Northern Corridor Quarterly Performance Dashboard

October - December 2020

"Theme: Common single market for trade in Africa"

NORTHERN CORRIDOR TRANSIT AND TRANSPORT COORDINATION AUTHORITY

NORTHERN CORRIDOR TRANSPORT OBSERVATORY
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Northern Corridor Quarterly Performance Dashboard

October - December 2020

Northern Corridor Transit and
Transport Coordination Authority

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Quarter Summary

This report is part of the series of quarterly reports prepared by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) in furtherance of its mandate to monitor and report regularly on the corridor's performance. It covers Mombasa Port and Northern Corridor Charter indicators for the quarter covering September to December 2020. Indicators discussed in the report present the performance status of implementing the Mombasa Port Community Charter on a quarterly basis. In addition, a special feature on African continental free trade area is discussed.

Countries' ability to deliver goods and services on time at the lowest possible costs is a crucial determinant of integration into the world economy. With the dismantling of trade barriers and the expansion in the volume of trade, policies that remove non-tariff barriers and expedite the movement of goods and services across borders, i.e., facilitate trade have emerged at the forefront of the trade agenda. This will enable a seamless flow of trade through the implementation of the African Continental Free Trade Area (AfCFTA).

The performance indicators have been monitored to track various initiatives agreed upon since the Charter was signed in 2014 and reviewed in 2018 to enhance the port's efficiency and the corridor at large. The report provides insights on quarter performance and challenges witnessed along the corridor. The findings from these reports are often utilized in setting strategic interventions and policy inferences aimed at improving the efficiency of the corridor.

*Data shows improved Ship turnaround time and increased Vessel waiting time before berth during the quarter under review. This could be partly attributed to delays encountered by port players to meet the COVID-19 health protocols. Containerized import cargo dwell time equally remained relatively high during the quarter ending December 2020 recording an average of **109 hours** compared to the international standards of less than **24 hours**.*

*Customs service is an intrinsic element of any cross-border movement of goods and services for seamless trade facilitation. Time for customs clearance at the document processing centre was steady at **36 hours** during the review quarter. The performance indicates an improvement in efficiency. The report shows that delays after customs release decreased from **45 hours** in October to **36 hours** in December 2020.*

The report proposes eliminating overlapping trade zone memberships and bolsters intra-Africa trade, the need for the African continent to address the existing annual infrastructure deficit as well as implementing policies for enhancing political stability. The abrupt nature of the COVID-19 pandemic, coupled with the absence of tailored strategies, has affected and continued to affect the Port of Mombasa and the Northern Corridor. Therefore, there is a need for a detailed assessment of the regional level of vulnerability to put national and trans-boundary disaster mitigation measures in place.

1.0 African Continental Free Trade Area and Trade Enhancement in the Northern Corridor Member States

1.1. Background

The long-awaited African Continental Free Trade Area (AfCFTA) came into effect on 1st January 2021. The AfCFTA was initially planned to be launched on 1st July 2020 but was pushed after the COVID-19 pandemic affected the negotiation process. The AfCFTA was conceived through the African Continental Free Trade Agreement in 2018. The African Continental Free Trade Area did not come into effect until 22 of the signing countries ratified the Agreement, which occurred in April 2019. Article 23 of the Agreement states that AfCFTA shall be enforced 30 days after the 22nd instrument of ratification is deposited with the Chairperson of the African Union Commission.

Member nations of the African Union have been executing the Agreement's requirements and related protocols and annexes on various dates since its conception. As of December 2020, there were **54 signatories,** of which **37 member countries that had ratified** the Agreement while 1**7 countries had not ratified** the treaty, including three Northern Corridor Members States: **Burundi, Democratic Republic of Congo (DRC)** and **South Sudan.** Out of the 37 countries that have ratified the Agreement, 34 have deposited their instruments of ratification. **Kenya, Rwanda** and **Uganda** have ratified and deposited their instruments of ratification as required by article 23 of the Agreement. This signals their consent to the AfCFTA treaty as provided in Article 16 of the United Nations Conventions on the Law of treaties.

The Agreement aims to create a single market and allow free access to commodities, goods, and services across the African continent. The AfCFTA comprises 54 African Member States with a combined population of 1.3 billion and a GDP of USD 3.4 trillion.

The implementation of the Agreement is expected to tap into this vast market and act as a catalyst to intra-Africa trade and sustainable economic growth. According to the United Nations Economic Commission for Africa (UNECA), implementation of AfCFTA is expected to boost intra-African trade by **52%** by 2022 from **16%**.

Table 1 below presents AfCFTA ratification status for the Member States of the Northern Corridor as of December 2020.

Table 1: List of signatories and parties to the Agreement

Country	Signed	Date of Signing	Ratified	Date of Ratification	Deposited	Date of Deposit
Kenya	Yes	21/03/2018	Yes	06/05/2018	Yes	10/05/2018
Rwanda	Yes	21/03/2018	Yes	25/05/2018	Yes	26/05/2018
Uganda	Yes	21/03/2018	Yes	20/11/2018	Yes	9/02/2019
DRC	Yes	21/03/2018	No		No	
Burundi	Yes	02/07/2018	No		No	
South Sudan	Yes	21/03/2018	No		No	

Source: [1] African Union 2019

1.2. Objectives of AfCFTA

The general objectives of the AfCFTA are to:

a) create a single market for goods, services, facilitated by movement of persons in order to deepen the economic integration of the African continent and in accordance with the Pan African Vision of "An integrated, prosperous and peaceful Africa" enshrined in Agenda 2063;

b) create a liberalized market for goods and services through successive rounds of negotiations;

c) contribute to the movement of capital and natural persons and facilitate investments building on the initiatives and developments in the State Parties and RECs;

d) lay the foundation for the establishment of a Continental Customs Union at a later stage;

e) promote and attain sustainable and inclusive socio-economic development, gender equality and structural transformation of the State Parties;

f) enhance the competitiveness of the economies of State Parties within the continent and the global market;

g) promote industrial development through diversification and regional value chain development, agricultural development and food security; and

h) resolve the challenges of multiple and overlapping memberships and expedite the regional and continental integration processes.

1 List of countries which have signed, ratified/acceded to the agreement establishing the African continental free trade area 2019. Accessed au.int

The specific objectives are to:

a) progressively eliminate tariffs and non-tariff barriers to trade in goods;
b) progressively liberalize trade in services;
c) cooperate on investment, intellectual property rights and competition policy;
d) cooperate on all trade-related areas;
e) cooperate on customs matters and the implementation of trade facilitation measures;
f) establish a mechanism for the settlement of disputes concerning their rights and obligations; and
g) establish and maintain an institutional framework for the implementation and administration of the AfCFTA.

The Agreement shall cover trade in goods, trade in services, investment, intellectual property rights and competition policy as the scope.

PHOTO: AfCFTA

1.3. Implication of the AfCFTA on Transport Logistics and Supply chains

Efficient transport and logistic systems are a key pillar to the success of trade globally. The success of open trade and free movement of goods, people and services in the AfCFTA will heavily rely on how African countries invest in their transport and logistic systems. Fore, most investment in modern infrastructure in all the modes of transportation focusing on the missing links to the trans-African Highway system will boost the opening of trade between countries.

Secondly, progressive elimination of technical, tariff and non-tariff barriers. "Technical Barriers to Trade refers to technical regulations, standards, and conformity assessment procedures that create unnecessary obstacles to trade and are often disruptive to the trade logistic chains. AfCFTA member countries, in conformity to the Technical Barriers to Trade (TBT) Agreement[2], should ensure that these regulations are non-discriminatory. A tariff may be a tax imposed by one country on imported products and services from another country. Tariffs affect trade; they restrict imports by increasing the price of goods and services purchased from another country, making them less attractive to domestic consumers. Tariffs can be levied in terms of specific fee or based on the value of the commodity. Non-tariff barriers to trade (NTBs) can be defined as restrictions that result from prohibitions, conditions, or specific market requirements that make importation or exportation of products difficult and costly.

2 "Technical Barriers to Trade". www.wto.org. World Trade Organization accessed 20.01.2021

NTBs impede trade through mechanisms other than the imposition of tariffs. NTBs are classified into three broad categories, namely: legislative, regulatory & policy and infrastructure.[3]

The efficiency of customs procedures, trade facilitation and transit should be enhanced as well as cooperation in the areas of technical barriers to trade and sanitary and phytosanitary measures.

Member countries will have to work in harmony toward implementing AfCFTA by eliminating trade barriers. The Africa continent needs to address the challenge of physical infrastructure and customs infrastructure to ensure commercially meaningful trading. Improving the African road network should also be considered a priority.

1.4. Role of Transport corridors in relation to the AfCFTA agreement

Transport corridors serve as an engine of the African socio-economic development through trade facilitation. Transport corridors encompass both physical infrastructure (i.e., **roads, railways, border posts, seaports,** and **inter-modal facilities, among others**) and soft infrastructure such as institutional frameworks built on agreements between governments. These agreements establish policies to reduce transit and border delays and integrate regional road and rail networks. The System of Trans-African Highways consists of the following nine main links, as presented in table 2.

