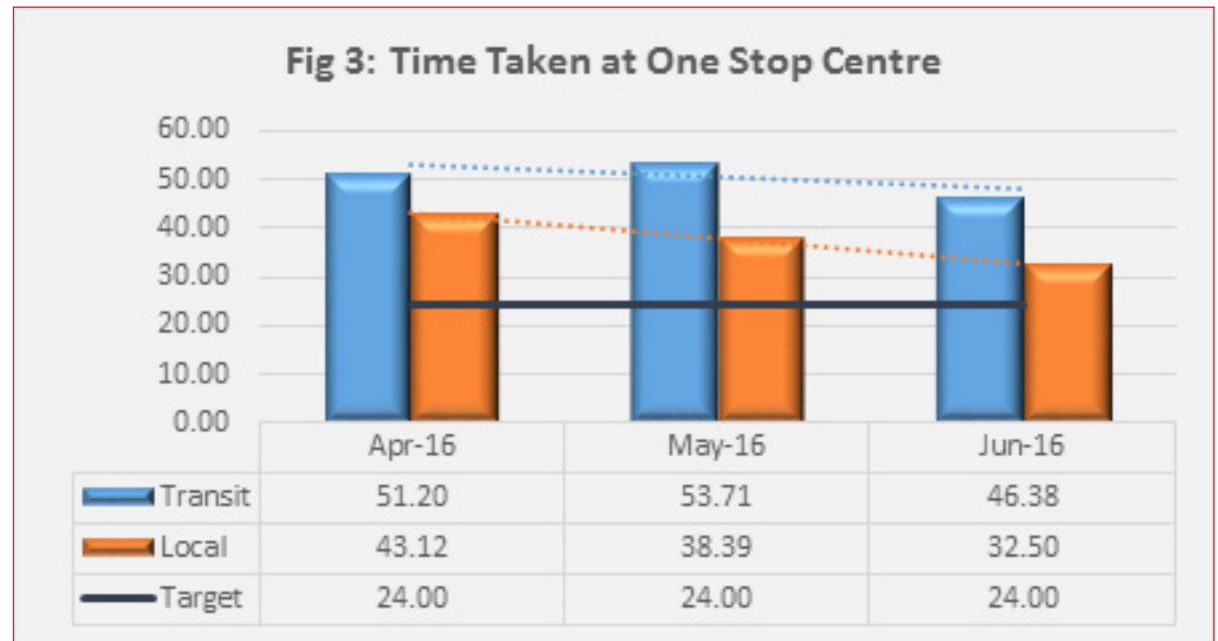
From fig 3, time at One Stop Centre for transit cargo slightly improved from 2.1 days to about 1.9 days (51 to 46 hours) from April to June 2016. Also, local cargo one stop center clearance time shows a consistently improving trend from 1.8 days (43.12 hours) in April to 1.6 days (32.5 hours) in June 2016.

Factors affecting this indicator include; last minute changes to import documents by clearing agents; Some Agencies not working 24/7; and delays in physical verification/ joint inspection of cargo.

- Time at One Stop Center for Transit Cargo slightly improved from 2.1 days to about 1.9 days (51 to 46 hours) from April to June 2016.

- Local cargo one stop center clearance time shows consistently improving trend from 1.8 days (43.12 hours) in April to 1.6 days (32.5 hours) in June 2016.

