



Quarterly Port Community Charter Report

Northern Corridor Performance Dashboard Outline

October-December 2015



Northern Corridor
Transit and Transport
Co-ordination Authority



TABLE OF CONTENTS

A.	Introduction.....	p.3
B.	Port Indicators.....	p.4
C.	Corridor Indicators.....	p.8
D.	Maritime Indicators.....	p.12
E.	Containers Uptake at the Container Freight Stations (CFS).....	p.15



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.go.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 them 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

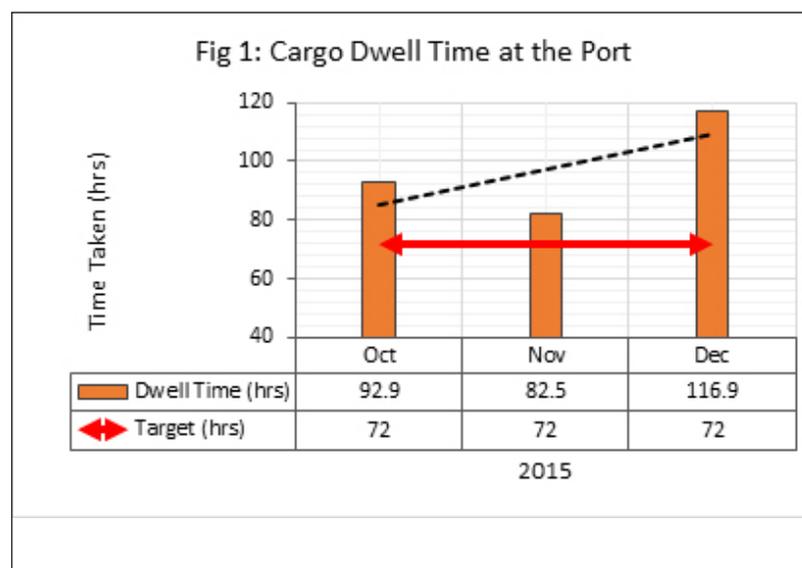
1. CARGO DWELL TIME AT THE PORT OF MOMBASA

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 indicates an average containerized cargo dwell time of 4 days (97 hours) at the port of Mombasa.

- The performance is worse off as it is more than the set target of 3 days (72 hours) agreed on in the Port Charter.

- The trend can therefore be improved if policy measures and interventions in place as enshrined under the port charter are fully implemented and consistently put into practice. All the Port Charter Stakeholders are required to act on their commitments and expedite the implementation of subsequent actions plan.



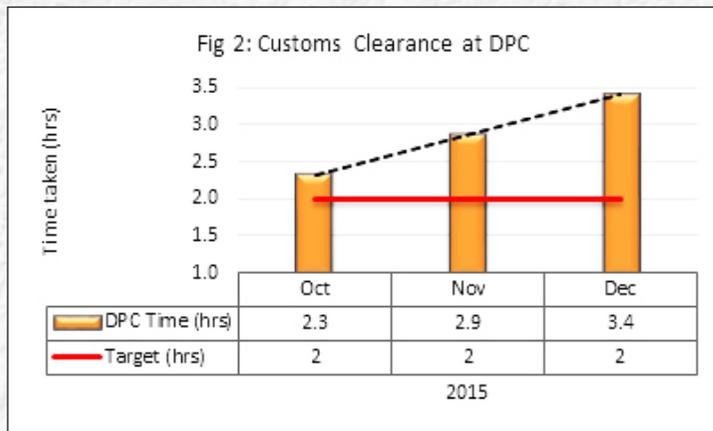
During the last quarter of 2015, Containerized Cargo Dwell Time at the Port of Mombasa was on average 4 days (97.4 hours), still far from the target.

Target: 3 days

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.

- From Fig 2, DPC time for transit Cargo indicates an increasing trend from 2.3 hours to 3.4 hours from October to December 2015. The performance is worse off as its lies above the DPC set target of 2 hours.



- Any further delays in documentation implies a rise in logistic cost hence a rise in commodity prices.

- The dismal performance might be due to: the 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.

- KRA's commitment was to establish a system of pre-arrival clearance to clear 70%

of the cargo within a span of 48 hours before docking of vessels, within 3 months after the charter signing.

DPC Time for Transit Cargo increased from 2.3 hours to 3.4 hours from October to December 2015.