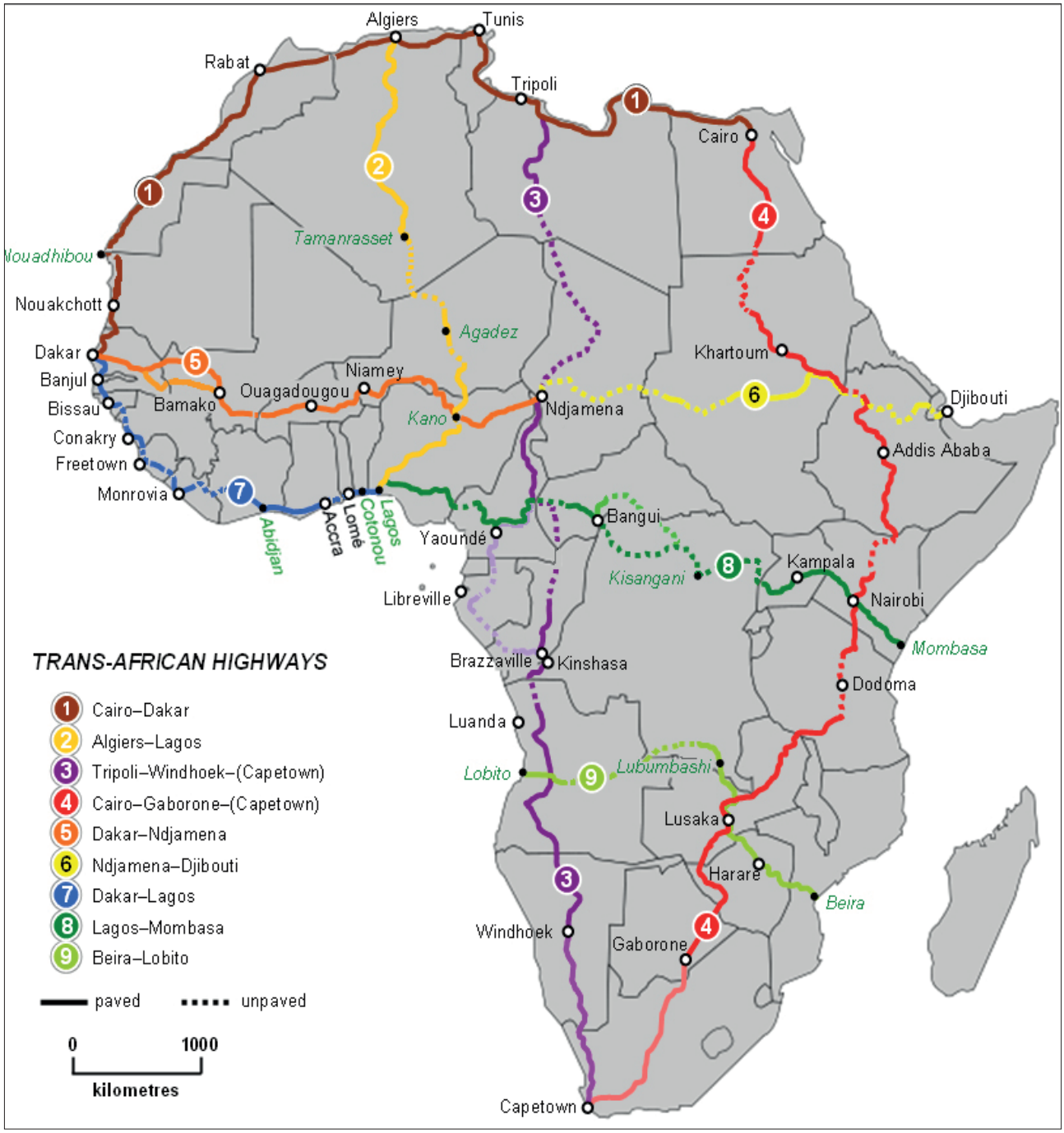
Trans-African Highways was first defined in the 1970s to enable smooth movement, and there have been many developments in the roads sector in Africa. Member States are at different levels of implementation. For instance, the Cairo-Dakar Trans-African Highway, with a total length of 8640 km, has the missing section of 569 km (Nouadhibou-Nouakchott in Mauritania), and the rest of the corridor is paved (8, 067 km). With more than 4500 km, Algiers-Lagos highway is paved on about **85%** of the length and with more pavement works presently underway. Tripoli-Windhoek Trans-African Highway is the longest corridor with missing links of about **40%** of the total corridor length. The Cairo-Gaborone corridor is the second-longest among the trans-African Highway Corridors. The standard of the Cairo-Gaborone Trans-African Highway is high in Egypt (except for a missing link at the border with Sudan) and in the Southernmost sections of the corridor, which amounts to about **20%**.

Table 2: Extent of Trans-African Highway Network

Name of Highway	Distance
Highway 1 CAIRO-DAKAR	8,640 km
Highway 2 ALGIERS – LAGOS	4,500 km
Highway 3 TRIPOLI– WINDHOEK	9,610 km
Highway 4 CAIRO – GABORONE	8,860 km
Highway 5 DAKAR – N'DJAMENA	4,500 km
Highway 6 N'DJAMENA – DJIBOUTI	4,220 km
Highway 7 DAKAR – LAGOS	4,010 km
Highway 8 LAGOS – MOMBASA	6,260 km
Highway 9 BEIRA – LOBITO	3,520 km
Total length	54,120 km
Overlapping	1,670 km
Total net length	52,450 km

3 UNCTAD NTBs Classification (2012).

Figure 1: Extent of Trans-African Highway Network



Source: https://www.concretetrends.co.za/projects/6-000-km-road-linking-mombasa-to-lagos-to-be-constructed/#.YAQZmTnivIU-accessed 17th January 2021.

1.5. *Lagos-Mombasa Trans-African Highway- Northern Corridor and the missing links*

The Lagos-Mombasa Trans-African Highway provides a road connection between the East African Port of Mombasa with the ports of Nigeria and Cameroon in West Africa. The plan to build a 6,259 km highway between Mombasa port and Lagos in Nigeria is to transverse through six countries — **737 km in Nigeria, 1,044 km in Cameroon, 1,319 km in the Central African Republic (CAR), 1,561 km in DRC, 740 km in Uganda** and **1,100 km in Kenya.** The highway is complete in Nigeria, Cameroon, Uganda and Kenya. However, there are missing links in the Central African Republic and DR Congo, thus preventing its full use. Completing missing links for the Lagos-Mombasa Highway is vital since the highway will provide an important economic link between two of Africa's main seaports and boost trade and transport for the Africa continent as a whole.

The Northern Corridor forms a component of the Lagos-Mombasa Trans-African Highway corridor from the Port of Mombasa in Kenya through Uganda to DRC. The Northern Corridor Member States have made good progress in improving the quality of transport infrastructure on designated road routes for inter-state trade. This has seen the status of road conditions improved compared to the previous periods. Majority of the roads in Kenya (**88%** of roads) along the highway are in good condition, paved, and tarmac with an average IRI of below 2.9 mm/m. Only **8%** of the road network is in fair condition, while **4%** is in bad condition. The ongoing roads infrastructure upgrading is expected to bring more improvements. Furthermore, there are ongoing works on expansion of Nairobi-Mombasa Highway. Road condition in Uganda is equally in a good state.

However, the missing link along the Northern Corridor is the **Mbarara-Kisangani Road** connecting **Mbarara and Mpondwe** in Uganda to **Kasindi, Beni, Komanda** and **Kisangani** in the DRC. This missing link is hindering smooth flow of trade, thus increasing the cost of goods and services.

The Northern Corridor Secretariat is convening the bilateral discussions and Funds Mobilization for the development of the missing links on the Mombasa-Lagos trans highway.

Table 3: Road Condition Kasindi-Beni-Kisangani route

Route	Pavement Type	Length-Km	Road Condition (Km)		
			Good	Fair	Bad
KISANGANI - NIANIA -KOMANDA	Unpaved	670	254	163	253
KOMANDA – LUNA- BENI	Unpaved	125	62	29	34
BENI - KASINDI	Unpaved	80	45	35	0

Source: Transport observatory portal 2020

1.6. *Harmonizing policies and regulations for protection of transport Infrastructure*

In addition to infrastructure development, it is important that African countries pursue and implement policies that protect roads against damage. The life expectancy of a road depends on the axle load allowed. If different countries allow different axle loads, this will lead to complications at border crossings, thus impeding successful implementation of AfCFTA. An example is the East Africa Community Vehicle Load Control Act, 2016 (EAC-VLC Act 2016) that is aimed to protect roads by curbing overloading. Concerning the Lagos-Mombasa Trans-African Highway, Member States of the Northern Corridor except DRC have assented to implementing the East Africa Community Vehicle Load Control Act. Under the AfCFTA, countries through which the highway transverses will need to harmonize such regulations.

This harmonization also includes the modernization of road protecting infrastructure like weighbridges. In Kenya, along the Northern Corridor, there are five weighbridges: **Mariakani, Athi-River, Gilgil, Webuye** and **Busia.** Kenya National Highway Authority (KeNHA) has installed High Speed Weigh in Motion (HSWIM) and multi deck scales at **Mariakani, Athi River, Gilgil** and **Webuye** weighbridges which are fully automated. DRC has ten static weighbridges along the Northern Corridor, namely; **Kasindi, Butembo, Beni 1, Beni 2, Kasenyi, Mahagi, Aru, Komanda, Batshamba** and **Nsele**. In Uganda, there are eight static weigh-bridges located at **Malaba, Busitema, Elegu, Lukaya, Mbarara, Mubende, Luwero** and **Magamaga** along the Northern Corridor. Most weighbridges in Uganda were slow speed weigh in Motion and on one side of the road.

One-Stop Border Posts as facilitators of Transboundary trade

Under the free trade area agreement, one stop border posts play a crucial role in facilitating transboundary trade by enhancing border crossing efficiency, enabling cross-border trade, including informal trade in Africa.

In 2016, the East African community enacted the East African Community One-Stop Border Posts Act. The Act's objective is to provide for the establishment and implementation of One-Stop Border Posts in the EAC to facilitate trade through the efficient movement of goods and people. One Stop Border Posts aims to reduce transit costs and time incurred in cross-border movement in harmonizing both country's border agencies' activities.

PHOTO: NCTTCA FILE

Currently, the Northern Corridor has **9** operational OSBPs and **2** that are undergoing construction. As African economies open up to more free trade, there is foreseeable need for more OSBPs as new frontiers open on the trans-African highways.

Table 4: One Stop Border Posts along the Northern Corridor

OSBP	Location-Border Station	Status of construction of OSBP Facilities	Status Operation
Busia/Busia	Kenya/Uganda	Juxtaposed completed	Operational
Malaba/Malaba	Kenya/Uganda	Juxtaposed completed	Operational
Mpondwe/Kasindi	Uganda/DRC	Construction yet to commence	Activities yet to commence
Goli/Mahagi	Uganda/DRC	Construction yet to commence	Activities yet to commence

Source: Northern Corridor Transport Observatory 2020

Harmonization of Economic Blocs, preferential trade areas

Africa's Regional Economic Communities (RECs) include eight sub-regional bodies, the building blocks of the African Economic Community established in 1991 by the Abuja Treaty, which provides the overarching framework for continental economic integration. They are:

a) East Africa Community (EAC)
b) Intergovernmental Authority on Development (IGAD)
c) Economic Community of West African States (ECOWAS)
d) Economic Community of Central African States (ECCAS)
e) Arab Maghreb Union (AMU)
f) Community of Sahel - Saharan States (CEN-SAD)
g) Southern Africa Development Authority (SADC)
h) Common Market of Eastern and Southern Africa (COMESA)

Some African states are members of more than one regional trading bloc. For instance, eight nations are members of both COMESA and SADC, and all except one of ECOWAS partner states are members of CEN-SAD. Some trading blocs have established free trade areas. EAC members (Kenya, Burundi, Rwanda, Uganda, and Tanzania) have a common market for labour, capital, and goods, but they lack a monetary union. Other free trade areas are contained within broad trading blocs. COMESA, SADC, and EAC have adopted a single program on the elimination of non-tariff barriers, while ECOWAS has established National Committees to this end. The other trading blocs, however, are yet to set up mechanisms of doing away with NTBs. The coming into effect of the AfCFTA heralds the need to re-evaluate and harmonize African trading blocs.