**Target: 24 hours**



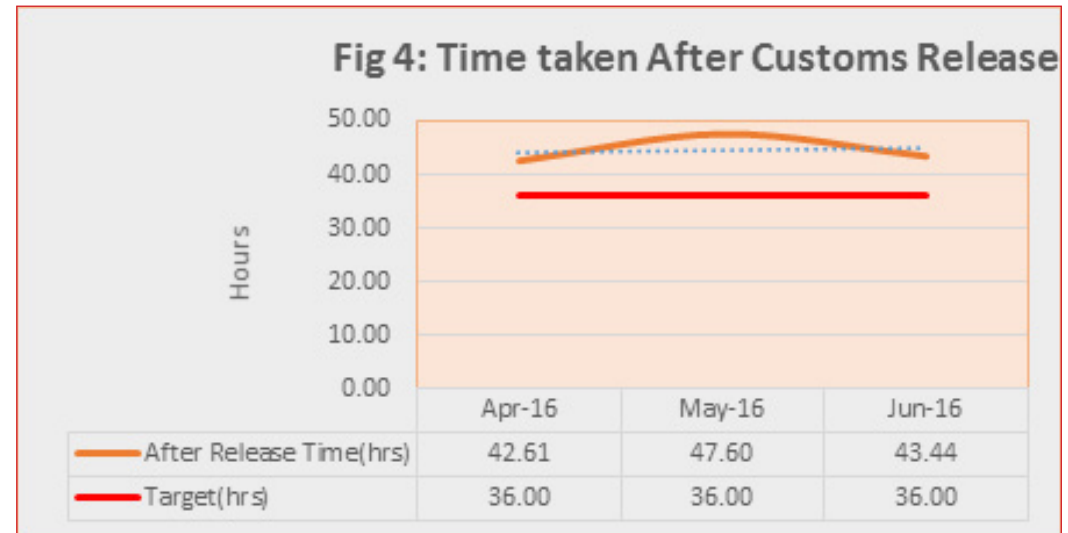
#### 4. DELAY AFTER CUSTOMS RELEASE

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

From Fig 4, the time taken to evacuate the cargo from the Port ranges between 1.8 days to 2 days (43 to 48hrs). This forms the biggest proportion of the Port dwell time.

There is need to improve infrastructure /roads leading to the port to reduce congestion and streamline the procedures for gate clearance and loading of trucks. Transporters /Clearing and Traders should also make advance preparations to expedite cargo pick up from the Port.

The Clearing Agents should closely collaborate with the cargo owners and the transporters to expedite cargo off take from the Port. Furthermore, the owners of cargo should be sensitized about their responsibility towards minimizing delays at the Port.



**Time taken to evacuate the cargo from the Port after Customs release ranges between 1.8 days to 2 days (43 to 48hrs). This forms the biggest proportion of the Port dwell time.**

**Target: 36 hours**



## CORRIDOR INDICATORS

Corridor Indicators cover the period from the time goods are released up to exit at the border. The indicators of interest are weighbridge traffic, Vehicle Load compliance and transit time.

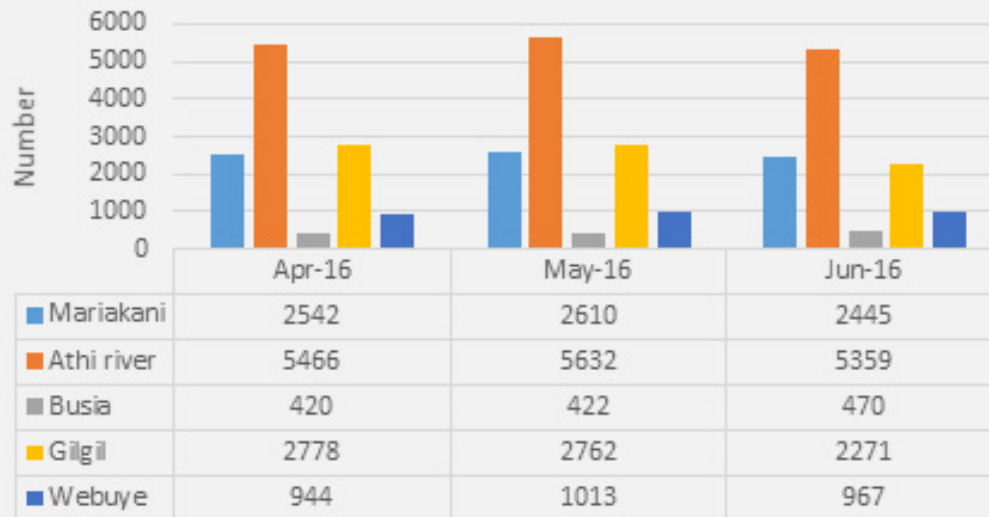
## 5.WEIGHBRIDGE TRAFFIC

Weighbridge traffic is the average number of trucks weighed per day at the various weighbridges in Kenya.