Target: 2 hours

3. ONE STOP CENTRE CLEARANCE TIME

Time at One Stop Center has slightly improved from 2 days to about 1.8 days (47 to 45 hours) from October to November 2015

Target: 24 hours

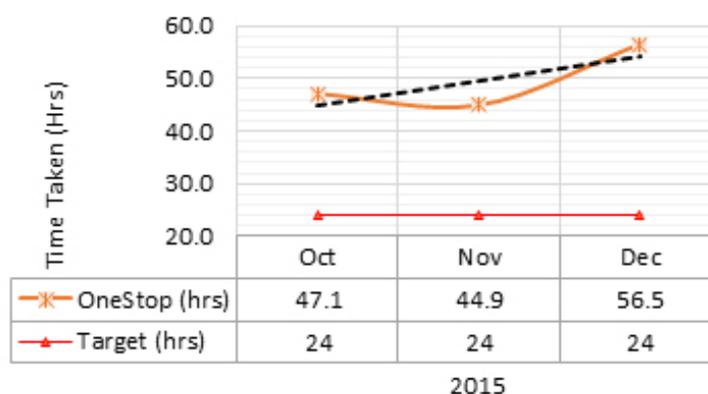
The indicator is measured by subtracting the time when an entry is passed from Release Time.

- From Fig 3 time at One Stop Centre has slightly improved from 2 days to about 1.8 days (47 to 45 hours) from October to November 2015.

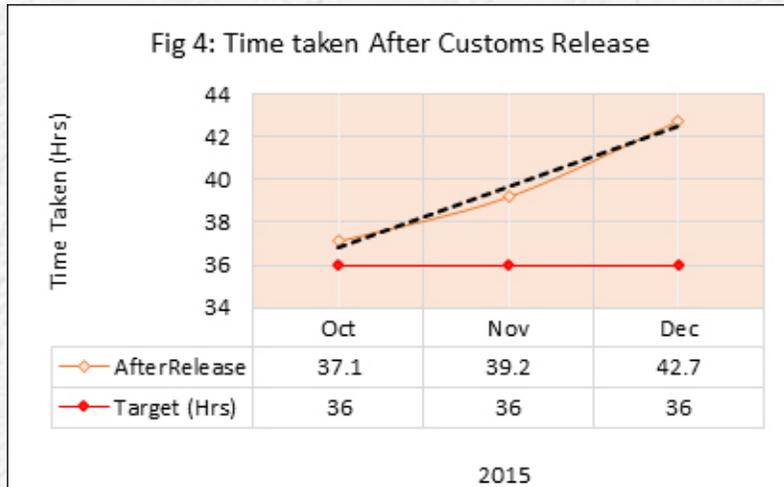
- However, the trend indicates a negative performance on One Stop Clearance time. Therefore, all agencies involved are expected to take the lead role in their respective clearance stages to achieve a target of 24 hours.

- The Port Charter requires that the agencies involved in the clearance processes achieve a joint, effective and efficient physical verification of cargo to boost the clearance processes. This was to be done within the first 3 months of signing the Port Community Charter.

Fig 3: Time Taken at One Stop Centre



4. DELAY AFTER CUSTOMS RELEASE



Refers to the period it takes to evacuate the Cargo from the Port after it is officially released by customs.

- Fig 4 indicates that Time taken after Customs Release has worsened off from 1.5 to 1.8 days (37.1 to 42.7 hrs) from October to December 2015.

- 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.

Time taken after Customs Release has worsened off from 1.5 to 1.8 hours (37.1 to 42.7 hrs) from October to December 2015.

