

Quarterly Port Community Charter Report

October - December 2014



Northern Corridor Transit and Transport
Coordination Authority

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 and monthly 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.

Indicator Categories





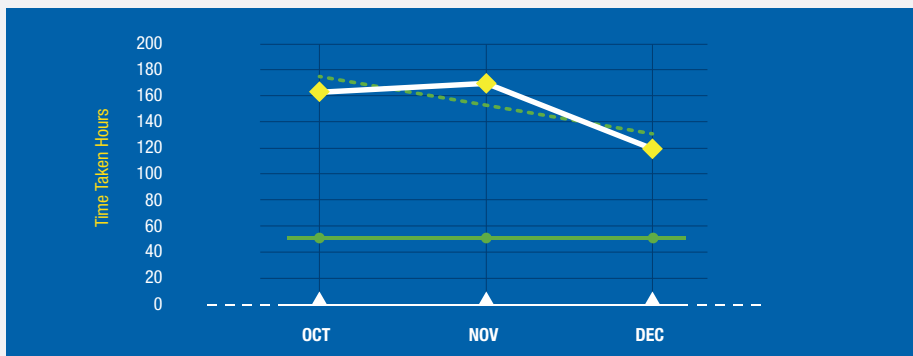
PORT INDICATORS



1 Cargo Dwell Time at the Port of Mombasa



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



Average Cargo Dwell Time Between Oct - Dec 2014

Fig above shows that it took cargo on average 6.96 days, 6.97 days and 5.02 days (167.04, 167.49 and 120.44 hours) to be evacuated from the port of Mombasa in the month of October, November and December 2014 respectively.

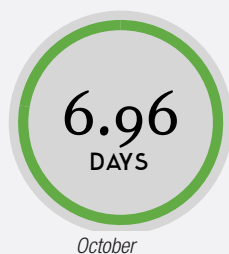
The drop in December is considered as an improvement compared to October, November 2014 dwell time but still lies above the set benchmark of 3 days (72 hours).

The trend indicates an expected drop in cargo dwell time over time if policy measures and interventions in place enshrined

under the port charter, are fully implemented and put into practice consistently.

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.

The high cargo dwell time during the period of October - December is an expected phenomena as cargo volumes always tend to rise during this period. However other factors that might be in play may include cargo volumes and density etc.



Cargo Dwell Time.

2. Time Taken at the Document Processing Centre



This is the time it takes to have a lodged entry by a clearing agent passed by Customs. The measure considers only transit cargo monitored on a weekly basis.

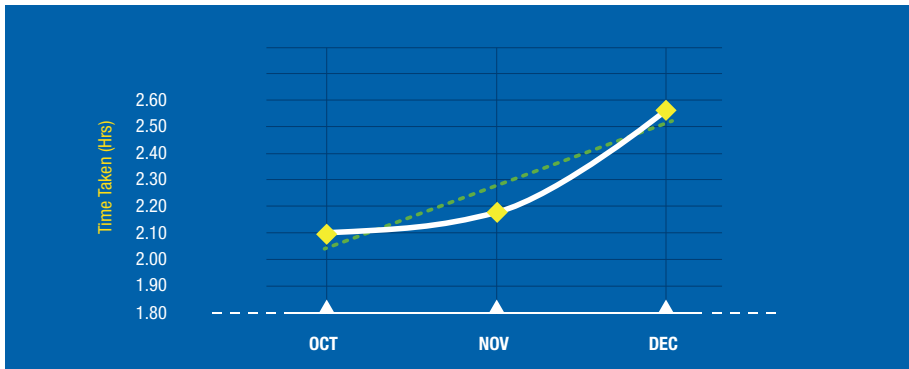


Fig 2 : Customs Clearance at DPC

From fig 2 above, DPC time has increased since October from 1.99 hours to 2.16 hours and later to 2.55 hours in December 2014 respectively. This further affect transit time for cargo enrooted to other destinations within the corridor region. Further delays implies a rise in logistical cost hence a rise in commodity prices.

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.

