QUARTERLY PORT COMMUNITY CHARTER REPORT

Northern Corridor Performance Dashboard Outline

January-March 2016

TABLE OF CONTENTS

Introduction

The Northern Corridor Performance Dashboard is a monitoring tool with an online platform that can be accessed via **http://top.ttcanc.org** or **www.kandalakaskazini.or.ke**. The dashboard tracks ten key performance indicators on weekly, monthly and quarterly basis.

These indicators, which are part of over 31 indicators on the Transports Observatory Portal, are grouped into three categories which include; port indicators, corridor indicators and maritime indicators. The Northern Corridor Secretariat receives data submitted by stakeholders and analyses to generate reports for the dashboard.

One of the main purposes of the Dashboard is to monitor the implementation of the Mombasa Port Community Charter. The charter commits both public and private sector to undertake measures that will increase efficiency of the Port and the Northern Corridor.

Port Indicators

1. Cargo Dwell Time at the Port of Mombasa:

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

Fig 1: Cargo Dwell Time

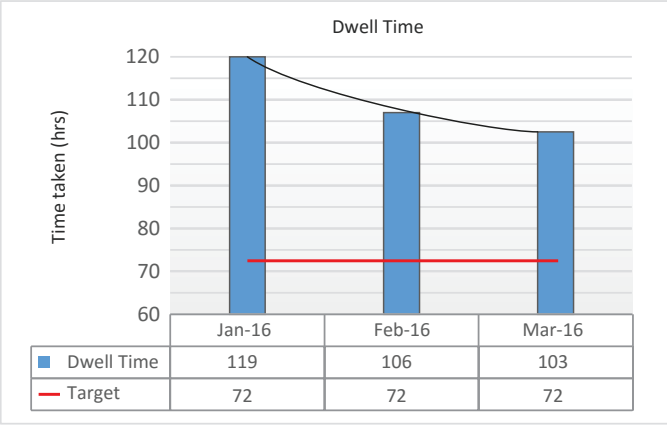


Fig 1 indicates an average containerized cargo dwell time of 4.5 days (107 hours) at the port of Mombasa.

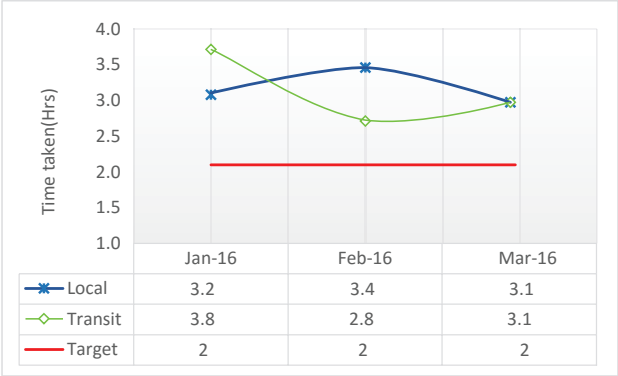
The performance is still below average as it is more than the set target of 3 days (72 hours) agreed on in the Port Charter.

This signify the need to improve port operations, speed-up clearance of cargo processes by all the stakeholders involved to realize the expected results of 3 days. Delays in transferring the containers to CFSs and poor state of road also affects the cargo evacuation and dwell time.

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 affect port dwell time for cargo on transit.

Fig 2: Customs Clearance at DPC



From fig 2, DPC time for transit Cargo indicates a decreasing trend from 3.8 hours to 3.1 hours from January to March 2016 while local cargo DPC time remains fairly stable. The performance is still off the set DPC target of 2 hours.

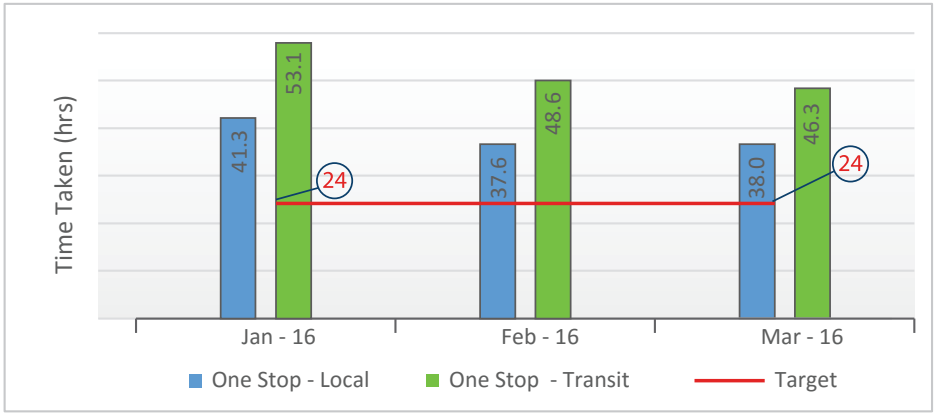
Any further delays in documentation, due to either SIMBA system stability during the period; document volumes awaiting processing in between the shifts; the quality of declaration by the relevant agents and other stakeholders systems, implies a rise in logistic cost hence a rise in commodity prices.

