

Monthly Port Community Charter Report

February 2015

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. 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 January, 2015 Report

The month of January registered improvements in certain indicators. However, others did not show improvements in performance. Average cargo dwell time for the month was 5.17 days while the Document Processing Centre (DPC) time was 1.93 hours. One Stop Centre clearance time took averagely 4.3 days with delays after release recording 3.7 days within the same period.

The corridor indicators also showed some remarkable improvements. Most static weighbridges showed improvements on their compliance levels though still below the set benchmark of 100% level. In addition, the average transit time from Mombasa to Malaba drastically reduced from 7.6 to 6.8 days, while time taken to Busia reduced from 8.7 to 7.5 days in the same period.

The maritime indicators as well recorded significant improvement in the month of January 2015, with ship turnaround time averaging to 6.2 days while vessels waiting time registered 2.6 days.

iii) Indicator status in the month of February, 2015

a) Port Indicators

The table below provides a summary of port indicator results for the month of January and February 2015.

Table 1: Port Indicators

Port Indicator	Cargo Dwell Time (hrs)	DPC Time (hrs)	One Stop Centre (hrs)	After Release (hrs)
Feb - 2015	108.94	2.54	106.88	78.92
Jan - 2015	123.96	1.93	102.76	88.44
Target	72.00	2.00	-	-

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.

- Table 1 show that port dwell time has drastically reduced from 5.17 days (123.96 hours) to 4.54 days (108.94 hours) in the month of February 2015. Nevertheless, the figures are still above the benchmarked cargo dwell time of 2 days (48 hours) at the port of Mombasa.
- 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.
- More importantly, 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 showed an increase from 1.93 hours to 2.54 hours between the month of January and February 2015.
- 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.

- Table 1 shows that time spend at One Stop center in February 2015 of **4.5 days (106.88 hours)** has slightly increased compared to January 2015 clearance time of **4.3 days (102.76 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.

4. Delay after Customs Release:

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

- February 2015 has recorded an improvement on time taken after customs release have been issued compared to January 2015. Time taken after Customs release reduced from **3.7 days** to **3.3 days** (88.44 hours to 78.92 hours) from the month of January to February 2015 as shown in table 1 above.
- In general, the results imply that the rate of cargo pick up by transporters and traders are still below the 24 hours set benchmark.

b) Corridor Indicators

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

Weighbridge Indicator Adjustment

Previously, weighbridge indicators were reported based on the static weighbridge data. However, information on static weighbridge is viewed insufficient as it does not include data on the High speed weigh-in-Motion (HSWIM) for the trucks that are compliant and are not called in. Therefore, including information from the HSWIM enable us to factor in all the vehicles for both HSWIM and static weighbridges for the weighbridge indicators.

Register on the HSWIM provides the following information:

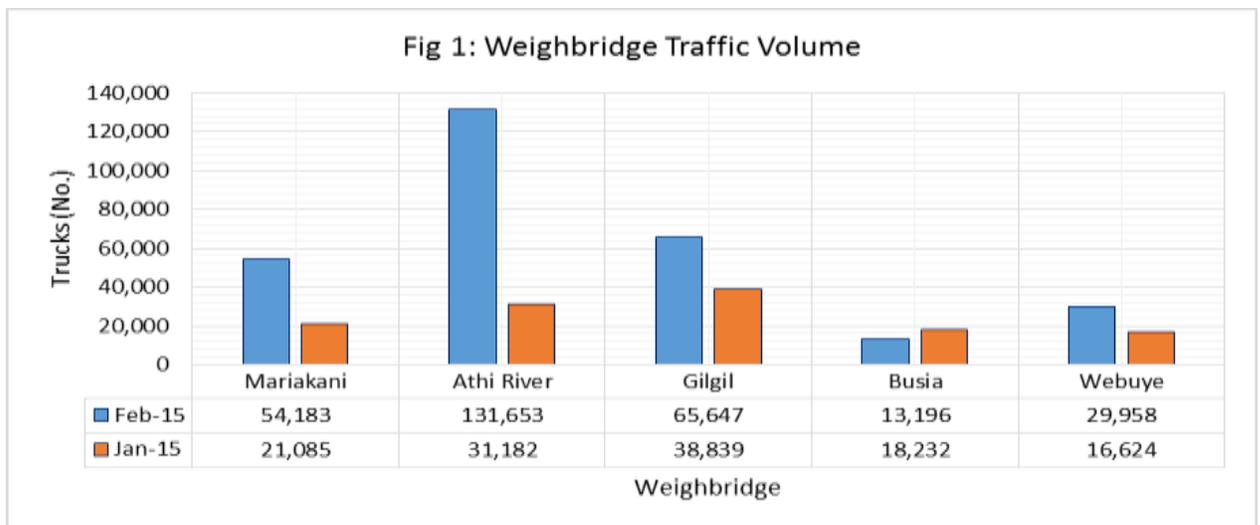
- ✓ Total number of vehicles weighed using both HSWIM and static weighbridges
- ✓ Number of trucks called in, which forms the total number of trucks that passes through the static weighbridges.
- ✓ Total number of vehicles that are compliant to the HSWIM weighbridge and was not diverted to the static weighbridge.