All the weighbridges (except Busia) along the Northern Corridor are implementing high speed Weigh-In-Motion(HSWIM) and only trucks that fail WIM are diverted to the static scale. The ongoing works to install weighbridges on either sides of the Road at Athriver and Mariakani will ultimately reduce the time taken to cross the weighbridge at the busy stations, so the processes thereof should be fastracked.



**Fig 5: Monthly Average Daily Traffic Volume**



All the weighbridges (except Busia) are implementing High Speed Weigh-In-Motion (HSWIM). Only trucks that fail WIM are diverted to the static scale.

On average Athi River registered the highest number of traffic weighed followed by Mariakani and Gilgil.



## 6. WEIGHBRIDGE COMPLIANCE

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

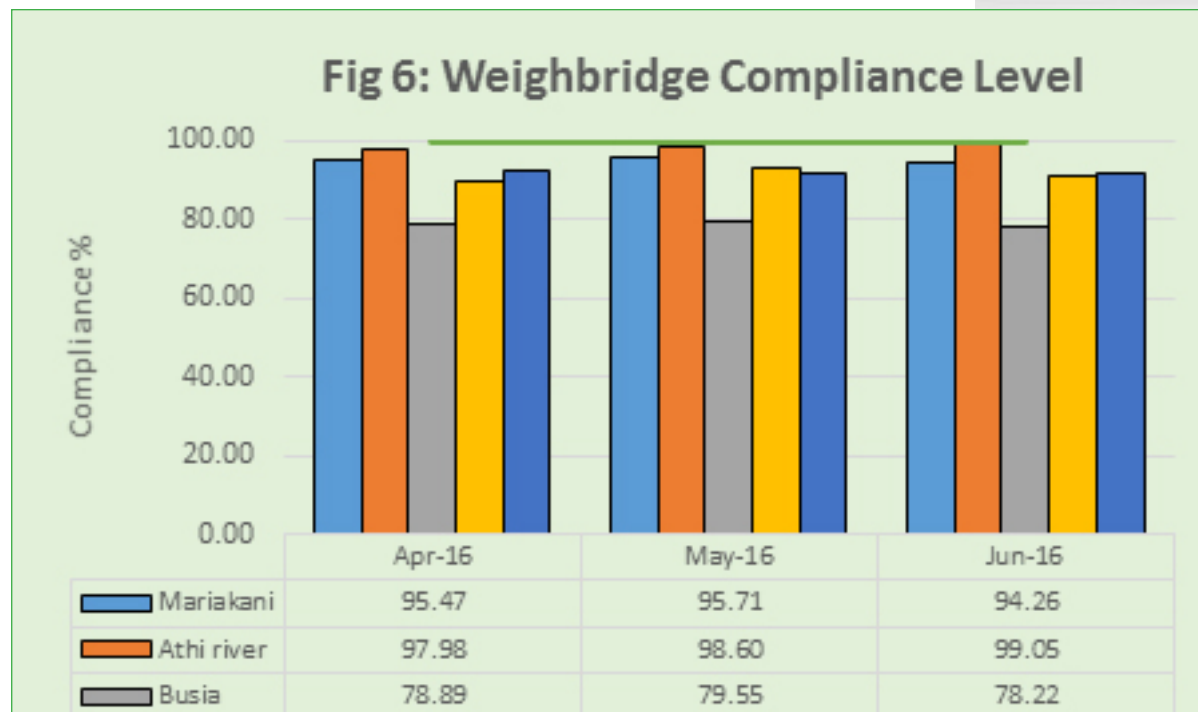
Fig 6 shows compliance levels at respective weighbridges from April to June, 2016. The target is to have all trucks fully comply with vehicle load limits.