Target: 36 hours



CORRIDOR INDICATORS



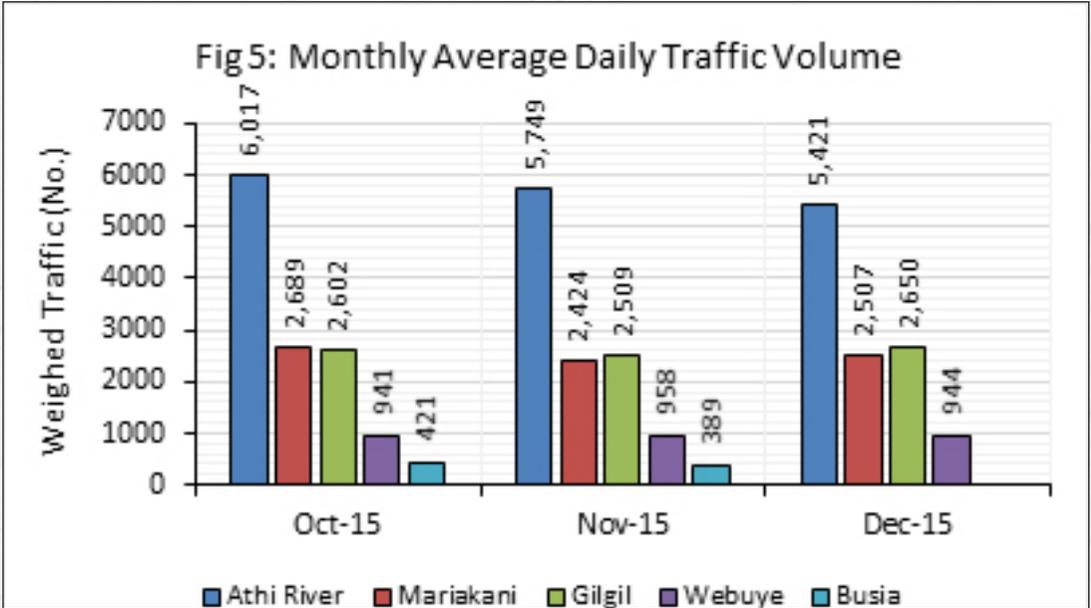
On average Athi River registered the highest number of traffic weighed followed by Mariakani and Gilgil. All the weighbridges (except Busia) are implementing high speed Weigh-In-Motion.

5. WEIGHBRIDGE TRAFFIC

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

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

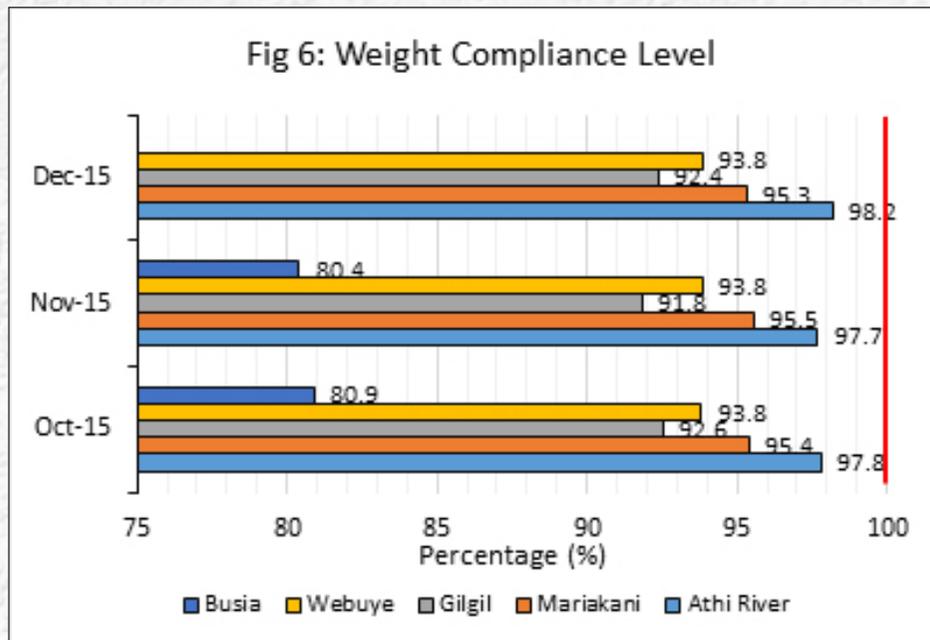
- Fig. 5 shows that on average Athi River registers the highest number of traffic weighed followed by Mariakani and Gilgil. During this quarter, both weighbridges showed a mixed reaction on the traffic volumes weighed in the respective months.
- The high traffic weighed at Athi River might be due to cargo that are originating from Nairobi and its environs being the capital City and the main business hub in the country.
- 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. WEIGHBRIDGE COMPLIANCE

This 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 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 while Webuye shows consistent weight compliance at 93.8%.
- In general, all the trucks weighed should achieve a target of 100% compliance with very few exceptional cases.



Weighbridges have showed fluctuations in performance in October, November and December 2015.

Busia weighbridge registers the lowest performance compared to the rest of the weighbridges.