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 HSWIM and Static, it is given by Total number of vehicles weighed using HSWIM weighbridges.

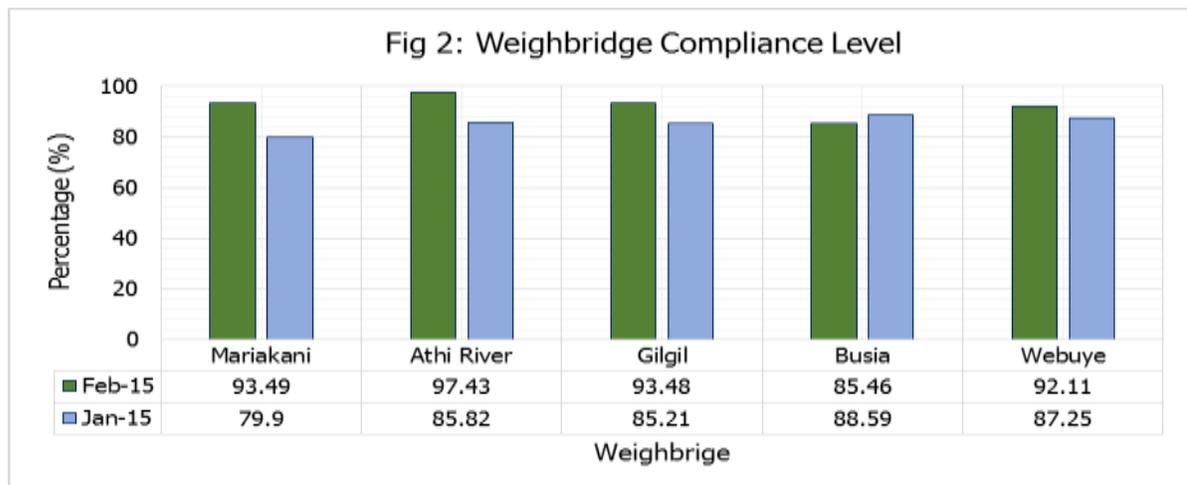
The figure below provides a summary of weighbridge productivity for January and February 2015.



- Fig 1 shows that Athi River registered the highest average number of traffic weighed in January 2015 followed by Gilgil. All the above weighbridges showed a rise in the volumes of traffic weighed except Busia weighbridge. 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 2 above shows that all the above weighbridges achieved a compliance level above 90% except Busia. Busia Weighbridge registered a drop in compliance level from 88.6% to 85.46%
- In summary, it is expected that all the trucks should achieve 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 cargo is removed from 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.

The table below provides a summary of transit time in Kenya in January and February 2015.