Busia weighbridge which is not installed with High Speed Weigh-In-Motion (HSMIM) shows lower compliance levels compared to the rest. It should be noted that most goods through Busia do not originate from Mombasa Port.

From April to June 2016, all weighbridges registered improved compliance levels (between 94.26 and 99.05 percent) except Busia weighbridge which is not installed with High Speed Weigh-In-Motion.

Busia registered compliance level ranging between 78.22 and 79.55 percent during the period April-June 2016.

**Weighbridge Compliance Target: 100%**



## 7. TRANSIT TIME IN KENYA

Transit time is estimated from the time release order generated at the port of Mombasa to the time the export certificate is issued upon crossing the border at Malaba or Busia.

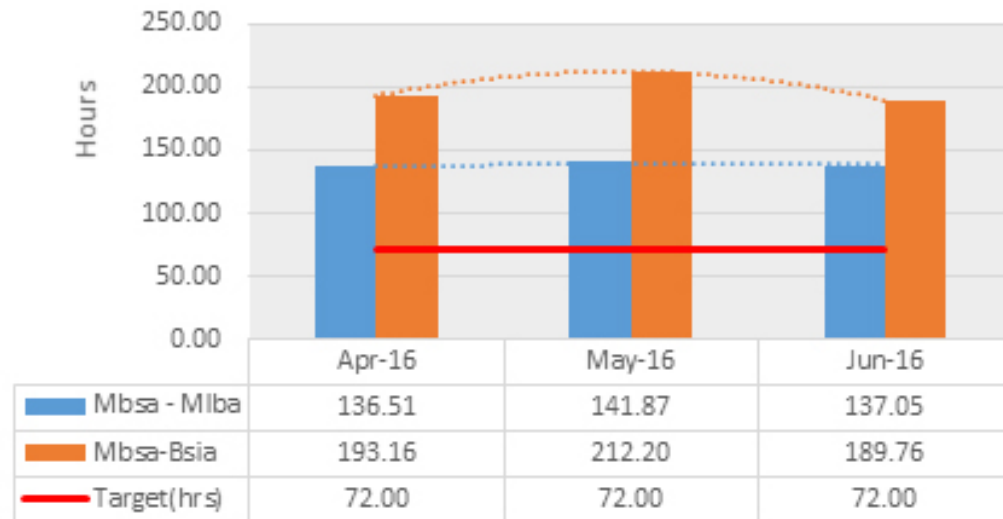
This time includes delays after customs release before the cargo is evacuated from the port and delays in generating export certificate for cargo that has exited Kenya.

Fig 7 shows that transit time varies with route taken. Transit time from Mombasa to Malaba which is 933 km has been relatively constant with June, 2016 registering 5.7 days (137.05 hours)



Transit time from Mombasa to Busia (947 Km) range from of 7.9 days (189.76 hours) to 8.84 days (212.2 hours) registered in June 2016.

**Fig 7: Transit Time in Kenya - Mombasa to Malaba and Busia**



The target for the transit time for the two routes is 3 days. Busia registers longer transit time despite smaller difference in the distances.

**Transit time varies with route taken. Transit time from Mombasa to Malaba which is 933 km has been relatively constant with June, 2016 registering 5.7 days (137.05 hours).**

**Transit time from Mombasa to Busia (947 Km) range from of 7.9 days (189.76 hours) to 8.84 days (212.2 hours registered in June 2016.**

**Transit Time Target: 3 days**



During the quarter period April-June 2016, Waiting Time before berth significantly improved **beyond the target time of 24 hrs.**

The Ships Turnaround Time improved in performance from 3.3 days (78.4 hours) in April to 3.1 days (75.5 hours) in June 2016.

However, the **3-day target** is yet to be achieved.