Weighbridge Compliance Target: 100%

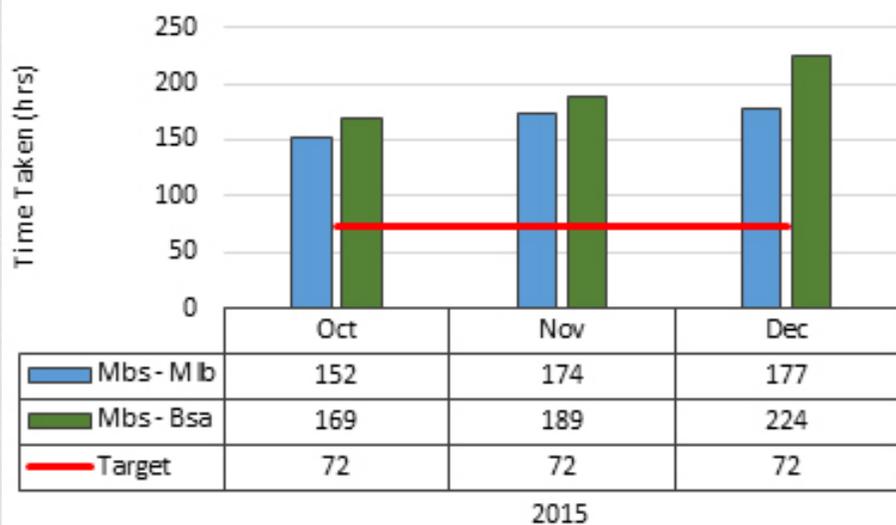
7. TRANSIT TIME IN KENYA

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 shows that transit time varies with route and by month. Transit time from Mombasa to Malaba averagely worsened off slightly from 6.3 to 7.4 days in the months of October to December 2015.
- Similarly, time taken to Busia also worsened off in performance from 7 days to 9.3 days respectively.
- In general, it's indicative that it takes longer to transport cargo through Busia route than to Malaba due to sections of route that are under construction.

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



**On average,
Transit time from
Mombasa to
Malaba worsened
off slightly from
6.3 to 7.4 days
in the months
of October to
December 2015.**

**Similarly, time
taken from
Mombasa to Busia
also worsened off
in performance
from 7 days to 9.3
days respectively.**



Waiting Time before berth significantly improved **beyond the target time of 24 hrs** within the quarter period.

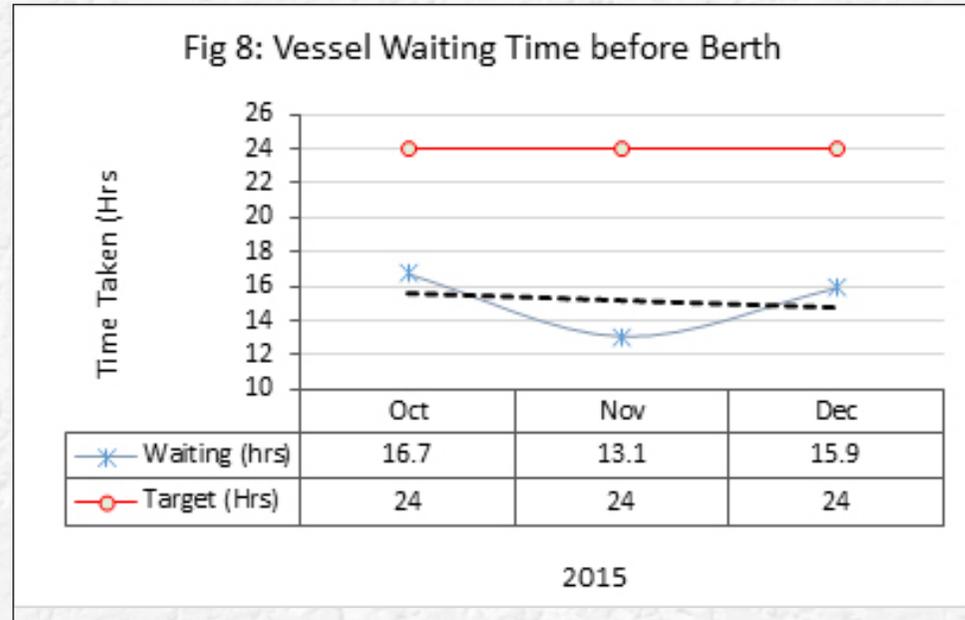
The Ships Turnaround Time registered its best performance of 3.1 days in October 2015 though still above **3-day target.**