The rise in DPC time might be specifically or generally, influenced by one or more of the following factors:

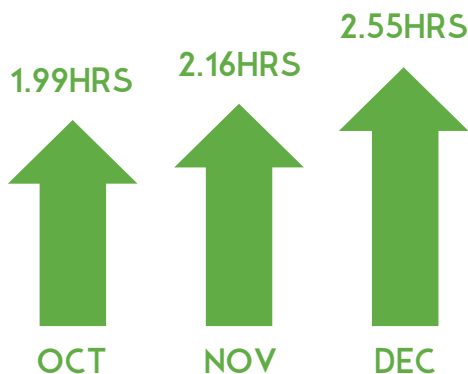
The trend indicates that failure to undertake immediate intervention to reverse the trend, will lead to a further increase in the clearance time which will see performance within the NC worsen off in the long run.

The SIMBA system stability during the period;

Document volumes awaiting processing in between the shifts and the nature of KRA staff shifts;

The quality of declaration by the relevant agents;

Other stakeholders systems, e.g. the bank systems' in updating daily transactions.



Rise in Customs Clearance Time from Oct - Dec

3. One Stop Centre Clearance Time



The indicator is measured by subtracting Pass date time from Release date time.

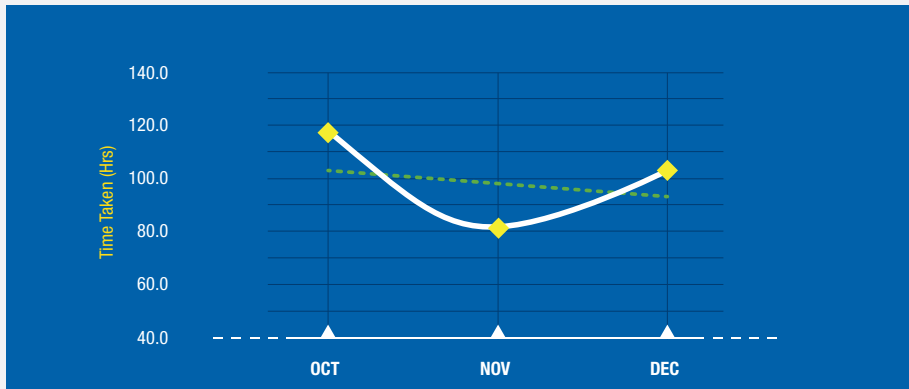


Fig 3 : Time Taken at One Stop Centre

OCTOBER
4.9DAYS

NOVEMBER
3.4DAYS

DECEMBER
4.4DAYS

From the graph, One Stop Time dropped in November (from 4.9 days to 3.4 days) and later-on increased by approximately one day from 3.4 days (82.28 hours) to 4.4 days (104.53 hours) in the month of November to December 2014 respectively.

The fluctuation in clearance time might be due to the December business peak hours under which various agencies tries to beat the set deadlines.

However, the trend indicates that One Stop Clearance time is expected to continuously drop over time, with all agencies involved expected to take the lead role in their respective clearance stages.

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

4. Delay after Customs Release



Refers to the period the importer takes to evacuate the cargo from the port after it's officially released.

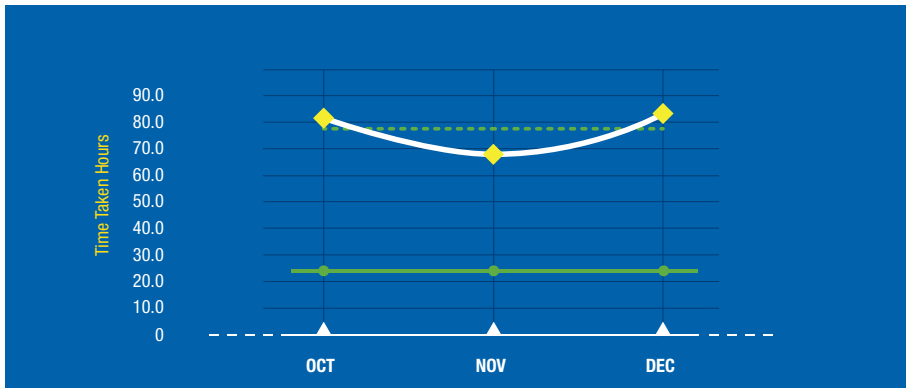


Fig 4 : Delay After Customs Release.