Developing a conducive environment for the African Free Trade Area

Some challenges facing the SADC and EAC with regard to trade liberalization, resulting in impaired integration and economic growth, include overlapping trade agreements, ambiguous language and unrealistic time frames, and capacity limitations with human and financial resources. It is recommended that SADC and EAC make an effort to decrease trade barriers, increase implementation and monitoring capacities, and streamline and converge their integration initiatives.

PHOTO: KPA

Status of Quarter Port Performance Indicators

2.0 Maritime Indicators

Discussions in subsection focus on performance on container vessel movement from the arrival of the ship at the outer port waiting area, the beginning of its entrance into the port, the arrival at berth, the departure from berth, and the release of the ship at the Port of Mombasa, for the quarter ending December 2020. The two key indicators are; vessel waiting times at outer anchorage and ship turnaround time.

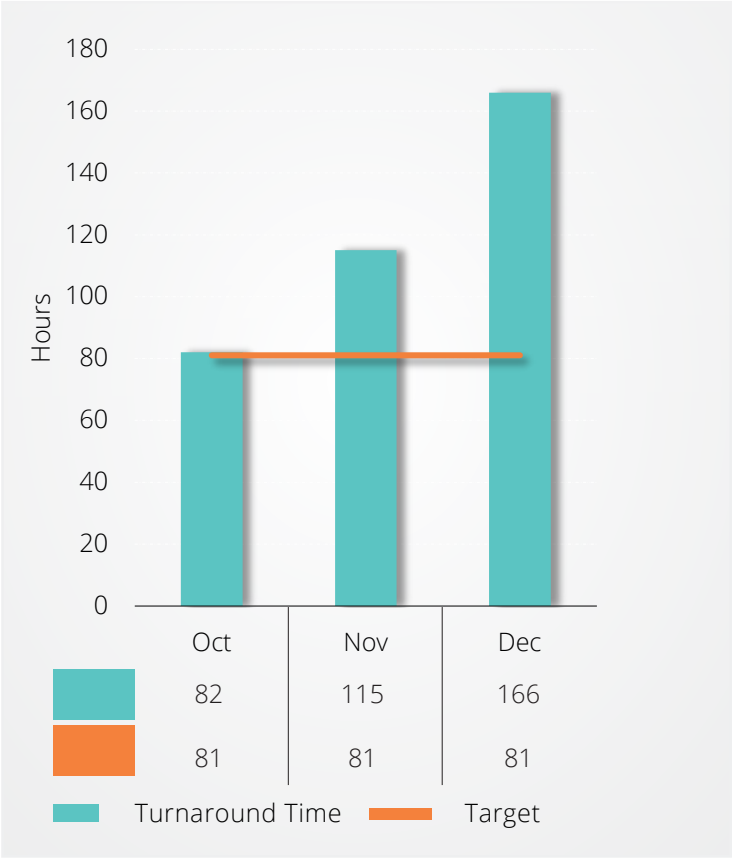
2.1 Ship turnaround time

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

The ship turnaround time is an accumulation of the two critical times, ship service time at berth and waiting time. The reduction in time spent on these two indicators is key in achieving port efficiency. The Mombasa Port and Northern Corridor Community Charter aims to attain the target for ship turnaround time as **81 hours** by December 2020, **75 hours** by December 2022 and **67 hours** by December 2024. Figure 2 shows the performance on ship turnaround for the quarter ending December 2020.

A total of **130 ships** were called in during the review period. Statistics indicate that **25%** of vessels recorded an average turnaround time of **55 hours** in October 2020 and increased to **87 hours** in December 2020. The average turnaround time for the quarter increased from **82 hours** in October to **166 hours** in December 2020. This performance fall short of the **81 hours** target. This could be partly attributed to delays encountered by transporters to meet the COVID-19 health protocols.

Figure 2: Average Ship Turnaround Time at the Port of Mombasa in Hours



Source: KPA data October- December 2020

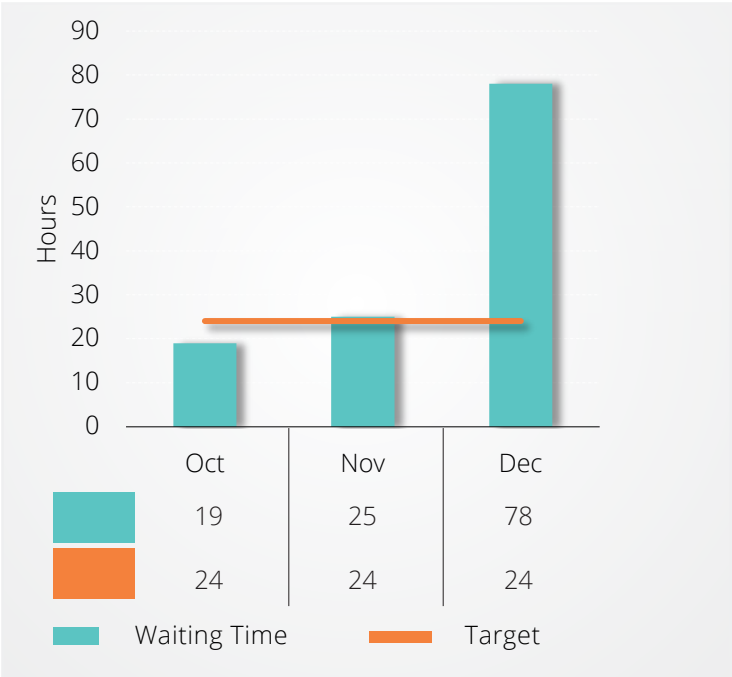
PHOTO: NCTTCA FILE

2.2 *Vessel waiting time before berth at the Port of Mombasa*

This time is measured from the time the vessel arrives at the port area, demarcated by the fairway buoy, to the time of its first berth.

Vessel waiting time has a significant bearing on ship turnaround time and is a critical indicator for measuring port efficiency. Long wait times have a negative impact on port terminal efficiency. This set target for this indicator is **12 hours** by December 2020 as per the Mombasa Port & Northern Corridor Community Charter. Figure 3 shows that the average vessel waiting time increased significantly from **19 hours** in October to **25 hours** in November and further to **78 hours** in December 2020. The poor performance could be partly attributed to delays encountered by port players to meet the COVID-19 health protocols.

Figure 3: Average Vessel Waiting Time before Berth in Hours at the Port of Mombasa



Source: KPA data October- December 2020

3.0 Port Indicators

This section focuses on performance at the port in terms of time and delays; precisely container import dwell time, One Stop Centre Clearance Time, Time Taken at the Document Processing Centre (DPC) and Delay after customs release at the Port of Mombasa for the quarter ending December 2020.

3.1 Containerized Cargo Dwell Time at the Port of Mombasa

Cargo Port Dwell Time is the measure of time that elapses from the time cargo is offloaded at the port to the time it exits the Port premises.

The methodology applied in dwell time computation involves disaggregating containerised cargo on monthly basis (i.e., based on date of entry inward). For the purpose of the analysis, outlier cases of consignments held from clearance for more than **21 days** due to non-compliance issues, court matters among others are excluded. The report uses the 'out date' to group the data on a monthly basis with the last day of the month being the cut-off day (at midnight); **21 days' grace period** is applied to filter out outliers.

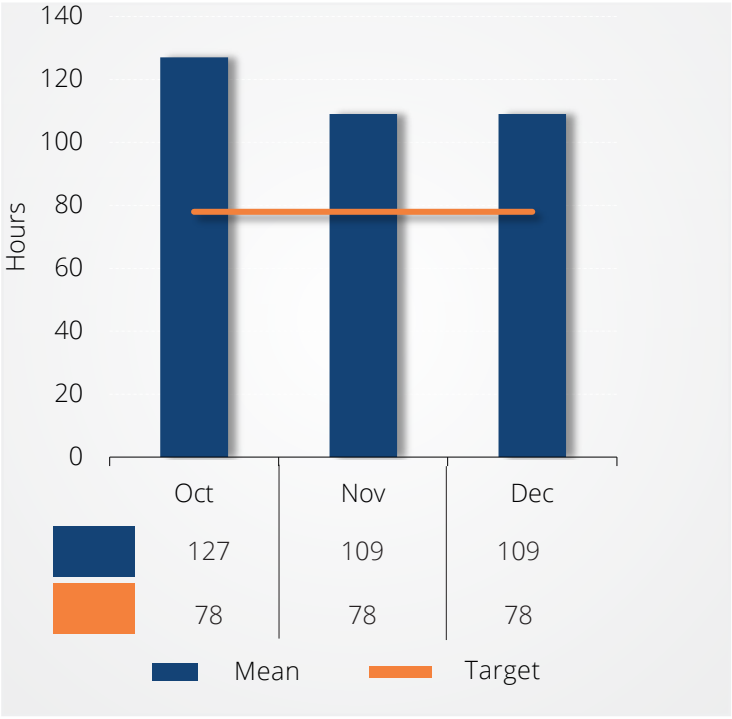
The Mombasa Port and Northern Corridor Community Charter stipulates average cargo dwell time at the port to be attained as **78 hours** by December 2020, **60 hours** by December 2022 and **48 hours** by December 2024. Figure 4 provides analysis of average import containerized cargo dwell time at the Port of Mombasa from October to December 2020.

Out of the containers that were cleared, **25%** had a dwell time of up to **37 hours** whereas half of them had dwell time of up to **83.5 hours** and **75%** of the containers recorded dwell time of **183 hours** for the month of October 2020. Similarly, for the month of December 2020, **25%** of the containers had a dwell time of up to **37 hours**; **half** of them had dwell time of up to **81 hours** and **75%** of the containers recorded dwell time of **153 hours.**

Further analysis indicates the mean dwell time was around **127 hours** for the month of October 2020 and improved marginally to about **109 hours** in December 2020 against the set target of **78 hours.** This performance is not commensurate with the set target. The poor performance could be attributable to the longer time to complete cargo clearance formalities and temporary storage time. The Port of Mombasa added number of free storage period since 18th of May 2020 in line with continuous and deliberate efforts of cushioning customers on effects of the COVID-19 which have impacted the whole transport logistics chain. Free storage period for transit import was increased from **9** to **14 days** at the port and at the Nairobi Inland Container Depot (ICD). Transit import containers at the Naivasha ICD will has **30 days'** free period. All transit export containers are now being stored for **20 days** free of any charges from the previous **15 days**.