MARITIME INDICATORS

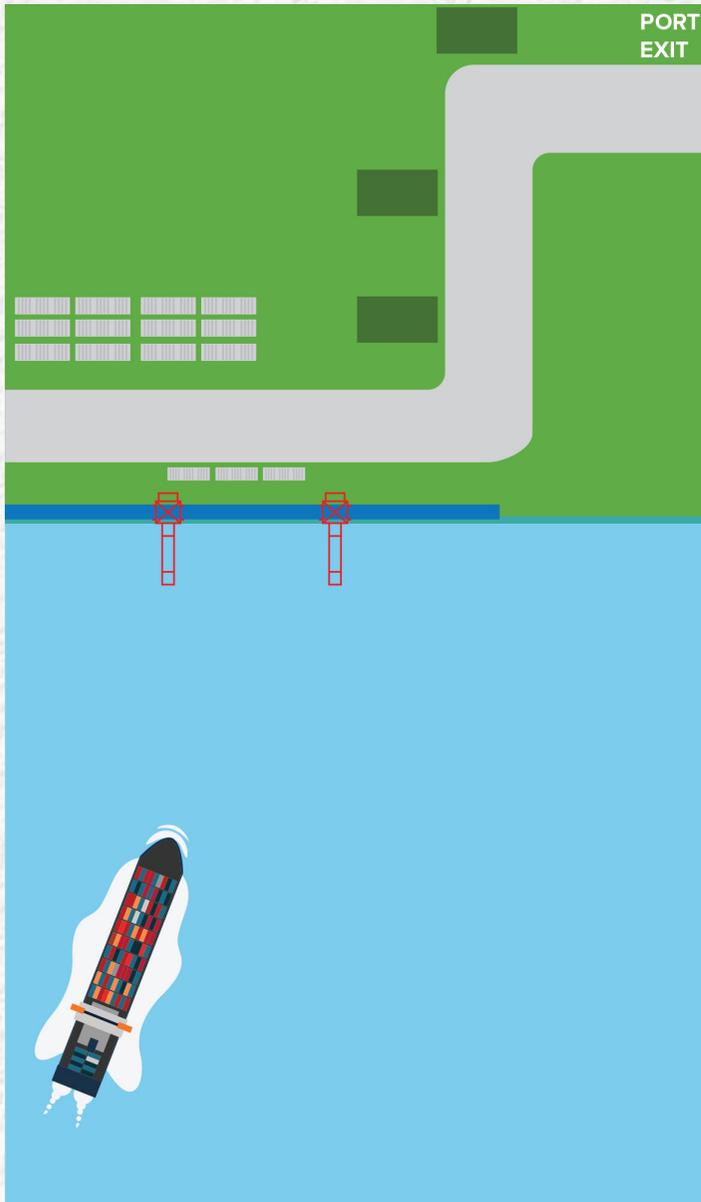
8. WAITING BEFORE BERTH

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



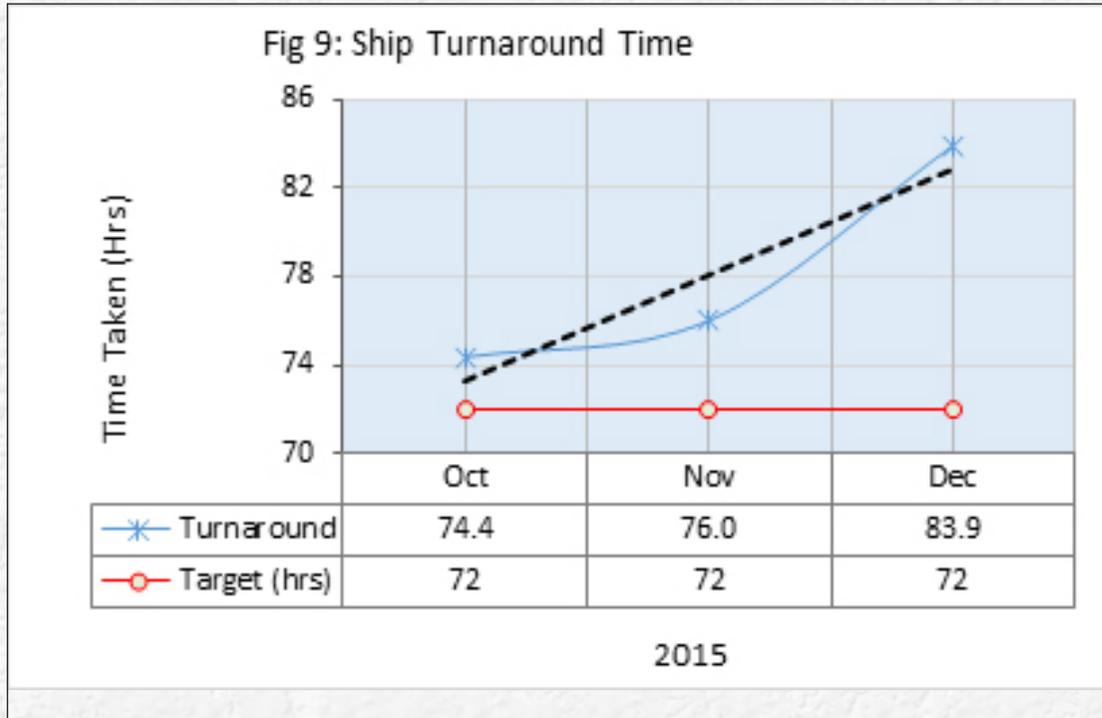
- The trend shows a continuous decrease in waiting time that further leads to an improvement in the ships turnaround time.
- The Port Authority and regulatory agencies should take necessary measures to ensure that the trend in containerized vessels waiting time is further improved in order to maintain this commendable performance.
- One of the commitments was to implement measures to ensure that ships waiting time is reduced to 0.20 days by 31st December 2014.