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.

3. One Stop Centre Clearance Time:

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

Fig 3: Time taken at One Stop Centre



From fig 3, time at One Stop Centre for transit cargo slightly improved from 2.2 days to about 1.9 days (53 to 46 hours) from January to March 2016. Accordingly, local cargo one stop centre clearance time, though lower than transit cargo, has been fluctuating within this period.

Nevertheless, all the agencies involved in the clearance processes have to streamline the joint, effective and efficient physical verification of cargo as provided by the charter in order to achieve a target of 24hrs.

4. Delay after Customs Release:

Fig 4: Time taken after Customer Release

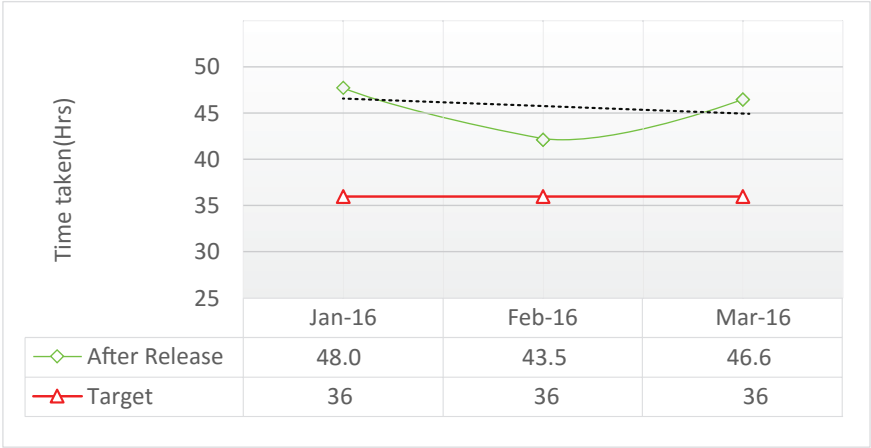


Fig 4 indicates that time taken to evacuate the cargo from the port after it is officially released by customs improved from 2 to 1.8 days (48 to 43hrs) from January to February 2016 but later on slightly increased to 1.9 days in March 2016.

The result shows slowness in the rate of cargo pick up by transporters. In addition, the response time is still high compared to the 36 hour target. Failing to achieve this target will continue to affect the port dwell time for transit cargo.

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

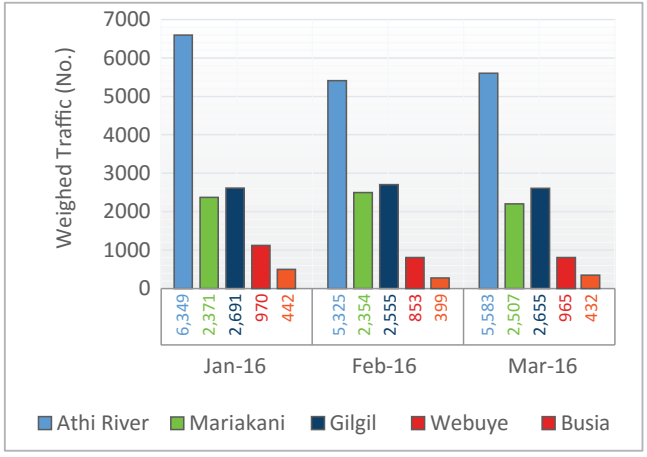
Corridor Indicators

Weighbridge data are transmitted on a weekly and monthly basis through KeNHA's weighbridge administrators.

5. Weighbridge Traffic:

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

Fig 5: Monthly Average Daily Traffic Volume



It is indicative that on average Athi River registers the highest number of traffic weighed followed by Gilgil and Mariakani.

Particularly, there is high traffic weighed at Athi-River due to cargo originating from Mombasa, Nairobi and its environs as well as cargo originating from Tanzania through Namanga.

Furthermore, both weighbridges showed a mixed reaction on the traffic volumes weighed in the respective months.

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

6. 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.