Cargo dwell time is a function of the characteristics of both the public and private sector, but the onus is on public sector players, such as customs officials and the Port Authority, to put pressure on private sector users to comply with the rules and reduce cargo dwell time.

Figure 4: Average Import Containerized Cargo Dwell Time



Source: KPA data October- December 2020

PHOTO: NCTTCA FILE

3.2 *Time for customs clearance at the Document Processing Centre (DPC)*

This refers to the time taken by customs to pass an entry lodged by a clearing agent. This time bears a proportion to the total port dwell time.

Time taken at document processing centre involves the following processes:

This target heavily relies on the stability of the SIMBA system, the integrity of clearing agents, quality of declaration by the relevant agents and Document volumes waiting for processing. The Mombasa Port and Northern Corridor Community Charter established a baseline of **2.3 hours** in December 2018 as the average time taken at the DPC target and aims for this target to be real-time/ instant by December 2020.

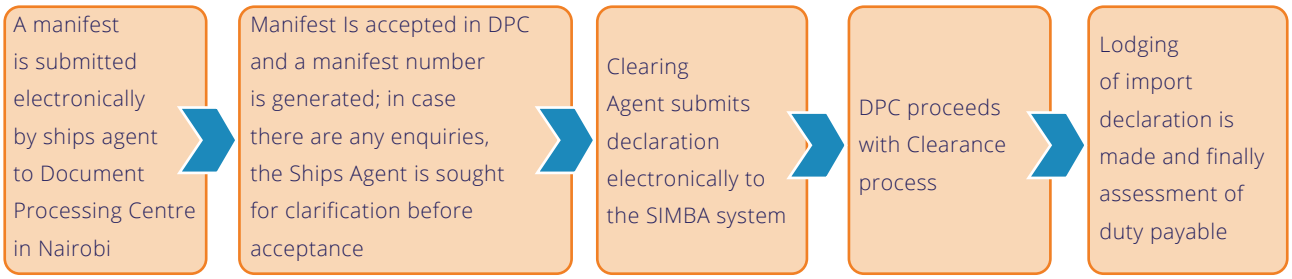
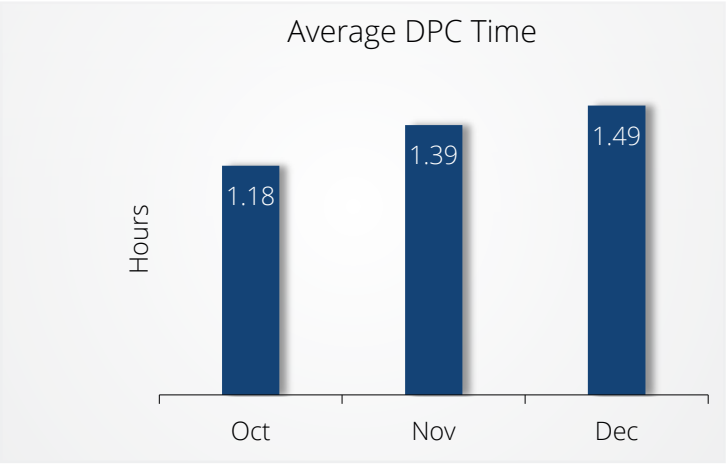


PHOTO: NCTTCA FILE

Performance of this target for the quarter ending December 2020 is illustrated in figure 5 below. From a sample 36,968 entries that were lodged at the Port of Mombasa and , 14,441 entries were recorded for October, 10,848 entries for November and 11,679 entries for December 2020. From the analysis, half of the entries lodged and cleared registered DPC time of **0.7 hours**, **0.8 hour** and **1 hour** for the month of October, November and December 2020 respectively. Results also show high DPC time from **1.2 hours** in October to **1.5 hours** in December 2020. Stability of SIMBA system, integrity of clearing agents, quality of declaration by the relevant agents and document volumes waiting for processing are key factors that affect this target.

Figure 5: Average time taken at the Document Processing Centre (DPC)



Source: KRA data October- December 2020

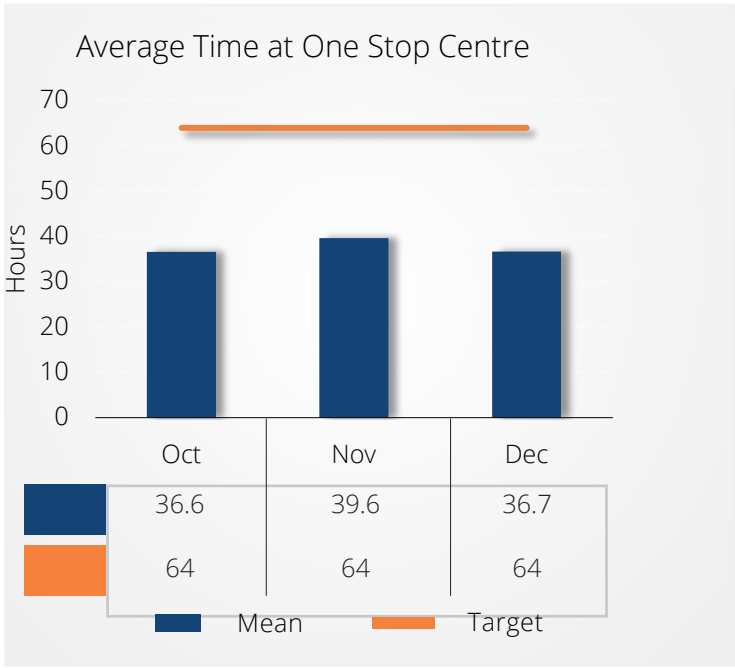
PHOTO: KPA

3.3 *Customs One Stop Centre Clearance Time at the Port of Mombasa*

One Stop Centre Clearance Time is measured as the average time taken from passing a registered customs entry to the issuance of release order by customs.

A total sample of 22,334 observations was analysed to determine the average time after customs release for the quarter ending December 2020. The Mombasa Port and Northern Corridor Community Charter sets to achieve **64 hours** by December 2020 as the target for this indicator. As presented in figure 6, performance over the quarter recorded positive achievement within the set target of **64 hours**. Some of the commitments aimed at improving performance for this target include: automating gate clearance procedures and ensuring 24-hour operations.

Figure 6: Customs One Stop clearance time at the Port of Mombasa 2019



Source: KRA data October- December 2020

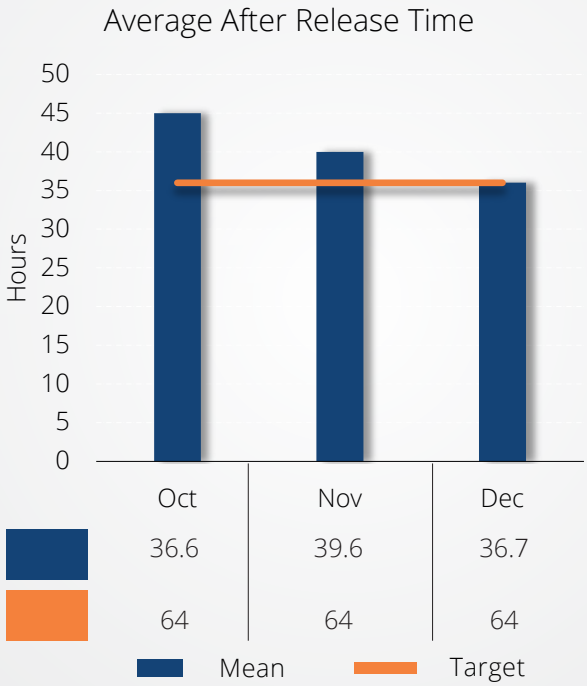
3.4 *Delay after customs release at the Port of Mombasa*

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

The time after customs release has a significant bearing on the port dwell time. Results presented in figure 7 shows the time taken after customs have issued the transporter with a release order to actual exit from the port for the quarter of October to December 2020. This time improved from **45 hours** in October to **36 hours** in December 2020, which is within the set target of **36 hours** as per the Mombasa Port & Northern Corridor Community Charter. The improved performance comes in the wake of automating gate clearance procedures, dedicating special gates to Container Freight Stations (CFSs) and ensuring 24-hour operations. Also, there have been significant improvements in road infrastructure around the seaport and the corridor at large, as well as the implementation of Standard Gauge Rail, which are bearing the desired outcomes to improve this indicator.

PHOTO: NCTTCA FILE

Figure 7: Average Customs After Release Time at the Port of Mombasa



Source: KRA data October- December 2020

3.5 *Rwanda Revenue Authority (RRA) customs release time and delays*

The Mombasa Port and Northern Corridor Community Charter commits the Rwanda Revenue Authority to facilitate the fast-processing release of transit cargo and reduce clearance times for transit cargo.

An important method to evaluate Customs clearance procedures between the arrival of cargo and its release is to measure the time taken at each stage. This helps identify both the problem areas and potential curative actions to enhance the efficiency of the clearance process.