Time taken after customs have issued the transporter with a release order form, authorizing their exit, slightly reduced from 3.2 days to 3 days (77.24 hours to 71.43 hours) in October to November 2014 respectively, but rose to 3.4 days (82.31 hours) in December as shown in figure 4 above.

The results implies that the rate of cargo pick up by transporters and traders are still low compared to the 24 hours set benchmark by KRA.



October



November



December



CORRIDOR INDICATORS

Weighbridge data are transmitted on a weekly and monthly basis through KeNHA's weighbridge administrators. The table in page - - provides a summary of weighbridge productivity for October - December 2014.



Month	Weighbridge Indicator	Mariakani	Athi River	Gilgil	Busia	Webuye
Dec - 2014	Weighed Traffic (No.)	16,631	23,540	26,365	15,142	
	Compliance Level (%)	77.73	85.54	84.52	90.31	
Nov - 2014	Weighed Traffic (No.)	14,402	20,536	28,411	15,552	8,566
	Compliance Level (%)	75.66	82.45	87.57	91.67	86.14
Oct - 2014	Weighed Traffic (No.)	17,505	17,505	25,921	15,680	6,848
	Compliance Level (%)	78.39	89.65	88.45	92.55	82.54

Table 1: Weighbridge Indicators.

5. Weighbridge Traffic



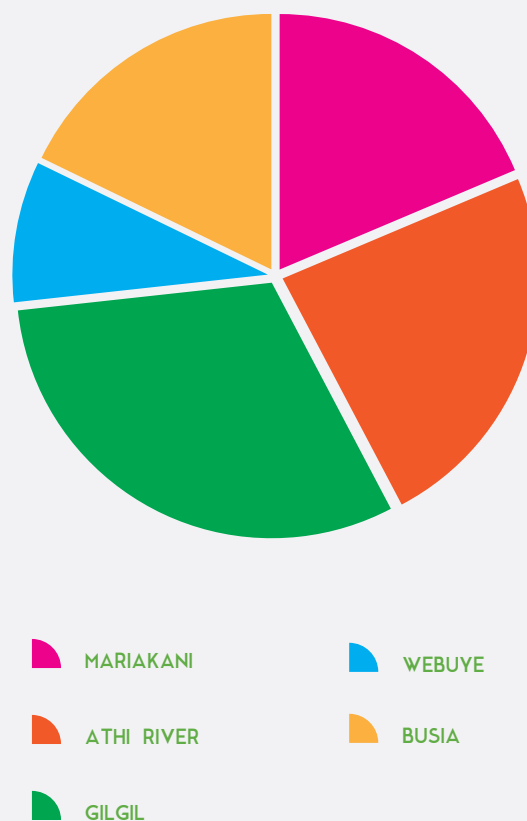
This indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya.

Table above shows that on average Gilgil registers the highest number of traffic weighed in followed by Athi River. Mariakani and Athi River showed a rise while Gilgil and Busia showed a drop in traffic volumes entering the weighbridge in December compared to November.

Some of the reasons for the fluctuating traffic volumes include the high speed weigh in motion installed at the respective weighbridges by KeNHA and the Vehicle Load Control Charter that was sign on 13 October 2015 by key stakeholders to allow for self-regulation against overloading.

The high traffic weighed at Athi River and Gilgil 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.

Daily Average Weighbridge Traffic



6. Weighbridge Compliance



This measure the percentage of trucks that comply with the axle load limits before and after re-distribution of the weights.

Table above shows that only Busia weigh-bridge registered a compliance level of above the 90% set target. However, compliance level at this weighbridge has been dropped from 92.55% to 90.31% in October and December 2014 respectively.