## MARITIME INDICATORS



## 8. WAITING BEFORE BERTH

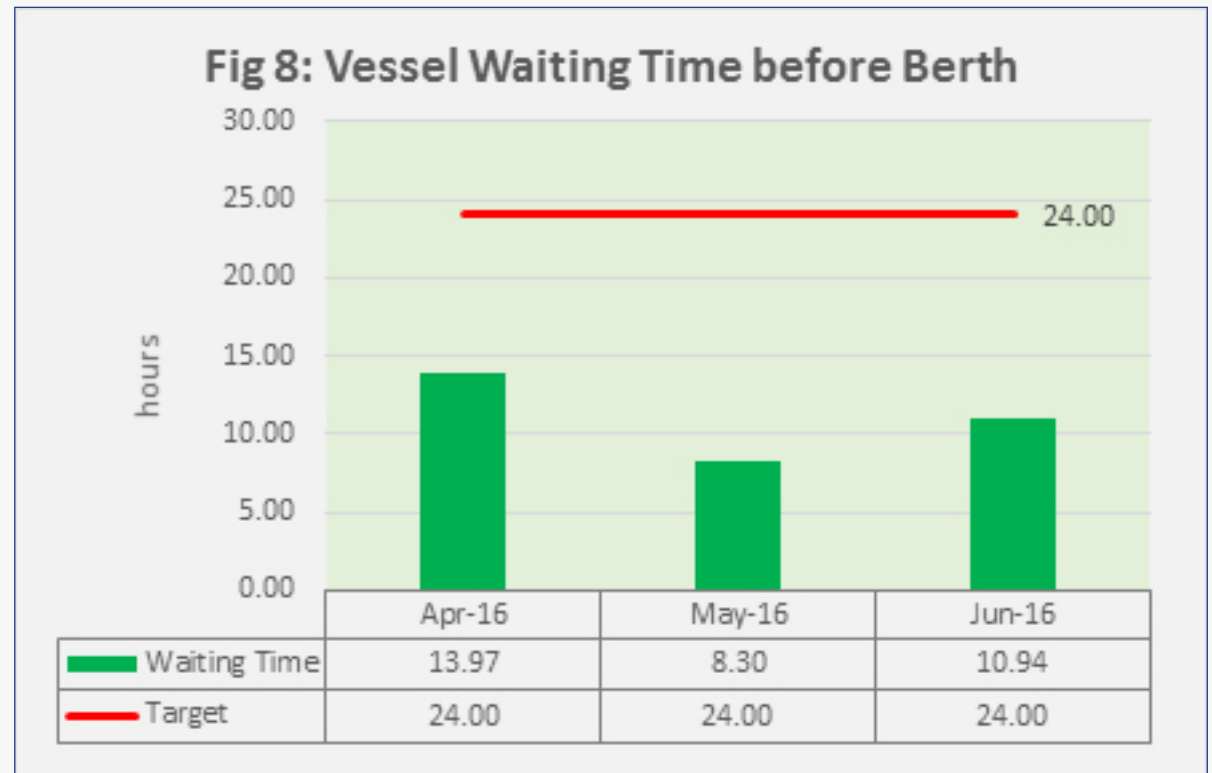
This is the duration from the time a vessel enters the port area to the time of first berthing. It is measured from the time the vessel arrives at the fairway buoy to the time of its first berth.

Fig 8 shows that Waiting Time before berth significantly improved beyond the target time of 24 hours.

The performance is attributed to various operational reasons e.g.: availability of berthing space and implementation of the Fixed Berthing Window Initiative.

From April to June 2016, Waiting Time before berth significantly improved beyond the target time (between 8.30 hours and 13.97 hours).