The process of clearance under Single Custom Territory (SCT) is as follows:

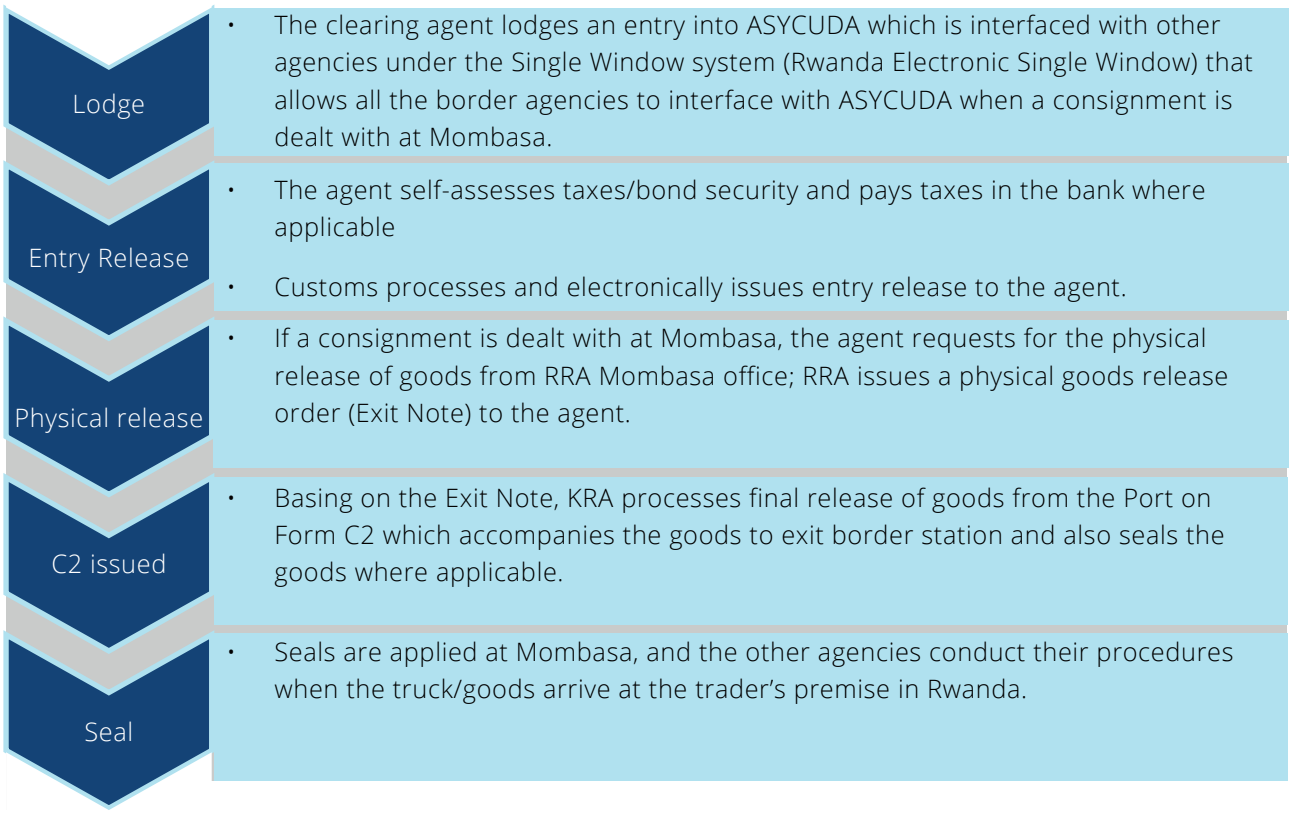
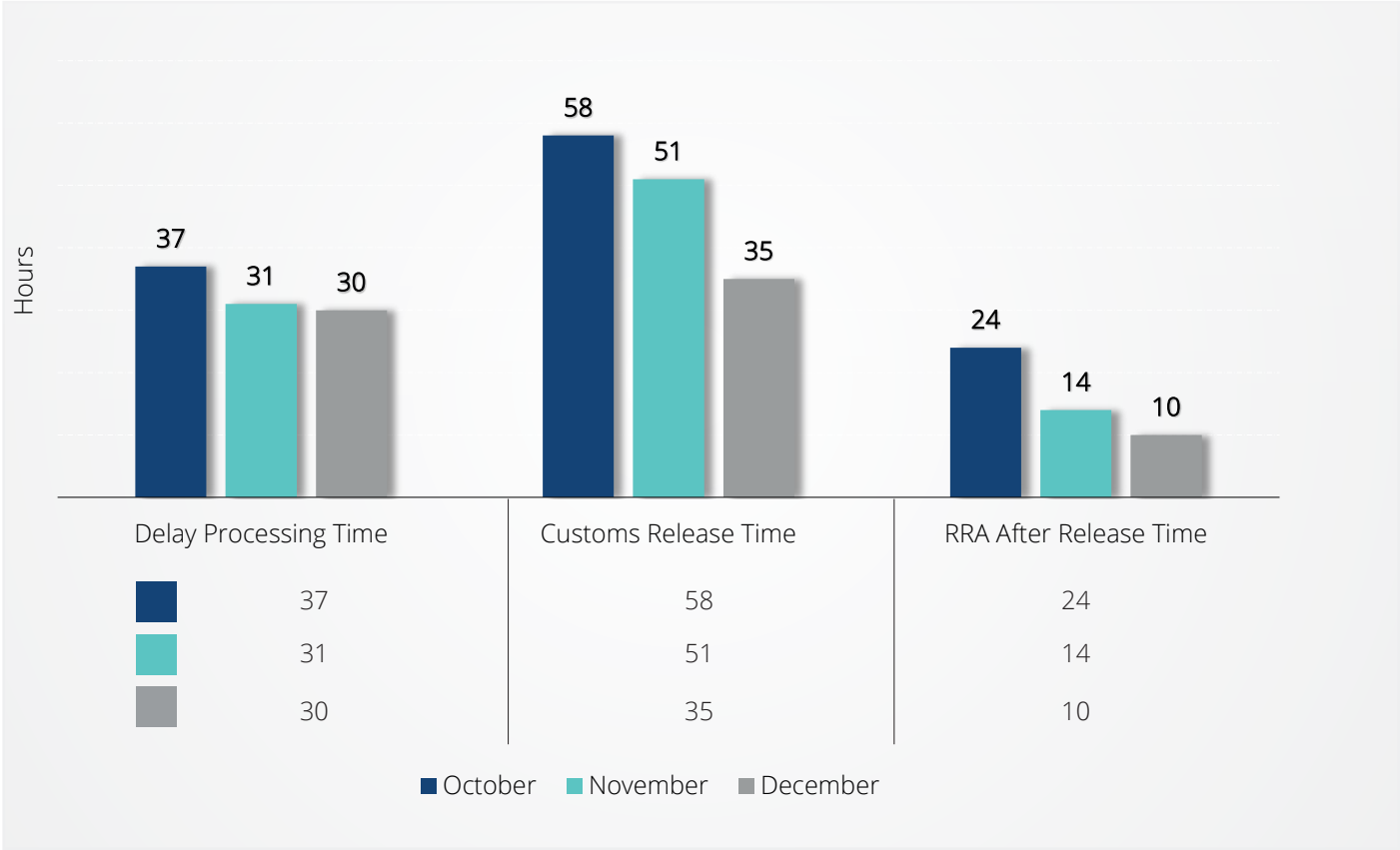


Figure 8 presents the time taken for SCT procedures for October to December 2020 for Rwanda. The indicators analysed include; customs entry release time, physical goods release processing time and delay after physical goods release time.

As shown below, the average time between passing/Acceptance of customs entry registration and issuance of customs release order improved from **24 hours** in October 2020 to **10 hours** in December 2020 during the quarter. There is still a challenge of automated exchange of data among the Member States participating in the SCT framework of clearing goods; the said interface/ platform for exchanging data on goods being cleared is not efficient. There is a need to adopt a single transit system for the Northern Corridor for clearance of internationally traded goods as recommended by earlier Northern Corridor Transport Observatory studies to address this problem.

Figure 8: RRA Single Customs Processing and Release Time in Hours (October - December 2020)



Source: RRA data October- December 2020

PHOTO: NCTTCA

4.0 Corridor Indicators

Corridor Indicators cover the period from the time goods are released at the port/ Inland Container Depots up to exit at the border and final destinations. In this category, the indicators of interest are compliance levels at weighbridges, traffic volume, and transit time along the respective routes on the Northern Corridor.

Transit time measures the time taken by transporters from the port to deliver cargo to the point's Destination. Transit time is affected by numerous factors that occasion delays and stoppages along the corridor. These include; NTBs, road conditions, inspections, road accidents, insecurity, driver resting time, among others. In addition, the COVID-19 pandemic has presented another challenge for the movement of goods from the port after health authorities developed protocols requiring truck drivers to be tested. Requirements for a COVID-19 free certificate, social distancing and travel curfews are resultant factors that impinge on transit time.

4.1 Transit Time in Burundi

Burundi is bordered by Rwanda, Tanzania and the DRC. The main borders linking Burundi to the Northern Corridor include Akanyaru Haut/Kanyaru –Haut and Nemba/ Gasenyi connecting with Rwanda; Gatumba/Kavimvira border with DRC.

Table 4 presents average transit time for trucks plying respective routes in Burundi using the ASYCUDA system data from October to December 2020. A total of 178 trucks were sampled to measure the transit time from Bujumbura to Gasenyi and 115 trucks from Bujumbura to Kanyaru Haut. Statistics show average transit from Bujumbura to Kanyaru-Haut, and Nemba/ Gasenyi (export routes) was inconsistent over the period varying from as high as **299 hours** to a low of **240 hours** on Kanyaru route. This time taken is significantly high considering the distance which is shorter compared to Bujumbura-Kanyaru Haut route. The performance indicates that barriers to cargo movement still exist along the route, pointing to prevailing inefficiencies.

A total of 252 trucks were sampled for analysis for the transit time on the Kayanza to Gasenyi route and 1,216 trucks for the Kayanza to Kanyaru Haut route during the same review quarter period. The review shows that there are transit delays on all these routes under discussion. The average transit time for Kayanza to Kanyaru-Haut route increased significantly from **21 hours** in October 2020 to **67 hours** in November 2020, as shown in the figure below. The long delays were partly attributable to delays occasioned by long time taken to process driver COVID-19 test results as a requirement for the COVID-19 health protocol, steep terrain and road conditions resulting from damage by rain and overloaded vehicles.

Table 5: Average Transit Time in Burundi along the corridor in hours

Average Transit time	Bujumbura to Gasenyi/Nemba	Bujumbura to Kanyaru Haut	Kanyaru Haut to Bujumbura	Kayanza to Kanyaru Haut	Kayanza to Gasenyi
Oct-20	299	240	39	21	196
Nov-20	293	299	46	67	46
Dec-20	182	261	*	33	10

Source: OBR, Oct to Dec 2020 ** very few trucks recorded in December 2020*

Along the import route of Kanyaru Haut to Bujumbura, transit time increased from **39 hours** in October 2020 to **46 hours** in November 2020. The long transit delays on the routes could be attributable to the steep terrain and poor road conditions resulting from damage by rain and overloaded vehicles.

PHOTO: NCTTCA

4.2 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, Busia or Taveta for goods exiting Kenya by road.

4.2.1 Mombasa to Exit borders on the Northern Corridor

Based on the Mombasa Port and Northern Corridor Community Charter, the set target for transit time from Mombasa to Malaba is **60 hours** by December 2020, and from Mombasa to Busia is **65 hours** by December 2020.