Fig 6: Weighbridge Compliance Level

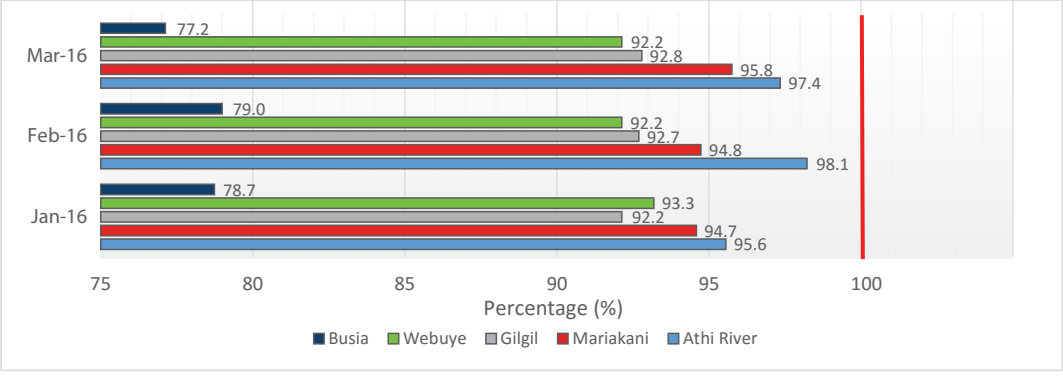


Fig 6 shows compliance levels at respective weighbridges for the entire quarter.

The weighbridges have showed fluctuations in performance within the respective months. However, Busia weighbridge registers the lowest performance as compared to the rest of the weighbridges.

Primarily, all the trucks weighed should be 100% compliance 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 entry is generated at the port of Mombasa to the time the export certificate is issued after crossing the border at Malaba or Busia.

Therefore, it includes delays after customs release before the cargo is evacuated from the port and at the border where sometimes manual entries for export certificate are done and the system updated at later time when cargo has already crossed the border.

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

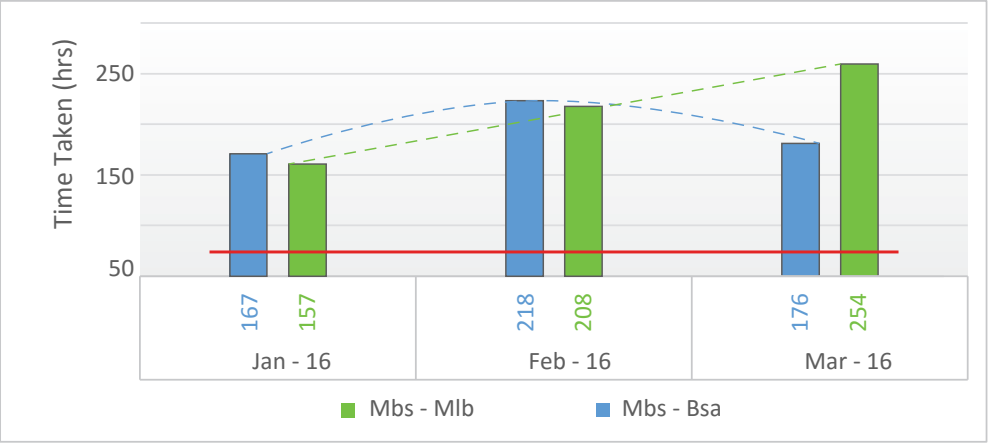


Fig 7 shows that transit time varies with route and by month. Transit time from Mombasa to Malaba significantly improved from 9.1 days to 7.3 days in the months of February to March 2015. In contrast, time to Busia have indicatively showed a negative performance from 6.5 days to 10.6 days in January to March 2016.

In addition, the expected transit time from Mombasa to the Kenyan borders is estimated to be 3 days

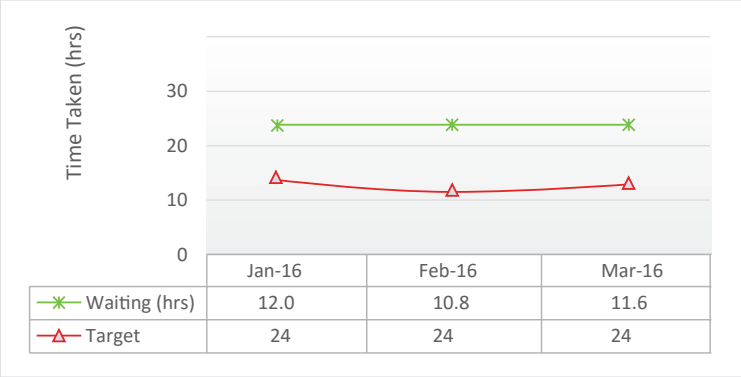
In conclusion, it takes longer to transport cargo through Busia route than to Malaba due to sections of route that are under construction.

Maritime Indicators

8. Waiting before Berth

This is the average of the time difference in hours 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.

Fig 8: Vessel Waiting Time Before Berth



	Jan-16	Feb-16	Mar-16
Waiting (hrs)	12.0	10.8	11.6
Target	24	24	24

Fig 8 shows that Waiting Time before berth significantly improved beyond the target time of 24 hrs within the quarter period.