Table 4: Transit Time in Kenya

Month	Mombasa - Malaba	Mombasa - Busia
	Avg. Time Taken (Hrs)	Avg. Time Taken (Hrs)
Feb - 2015	163.61	179.44
Jan - 2015	181.86	208.27

- Table 4 above shows that transit time from Mombasa to Malaba drastically reduced from 7.6 days to 6.8 days from January to February 2015. Time taken from Mombasa to Busia significantly dropped from 8.7 days to 7.5 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)
Feb - 2015	73.71	168.53
Jan - 2015	61.69	149.19
Target	-	48.00

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 increased from 2.57 days to 3.07 days in February 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 drastically increased from 6.2 days to 7 days in February 2015. On the contrary, this is still higher than the set benchmark for ship turnaround time of 48 hours.

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. Cargos 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 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.

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

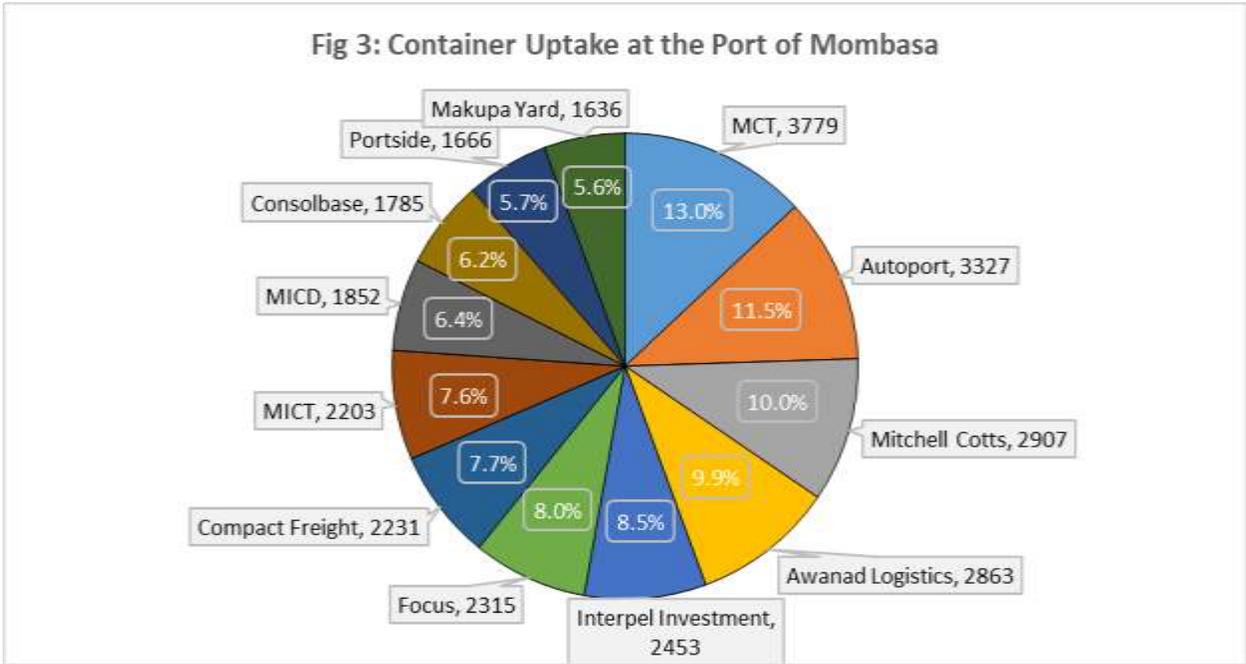


Fig 3 shows that, the variation in cargo uptake by different CFSs could be as result of client preference. The results shows that 78% of the cargo uptake by CFSs are nominated by the clients while the remaining 22% are port nominated, compared to 75% and 25% in January 2015 respectively.

During the month of February 2015, MCT received the highest share of the cargo uptake (13.0%) followed by Autoport, Mitchell Cott, and Awanad Logistics at 11.5%, 10.0% and 9.9% respectively. In summary, only 3 CFSs out of 12 received cargo uptake proportions above 10% irrespective of the preferences made by clients or at the port, which represent 10,013 containers out 29017 containers handled.