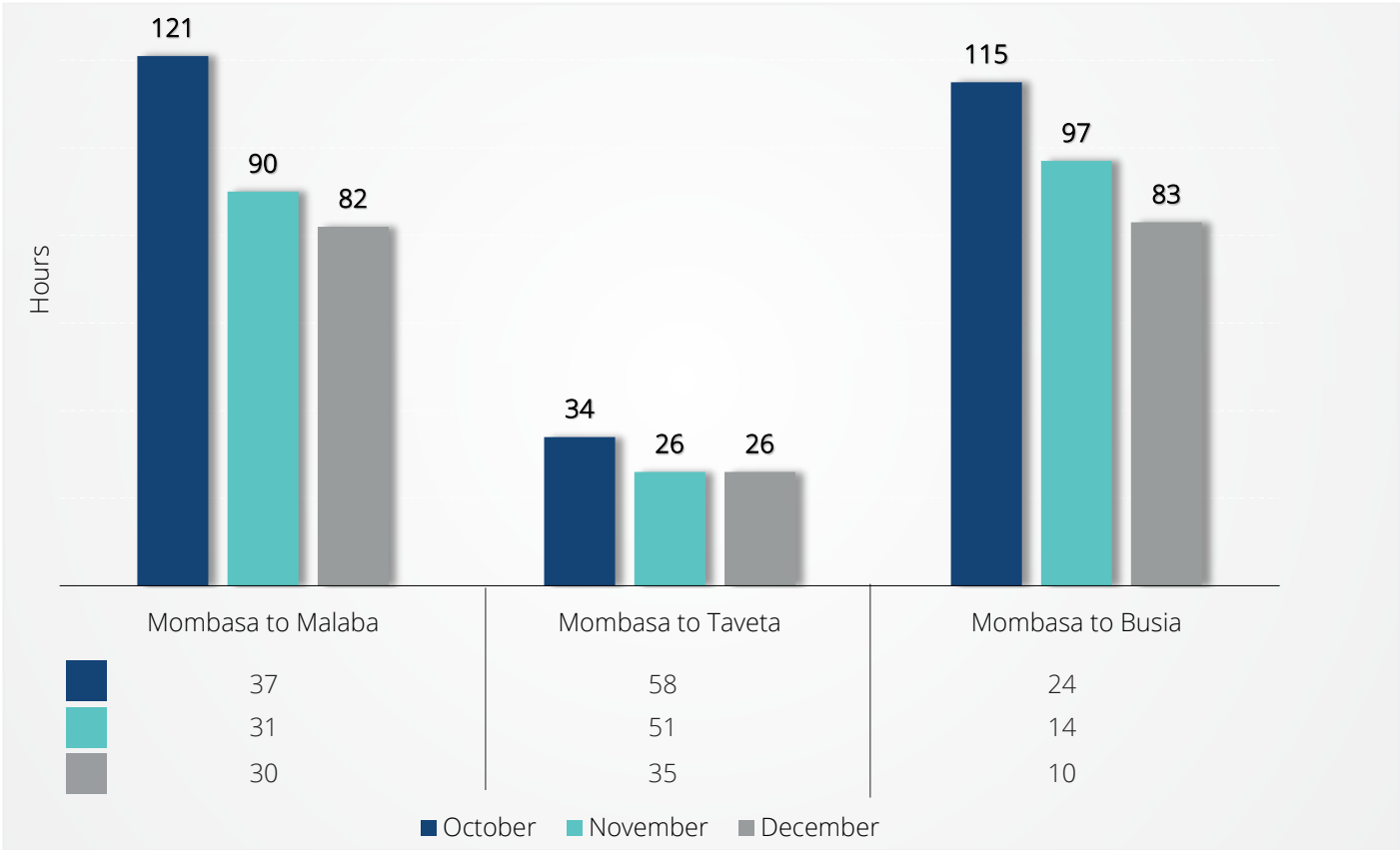
Transit time data were analysed for 7,978 trucks for the Port of Mombasa to Malaba border, 1,065 trucks for the Mombasa-Taveta route, and 688 trucks for the Mombasa- Busia route from October to December 2020. During this period, average transit time improved significantly from **121 hours** in October 2020 to **82 hours** in December 2020 against a **60 hours** target. Over the same period, **50%** of the trucks recorded transit time of up to **108 hours** and **80 hours** for October and December 2020, respectively, for Mombasa to Malaba route.

This performance suggests an enhanced efficiency along the route over time. Improvement/ expansion of road infrastructure, implementation of the High-Speed Weigh in Motion (HSWIM) weighbridges, one-stop border posts and the implementation of the Regional Electronic Cargo and Drivers Tracking System (RECDTS) are some of the measures that have enhanced efficiency on the route.

Improvement was also recorded on the Mombasa-Busia and Mombasa- Taveta routes, as presented in figure 9. Despite the positive performance, the target set in the Charter for the Mombasa to Busia and Malaba routes was not met. This could be attributable to COVID-19 containment measures, including driver testing, lockdowns, curfews, and social distancing measures slowed down processes contributing to high transit time.

Improvement was also recorded on the Mombasa-Busia and Mombasa- Taveta routes as Kayena presented in figure 9. Despite the positive performance, the target set in the Charter for the Mombasa to Busia and Malaba routes was not met. This could be attributable to COVID-19 containment measures including driver testing, lockdowns, curfews, and social distancing measures slowed down processes contributing to high transit time.

Figure 9: Transit Time from Mombasa to Malaba and Busia in Hours

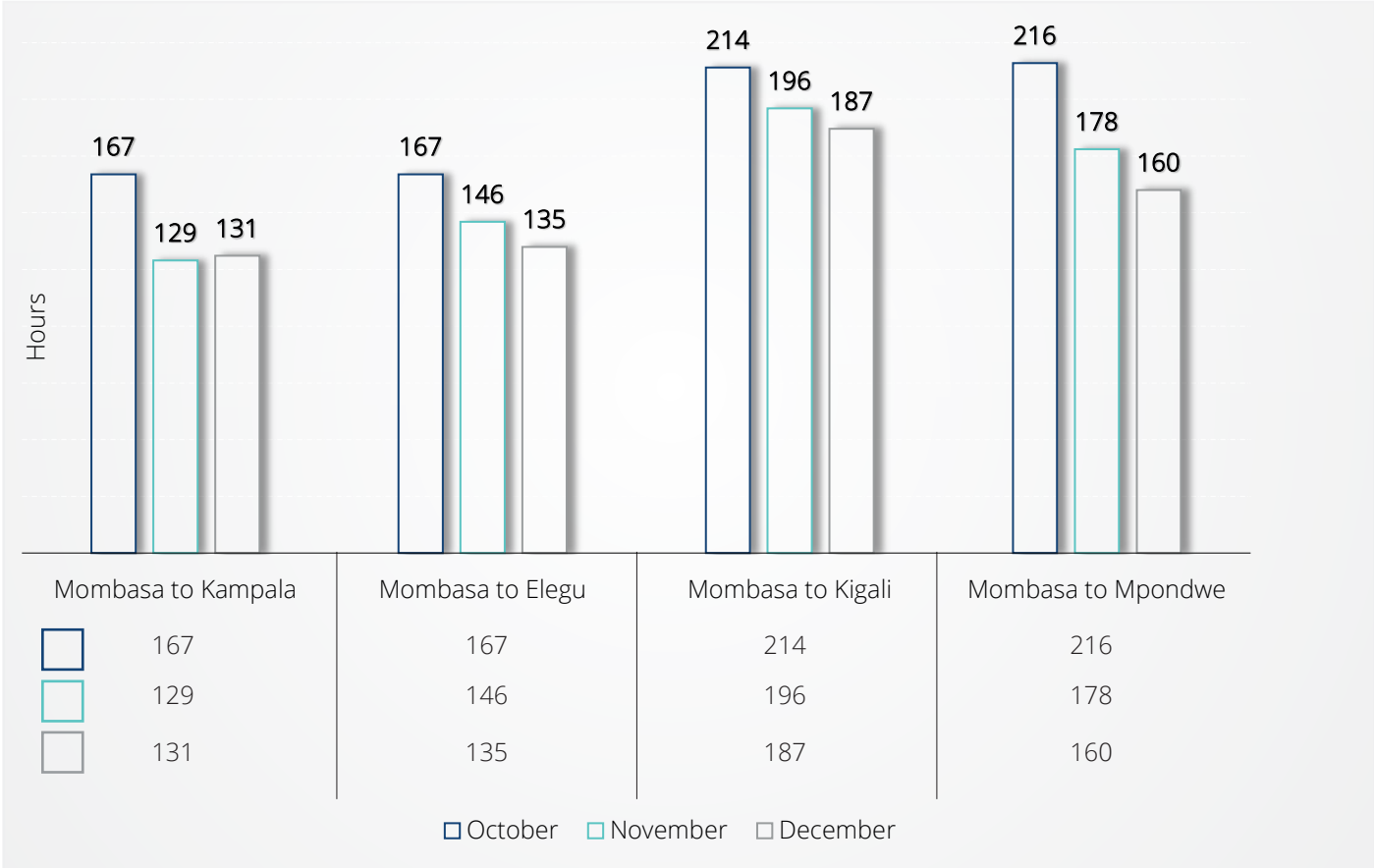


Source: KRA- RECTS data Oct-Dec 2020

4.2.2 *Transit Time, Origin (Mombasa Port) to Destination*

Figure 10 provides transit time from the Port of Mombasa to Kampala/Uganda, Kigali/Rwanda, Elegu-Nimule border/South Sudan and Mpondwe for the quarter ending December 2020. The route from the Port of Mombasa to Kampala covers a distance of 1,169 Km, to Kigali 1,682 Km, to Elegu 1,430 Km and to Mpondwe 1,611 Km. Transit time varied on different routes depending on several factors such as distance, the status of the road, non-tariff barriers, among others. Statistics show an improvement in average transit times since the implementation of RECDTS. There has been massive investment along the corridor to ensure reduction of transit time. The initiatives include improvement/expansion of road infrastructure, implementation of the SCT framework for clearance of goods, one-stop border points, among others, a clear indication of enhanced efficiency.