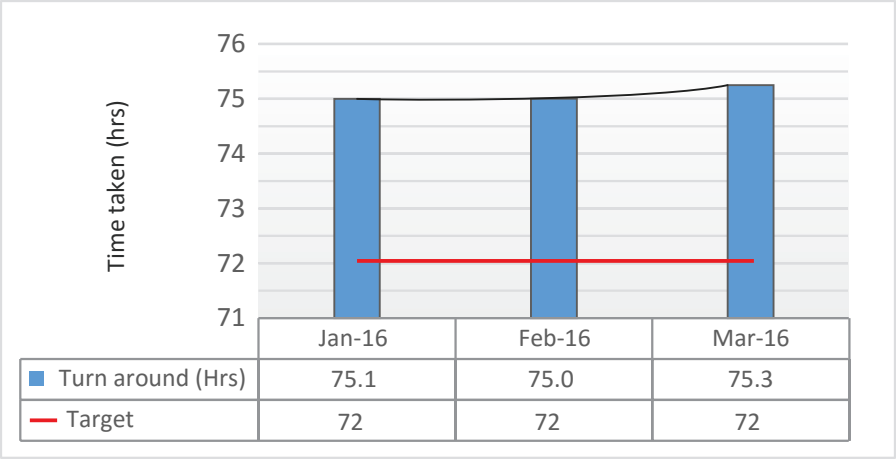
The trend shows a continuous decrease in waiting time that further leads to an improvement in the ships turnaround time.

The Port Authority and regulatory agencies should take necessary measures to ensure that the trend in containerized vessels waiting time is further improved in order to maintain this commendable performance.

One of the commitments was to implement measures to ensure that ships waiting time is reduced to 0.20 days.

9. Ships Turnaround Time:

Fig 9: Ship Turnaround Time



The indicator is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off when departing the port.

Ship turnaround time have remained fairly stable in performance though still above the 3 day target over the quarter period.

The trend however, indicates negative performance in ships turnaround time.

KPA's commitment was to foresee an improvement of 900 moves per day in 90 days after the charter was signed. Furthermore, the management committed was to achieve a month-on-month set target.

Containers Uptake at the Container Freight Stations (CFS):

CFSs are 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 mostly cleared from the CFSs. It is important that the Policy establishing the CFS is followed to the latter to ensure that the services and charges at CFS are the same as the Port. Given the requirement for 70% preclearance, good should not overstay at CFSs unless they are specialized to be used as Warehouse for Shippers. The time taken for import pick up and customs release should be comparable with port.

The Table 1 and Fig 10 below provide a summary of container uptake at the port of Mombasa.

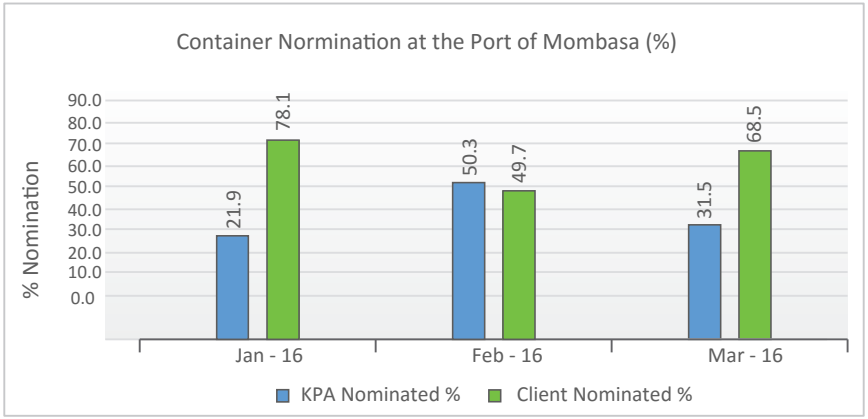
Table 1 shows that most of the Containers offloaded at the port are the 20' containers type.

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 %
Jan-16	8,252	4,927	18,106	7,160	25,591	21.9	78.1
Feb-16	7,526	5,182	17,890	14,478	14,286	50.3	49.7
Mar-16	7,569	4,007	15,583	8,174	17,815	31.5	68.5

Fig 10 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.

Fig 10: Container Nomination



Note: The summary presented above reflects only 12 out of 24 CFSs registered under the CFSAs and KPA policies. The data is transmitted by KPA to various stakeholders, and 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.


SWL 42 T
COSCO
HAMBURG SÜD
HAMBURG SÜD
HAMBURG SÜD

1196, Links Road, Nyali

P. O. Box 34068 - 80118 Mombasa, Kenya

Email: ttca@ttcanc.org

Phone: +254 41 4470734

Web www.ttcanc.org

Telefax: +254 41 4470735

@NorthernCoridor

NorthernCorridor

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