**Target: 24 hours**

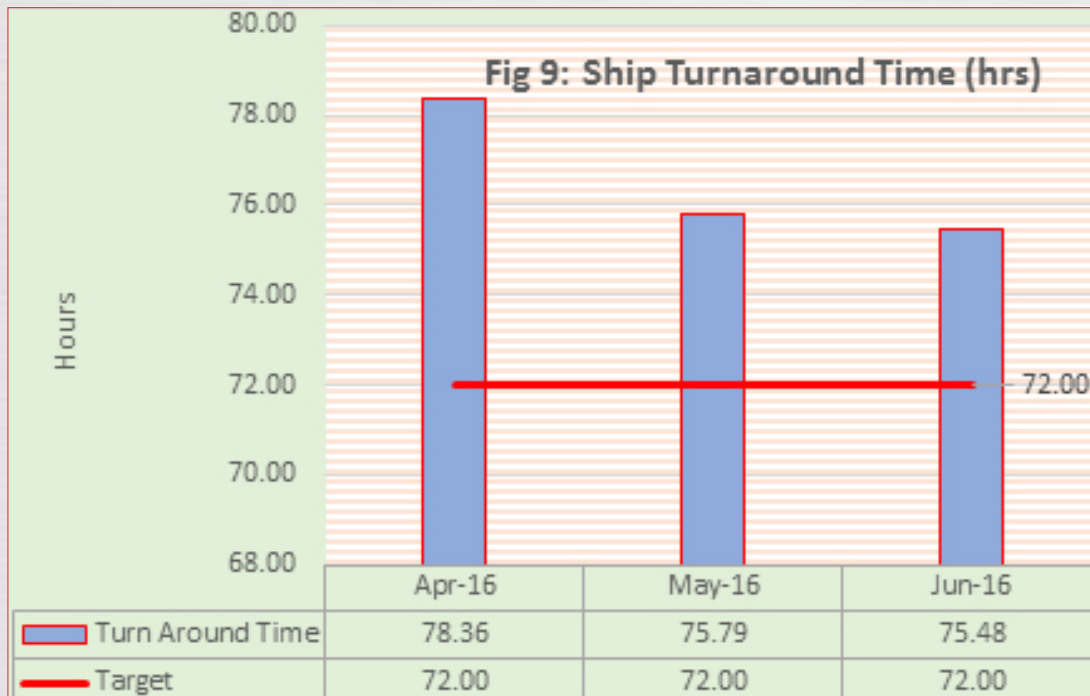


## 9. SHIPS TURNAROUND TIME

The indicator is measured from the time the vessel arrives at the port (demarcated by fairway buoy) to the time it leaves the port area.

Fig 9 shows an improvement in performance from 3 .3 days (78 .4 hours) in April to 3.1 days (75.5hours) in June 2016. However, the 3-days' target is yet to be achieved.

The ship turnaround time is affected by the vessel size, crane moves, among other things.



## 10. CONTAINERS UPTAKE AT THE CONTAINER FREIGHT STATIONS

Container Freight Stations (CFSs) are deemed an extension of the port and are privately managed. Decongestion of the port of Mombasa enormously depends on the efficient performance of the CFS cargo clearance process. Cargo to the CFSs is either client nominated or KPA nominated.

All the local cargo and a fraction of transit cargo are cleared from CFSs. It is important that the Policy establishing the CFS is followed for the latter to ensure that the service level and charges at CFS are the same as the Port.

Given the requirement for 70% preclearance, good should not overstay at CFSs unless the later are specialized to be used as Warehouse for Shippers. The time taken for import pick up and customs release should be comparable with Port.