Figure 10: Transit Time from the Port of Mombasa to various destinations



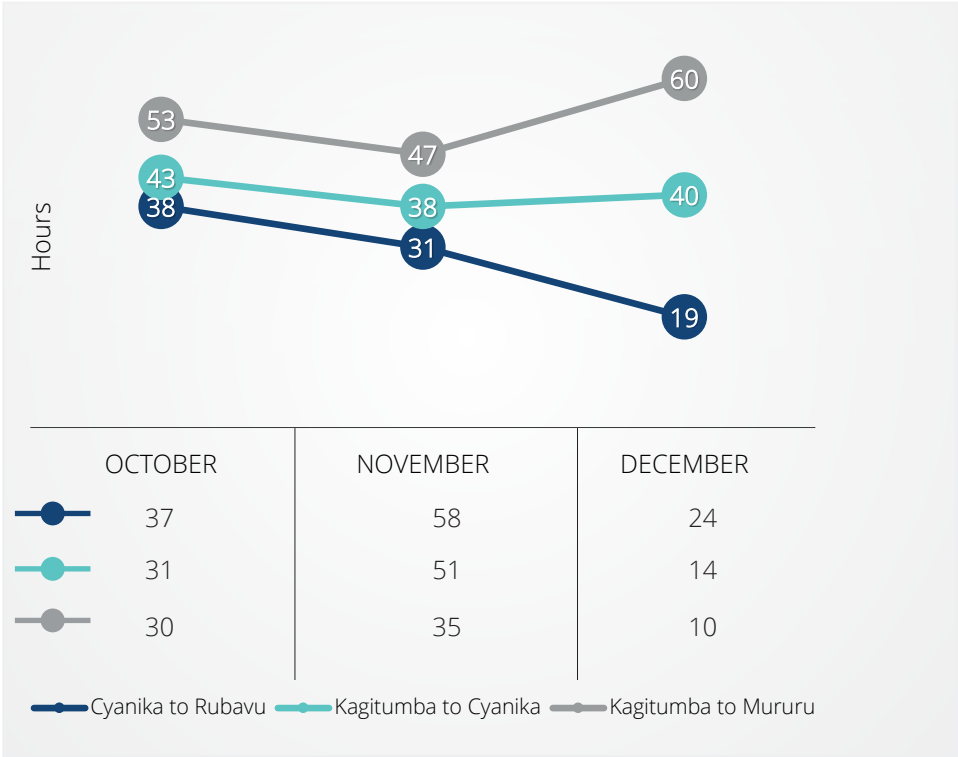
Source: KRA (RECTS), RRA (ASYCUDA) Oct-Dec 2020

4.3 Transit Time in Rwanda

Transit time in Rwanda is the time duration from the time a truck is allowed (electronically in Rwanda Revenue Authority's system) to commence the transit journey to the time the bond is cancelled on the exit border.

Figure 11 beside shows the transit times in Rwanda from Kagitumba to Cyanika and Mururu and from Cyanika to Rubavu. From the analysis, average transit time varied across the routes depending on the distance and measures put in place to cope with the COVID-19 pandemic. Average transit time from Cyanika to Rubavu improved from **38 hours** in October to **19 hours** in December 2020. Transit time from Kagitumba to Cyanika was also steady during the quarter under review. Kagitumba to Mururu route transit time worsened from **53 hours** to **60 hours** in December 2020. The slow speed is partly attributed to the winding terrain of the road.

Figure 11: Mean Transit Time Rwanda October – December 2020



Source: RRA- ASYCUDA data Oct-Dec 2020

PHOTO: NCTTCA FILE

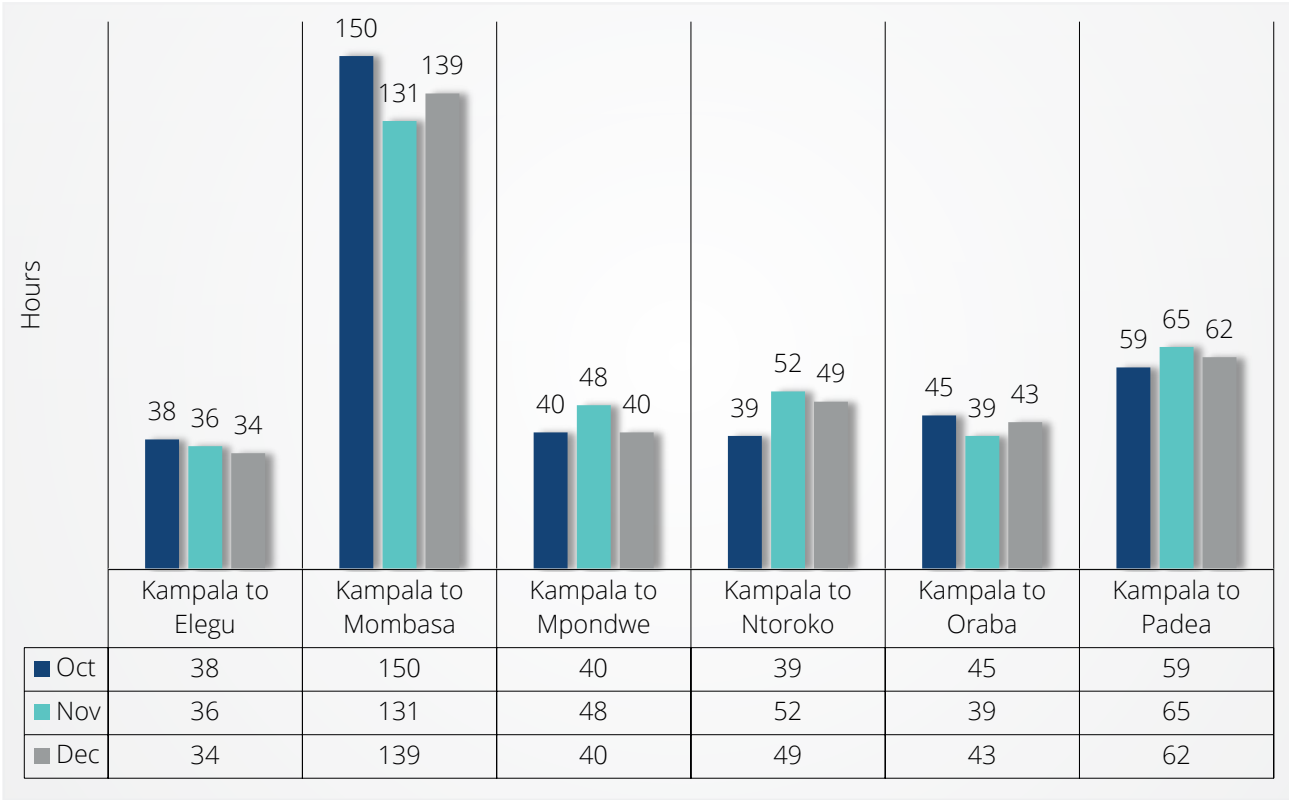
4.4 *Transit Time in Uganda*

Transit time in Uganda tracks the time taken to move cargo between Kampala and various borders between Uganda and Northern Corridor Member States.

Figure 12 summarises average transit time in hours on select routes from Kampala using the Electronic Cargo Tracking System (ECTS). From the analysis, time taken varied depending on the distance. However, transit time from Kampala to Ntoroko increased from **39 hours** in October to **49 hours** in December 2020, suggesting that factors constraining cargo movement on these routes were prevalent over the review period.

unsplash.com/Hofmann

Figure 12: Transit Time from Kampala to various routes in Uganda



	Kampala to Elegu	Kampala to Mombasa	Kampala to Mpondwe	Kampala to Ntoroko	Kampala to Oraba	Kampala to Padea
Oct	38	150	40	39	45	59
Nov	36	131	48	52	39	65
Dec	34	139	40	49	43	62

Source: URA- RECTS data Oct-Dec 2020

4.5 Weighbridge Traffic

This Indicator measures the average number of trucks weighed per day at a particular weighbridge in Kenya along the Northern Corridor.

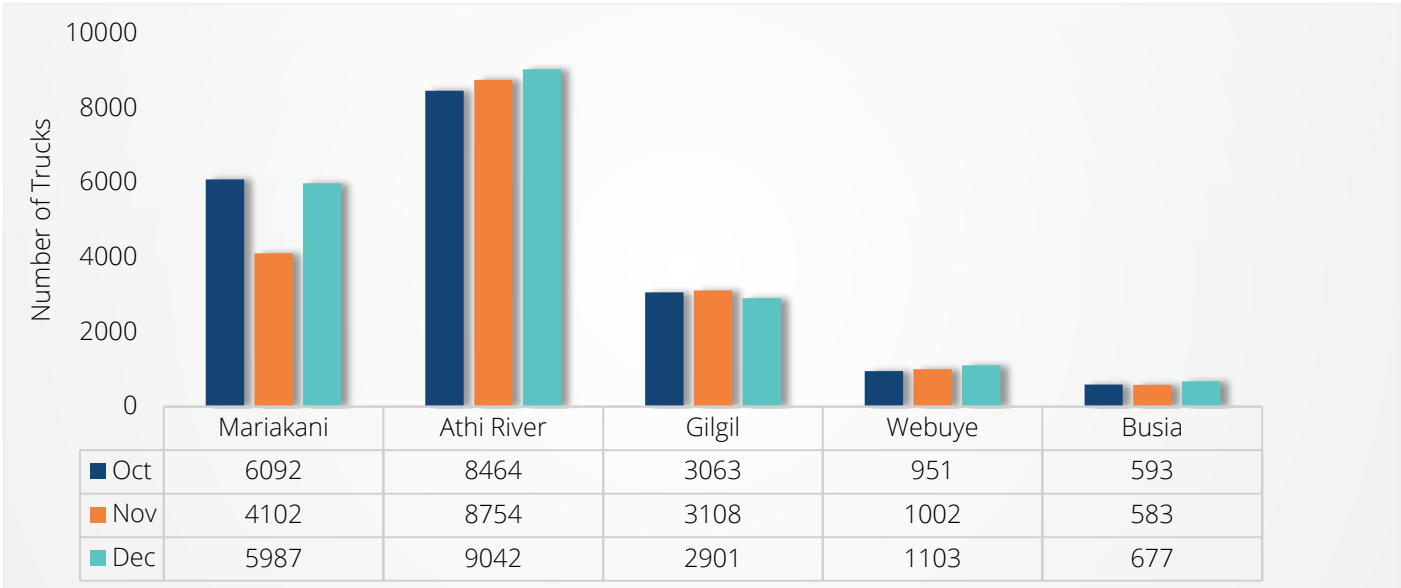
The transport observatory monitors the efficient performance of the weighbridges and the level of implementation of the Vehicle Load Control Charter that commits users of the corridor to comply with vehicle load control limits in order to protect the roads from pre-mature damage as a result of overloading.