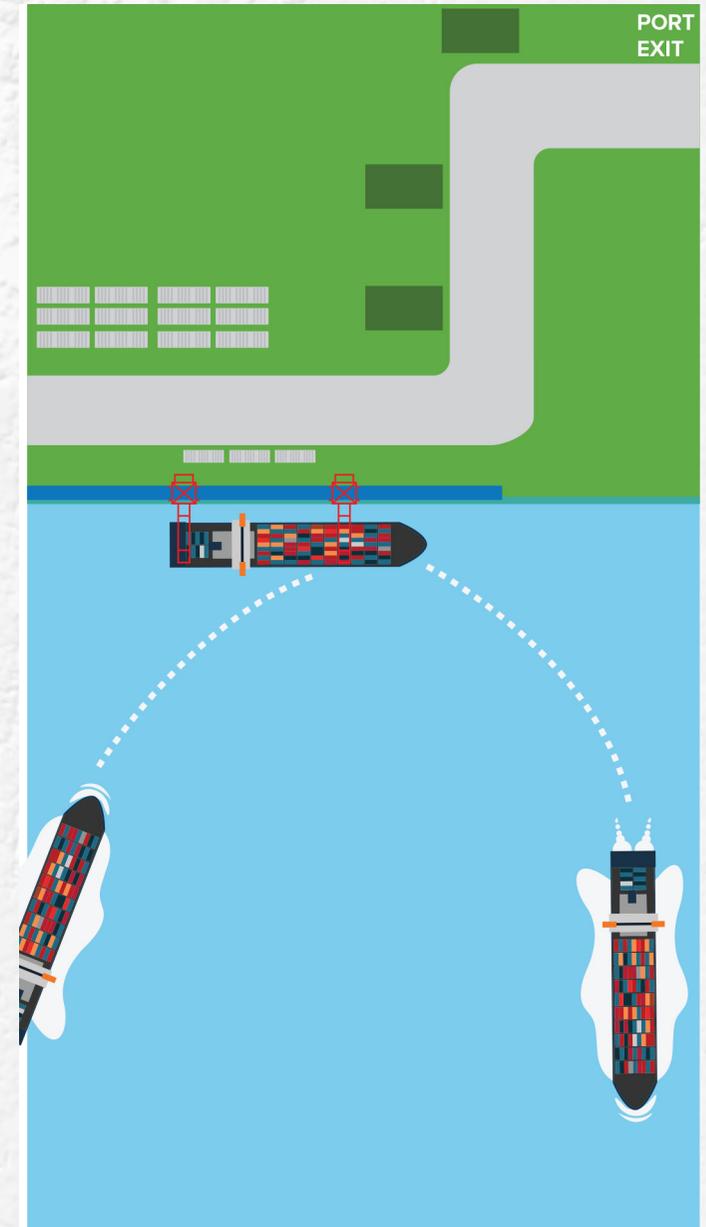
9. SHIPS TURNAROUND TIME

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 registered its best performance of 3.1 days in October 2015 though still above the 3 day target.
- The trend in fig 9 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 by 31st December 2014.





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

House 1196 Links Road, Nyali

P.o.Box: 34068 80118 Mombasa, Kenya

Phone: +254414470734/414470735

Email: ttca@ttcanc.org

www.ttcanc.org