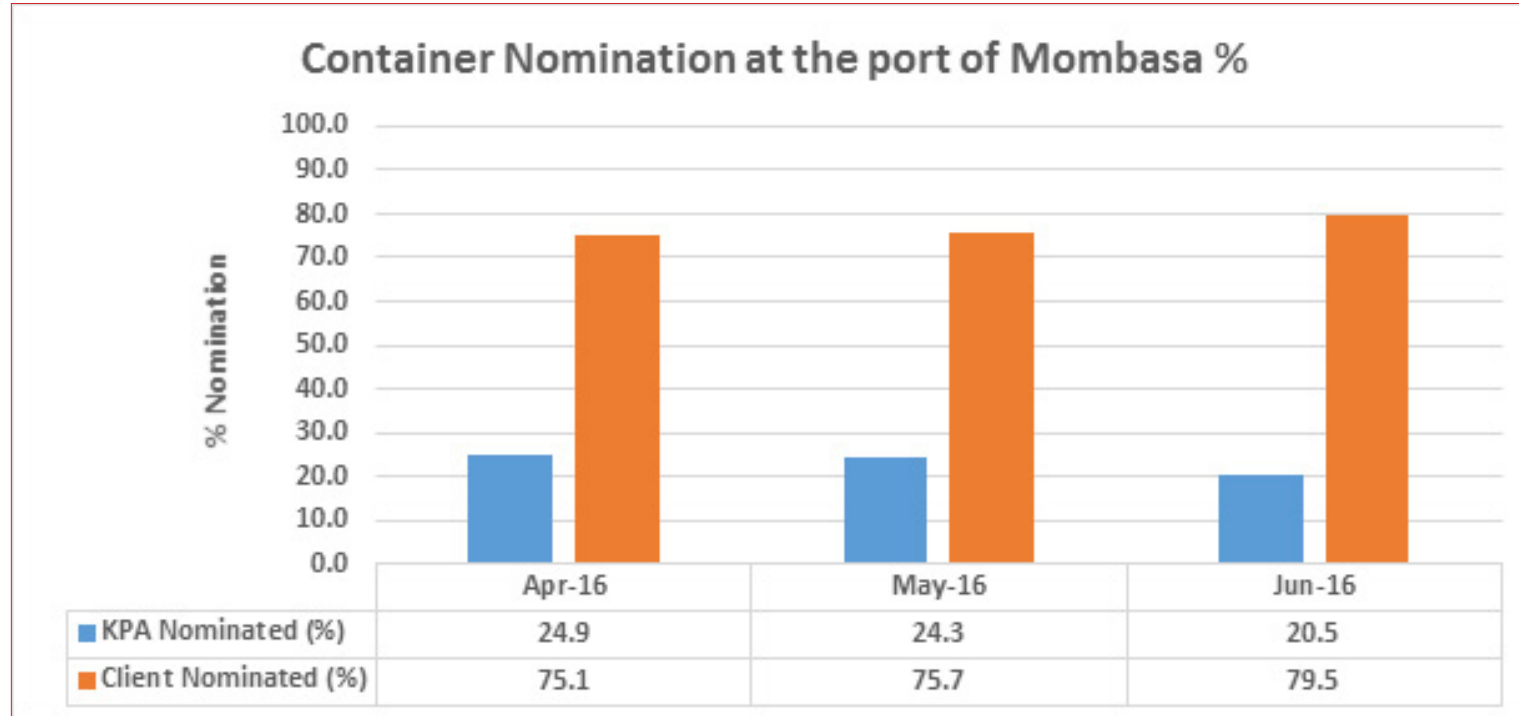
**Table 1: Monthly Container Deliveries and Nomination at the Port of Mombasa**

Month	Container Type		Total TEUs	Container Nomination		% Nomination	
	20'	40'		KPA (No.)	Client (No.)	KPA %	Client %
Apr-16	13780	8710	31200	9209	27790	24.9	75.1
May-16	13768	9906	33580	9222	28795	24.3	75.7
Jun-16	14309	9569	33447	8061	31324	20.5	79.5

Table 1 above shows that most of the Containers offloaded at the Port of Mombasa are the 20' containers type.

## CONTAINERS UPTAKE AT THE CONTAINER FREIGHT STATIONS (Cont'd)

Fig 10 below provides a summary of container nomination at the port. It is clearly evidenced that most of the containers received at the port are client nominated.



**Note:** The summary presented above reflects only 12 out of 24 CFSs registered under the CFSAs and KPA policy. The data about CFSs are transmitted by KPA to various stakeholders, and that only accounts for approximately 20% of the total cargo handled by the CFSs. The remaining 80% are not submitted to the KPA system as they are private and individual businesses.



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