Mariakani is the first weighbridge along the Northern Corridor for all trucks carrying goods imported through the Port of Mombasa, followed by Athi-River, Gilgil, Webuye then Busia weighbridges. The weighbridges are fully automated and installed with High-Speed Weigh –in- Motion except for the Busia weighbridge.

Once a truck is weighed, it is then given a green light signal indicating the truck complies with the allowed weight. This allows the truck to continue with its journey. On the other hand, if the truck is found to be non-compliant, it is instantly shown a red light then diverted to the static weighbridge for further re-weighing. A static weighbridge measures axle load of every axle on the truck to see if it complies with the allowed axle load.

From figure 13 Athi River weighbridge recorded the highest traffic over the quarter period and it's attributable to cargo that are originating from the Port of Mombasa both local and transit cargo and traffic originating from Namanga Border Point, Nairobi City and its environs. This traffic reduces by around **50%** at Gilgil weighbridge given that some of it was destined for Nairobi and its environs. Webuye and Busia weighbridges recorded lower traffic which comprises of transit cargo heading to the border points of Malaba and Busia respectively.

Figure 13: Average Monthly Daily Weighed Traffic for Kenya Weighbridges



	Mariakani	Athi River	Gilgil	Webuye	Busia
Oct	6092	8464	3063	951	593
Nov	4102	8754	3108	1002	583
Dec	5987	9042	2901	1103	677

Source: KeNHA data October to December 2020

PHOTO: NCTTCA FILE

4.6 Weighbridge compliance

Weighbridge compliance is a key indicator for tracking corridor performance and is a measure of vehicle axle load compliance. Axle load limit compliance is important because non-compliance damages the roads and compromises vehicle safety. Weighbridges serve as check points to enhance compliance with the transport vehicle load limits.

Table 6: Weighbridge Compliance in Kenya (in %)

Weighbridge Name	Oct-20	Nov-20	Dec-20
Mariakani	97.12	98.54	99.43
Athi River	98.03	97.56	97.73
Gilgil	96.46	95.75	94.07
Webuye	95.54	91.28	96.87
Busia	88.11	89.90	81.10

Source: KeNHA data October to December 2020

From table 5 beside, the weighbridges recorded a steady performance in terms of compliance levels of over **90%** performance except for Busia weighbridge whose compliance level ranged between **81%** and **90%** during the quarter under review. Low compliance at the Busia weighbridge could be attributed to the weighbridge not implementing the high speed weigh –in- motion technology which reduces its efficacy. In addition, there is a possibility that the Busia weighbridge handle cargo that originates from the region but has not been weighed elsewhere. To avoid transit delays and penalties to cargo transporters, measures are required by both transporters and the road authorities to ensure compliance and efficiency of the weighbridges. The target of **100%** compliance has not yet been attained.

4.7 Mobile survey data analysis- October to December 2020

Road survey is a qualitative tool for monitoring the operation and efficiency of the Northern Corridor through the collection of data from Transporters and Truck Drivers. Data is collected using an Android Mobile Application for easy response and real-time relay of the survey data. The data collection methodology involves working with the truck drivers from transport companies; who uses their Smart Phones installed with the "Survey123 Mobile App" configured with the road transport survey questionnaire for data collection. Through Field Supervisors, the data collected using the "Mobile Phone Apps" are submitted directly to the Northern Corridor Secretariat.

Analysis of the mobile survey data for the quarter ending December 2020 reveals that the frequency of stoppages by drivers along the corridor is occasioned my various factors.

Figure 14 presents various reasons that lead to stoppages with their respective percentage of occurrence for the quarter under review. Most of the stops occur due to Rest /Meals featuring **20%**; followed by stops at the weighbridge checks at approximately **16%.**

In-depth analysis show that stops for rest and meals were observed at **Mtito Andei, Busowa, Kikopey, Maungu, Longonot, Cheptiret, Salgaa, Bukembe, Kimaeti, Masimba, Jua Kali, Mbiko, Machakos junction, Salama, Kwa DC,** and **Malili** among others.

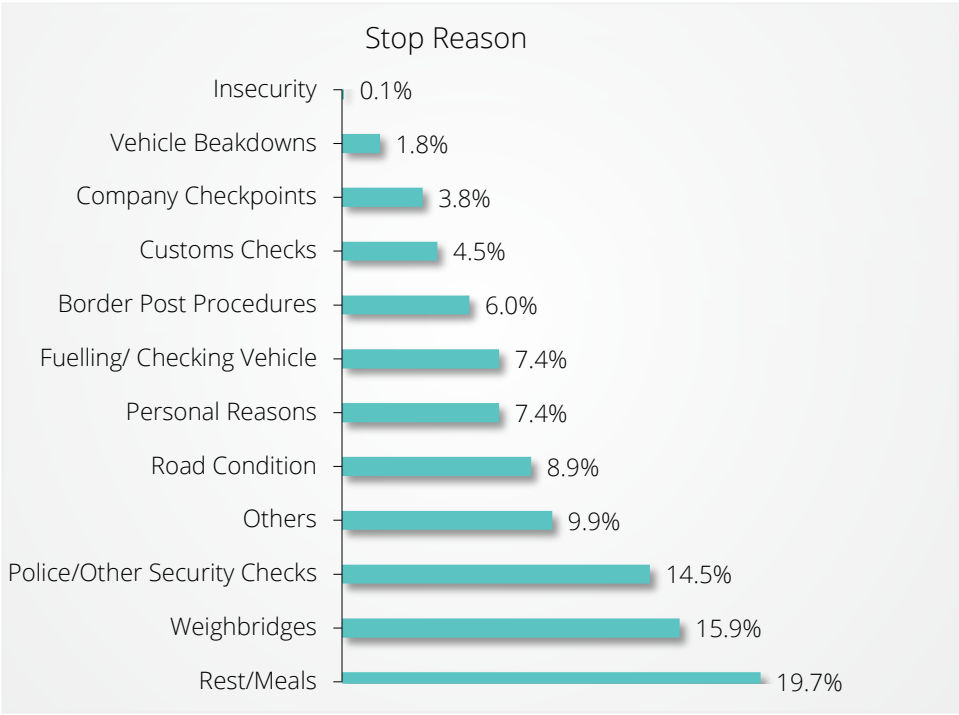
Police/other security checks accounted for **15%** whereas others recorded **10%**.

Most of the stops categorized as others included mainly delays encountered by Transporters to meet the COVID-19 health protocols, traffic jam, offloading and loading return cargo.

Fast-tracking the implementation of Road Side Station would significantly reduce the frequency of unnecessary stops in addition to other benefits such as health.

Further, streamlining procedures to curb the spread of COVID-19 disease will also reduce the non-tariff barriers along the corridor.

Figure 14: Stoppage Reasons along the Corridor



Source: Road survey data Oct-Dec 2020

From the survey data, personal reasons accounted for the highest cost of all the identified stoppage costs, followed closely by fees paid at border post procedures and police checks. Motor vehicle repair charges, customs and company checks complete the top five most costs related to stoppages by trucks along the corridor.

Table 7: Stop reason with average charges in USD

	Average charges in USD			
STOP REASON	**Oct-20**	**Nov-20**	**Dec-20**	**Average**
Police/Other Security Checks	0.21	0.33	0.30	**0.28**
Customs Checks	0.09	0.14	0.21	**0.15**
Weighbridges	0.02	0.01	0.01	**0.02**
Road Condition	0.03	0.02	0.02	**0.03**
Company Check Points	0.17	0.10	0.19	**0.15**
Border Post Procedures	0.25	0.25	0.34	**0.28**
Insecurity	1.00	0.50		**0.75**
Personal Reasons	0.34	0.42	0.38	**0.38**
Vehicle Breakdowns	0.21	0.20	0.15	**0.19**
Rest/Meals	0.37	0.35	0.40	**0.37**
Fueling/Checking Vehicle	0.03	0.04	0.05	**0.04**
Others	0.19	0.22	0.23	**0.21**

Source: Road survey data Oct-Dec 2020

4.8 Conclusion

Transit time defines how efficient transport corridors are. Some of the factors affecting transit times include **road conditions, the time it takes to clear goods, truck turnaround at the Port of Mombasa, border delay, stoppages along the corridor due to drivers' reasons, weighbridges, checkpoints, company checks, police checks, custom checks** among other reasons. However, various reforms have been implemented by both countries, including expansion and construction of roads, improvements in documentation and clearance processes, automation of container handling processes, implementing HSWIM at weighbridges and one-stop border points, among others towards improving not only to reduce transit time but to enhance efficiency along the entire Northern Corridor.

COVID-19 disease remains a challenge to the transport sector. Some innovative measures have helped to ameliorate the effects of the pandemic. Such include implementation of Regional Electronic Cargo and Driver Tracking System (RECDTS). RECDTS is designed as a mobile phone application that enables the issuance of the East Africa Community (EAC) COVID-19 digital certificates that are mutually recognized by the Partner States, thus eliminating the need for multiple testing as well as contributing to alleviating ongoing congestion at East Africa border crossing points. East Africa Member States set to roll out digital COVID-19-free certificates to eliminate the possibility of truck drivers using fake documents to travel within the region. RECDTS provides a surveillance system to monitor long-distance truckers crew health and enable contact tracing. It allows partner states to electronically share truck drivers' COVID-19 test results; therefore, minimizing the need for multiple COVID-19 tests in a single trip.

Removing unnecessary barriers to timely delivery is of utmost importance for seamless trade and transport facilitation. Therefore, initiatives to eliminate barriers to free movement along the corridor will remain a critical agenda. This includes addressing congestion in urban areas along the Northern Corridor, including the port city of Mombasa. The construction of bypasses and interchanges along the corridor are some of the steps that will address the barriers associated with inadequate infrastructure.

Further, the report takes note of the absence of tailored strategies in case of emergencies that affect trade facilitation, such as the COVID-19 pandemic. Therefore, there is a need for a detailed assessment of the regional level of vulnerability to put national and trans-boundary disaster mitigation measures in place.

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The Permanent Secretariat
1196 Links Road, Nyali
P.O. Box 34068-80118
Mombasa, Kenya

Telephone
+254 729 923574
+254 733 532485

E-mail:
ttca@ttcanc.org
Website:
www.ttcanc.org

@NorthernCoridor

NorthernCorridor

NORTHERN CORRIDOR
TRANSIT AND TRANSPORT
COORDINATION AUTHORITY

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