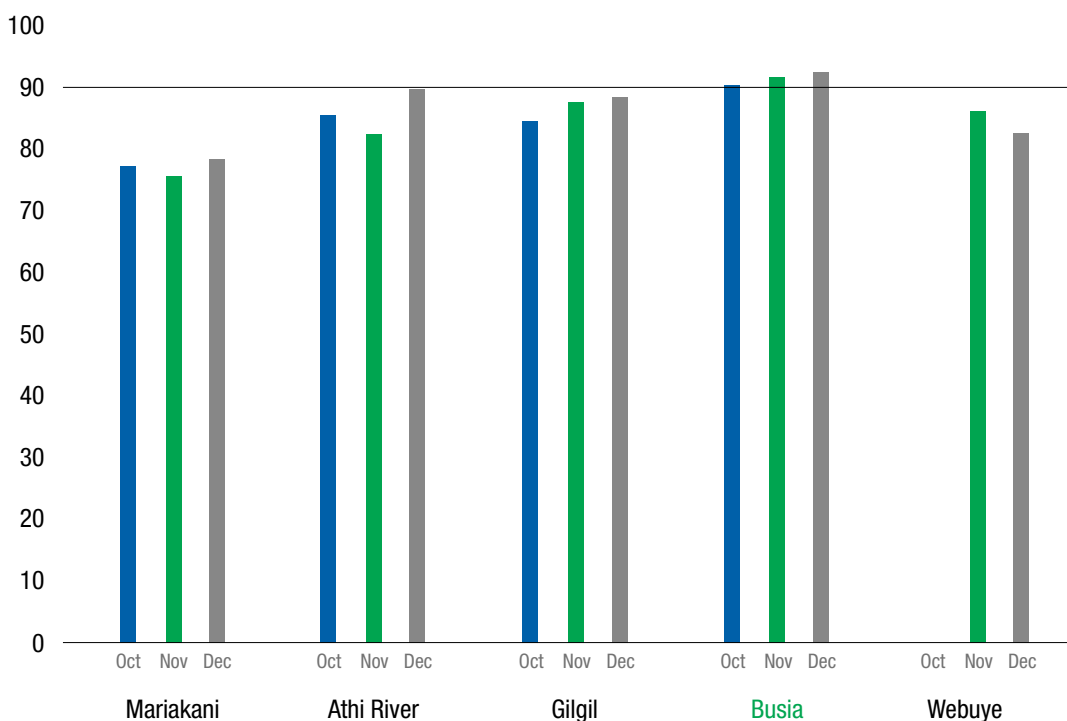
Compliance at Mariakani and Athi River has showed an increased from 75.66% to 77.73% and 82.45% to 85.54% in December 2014. However, the compliance level is way below the 90% set target, and the trend has not been consistent since October 2014.

Gilgil compliance level is below the set target of 90% and has been consistently decreasing.

Webuye registered an increase in compliance level from 82.54% to 86.14% in October and November respectively.

In general, all the trucks weighed should achieve 100% compliance with very few exceptional cases.

KeNHA committed to install High Speed Weigh in Motion (HSWIM) system at the main weighbridges to eliminate the cases of repeated weighing of trucks. This will eliminate massive transit delays within the Corridor.



7. 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 or Busia. Therefore, it includes delays after customs release before the cargo is evacuated from the port.

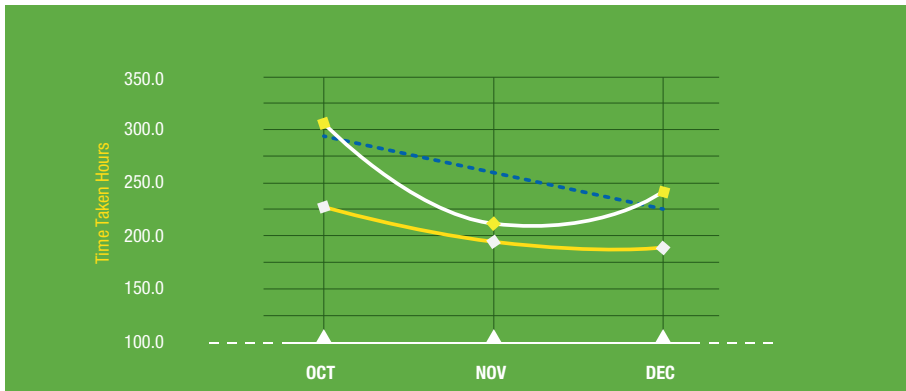


Fig 5 : Transit Time in Kenya - Mombasa to Malaba and Busia.

Table 3 above shows that transit time varies per location and by months. Transit time from Mombasa to Malaba decreased from 11.4 days to 7.8 days in the months of October to November and later to 7.4 days in December respectively.

Time taken to Busia also decreased from 13.5 days to 8.9 days but later increase to 10.1 days in December.

In general, it's indicative that it takes longer to transport cargo through Busia than to Malaba. However, the general trend for transit time to Busia and Malaba shows a decreasing trend in time taken to the two destinations.

MSA - MLB

OCTOBER
11.4 DAYS
NOVEMBER
7.8 DAYS
DECEMBER
7.4 DAYS

MSA - BSA

OCTOBER
13,5 DAYS
NOVEMBER
8,9 DAYS
DECEMBER
10,1 DAYS



MARITIME INDICATORS



8. Waiting Time Before Berth



The waiting time before Berth 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.

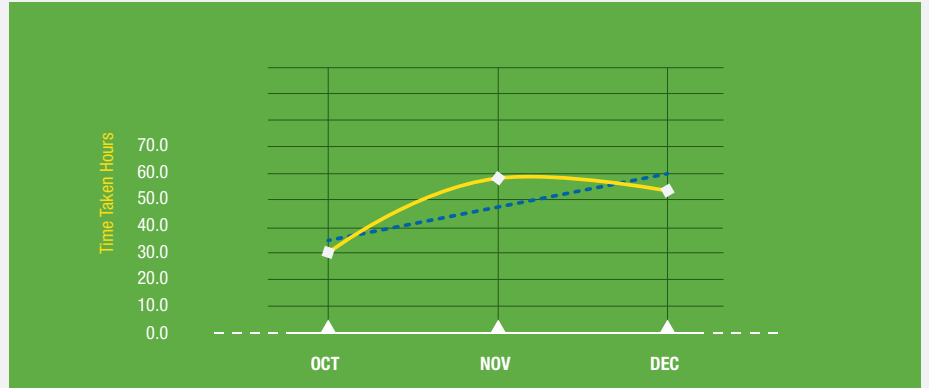


Fig above shows that the time taken by ship from entry to berthing averaged to 1.27 days and 2.41 days in October and November 2014 respectively. December however registered a drop from 2.41 days to 2.31 days. Amidst this improvement, the trend indicates a rise in vessels waiting time.

KPA under its jurisdiction should take necessary measures as enshrined in the Port Charter to ensure a decreasing trend in the general vessels waiting time.

Their mandate was to implement measures to ensure that ships waiting time is reduced to 0.20 days especially for containerized ships by 31st December 2014.

OCTOBER
30.6 HRS
 NOVEMBER
57.9 HRS
 DECEMBER
55.3 HRS



Waiting time before berth.

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.

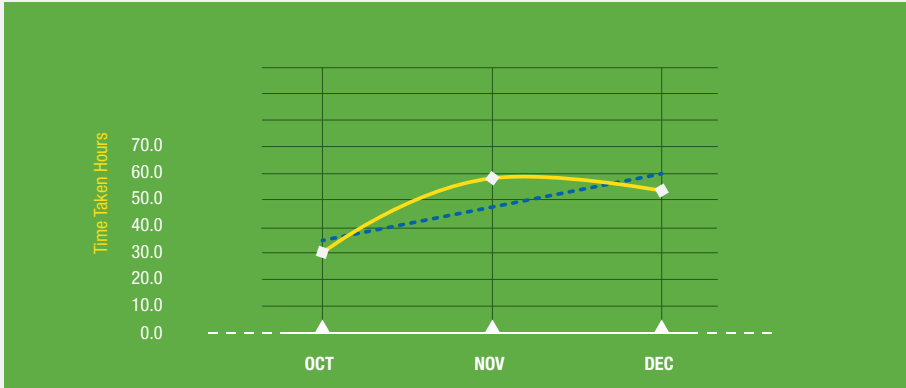


Fig 7 above shows that ship turnaround time increased from 5.1 days to 6.5 days, in the month of October and November, and slightly dropped to 6.3 days in December 2014 respectively.

The envisaged turnaround time is still above the 2 days set benchmark. The fluctuation might be due to the rush hours during the

December festive season that always starts early in October/November.

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 to achieve a month-on-month set target by 31st December 2014.



Ships turnaround time

OCTOBER
123.6 HRS
 NOVEMBER
156.7 HRS
 DECEMBER
152.0 HRS



10. 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. Cargos to the CFSs are 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.

CFSs Container Uptake

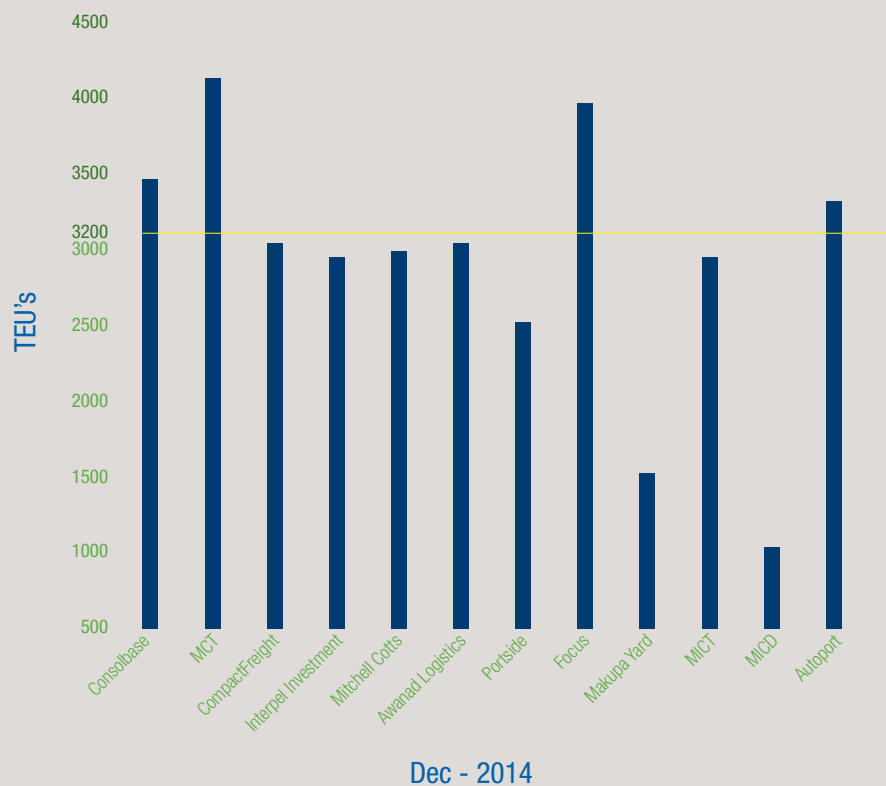
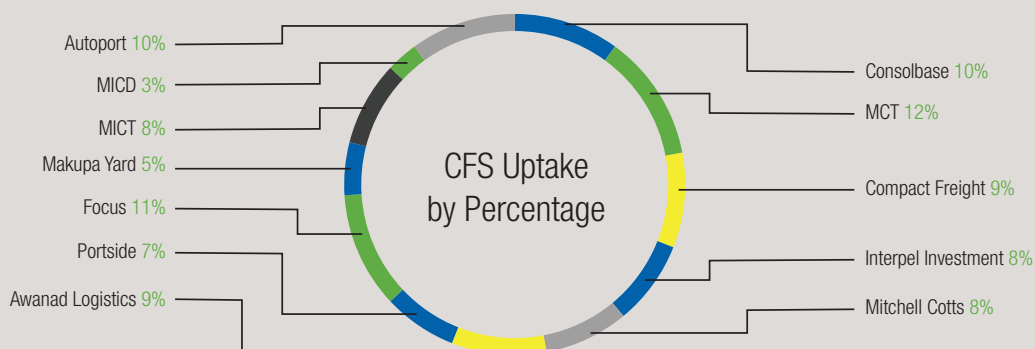


Fig 8 shows that the variation in cargo uptake by different CFSs could be as result of client preference. From the graph it is clear that MCT, Focus, Autoport and Consolbase are among the CFSs that registered a container uptake above 3,200 TEUs in December 2014.





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