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Northern Corridor Quarterly Performance Dashboard

April-June 2021



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1. Highlights of the Second Quarter Report April to June 2021

This report provides an analysis of performance indicators that the Northern Corridor Transport Observatory tracks on a quarterly basis. The indicators are informed by the Mombasa Port and Northern Corridor Community Charter that was reviewed in 2018. The Charter aims to realize increased efficiency in trade logistics and was a culmination of extensive consultations with private and public sector stakeholders on upgrading and improving coordination of monitoring and evaluation of logistics services. The findings in this report are based on detailed data analysis for the quarter covering April to June 2021. The report also compares performance for a similar quarter with previous years to understand and track any improvements and challenges along the Corridor. The findings from these reports are often utilized in setting strategic interventions and policy inferences to improve the Corridor's efficiency.

The analysis shows that port performance has progressively improved over the last years. In some instances, performance on indicators like those on port indicators surpassed the targets set in the Charter. The positive achievement was also witnessed for customs one-stop centre clearance time at the Port of Mombasa and delay after customs release time at the Port of Mombasa. The good performance is attributable to various initiatives rolled out by Kenya Ports Authority (KPA) that have seen reductions in time taken to process and clear goods at the Port.

Similarly, ship turnaround time and vessel waiting time before berth saw a positive performance in the quarter under review on the maritime front. However, transit time on most of the routes along the Northern Corridor worsened partly due to the border crossing challenges attributable to driver testing requirements for the COVID-19. Drivers were experiencing a long stay at border points as they awaited clearance, with long queues of trucks reported at the different borders of the Northern Corridor.

2 *Special Feature on the Development of Kisumu and Lamu Ports in Facilitating Regional Trade*

2.1 *Introduction*

The growth in trade volume in the region has led to increased demand for services at the Port of Mombasa, the main gateway to the Northern Corridor Member States. In the last five years alone, cargo throughput at the Port of Mombasa grew by **25%**, from **27.4 million metric tonnes** in 2016 to **34.1 million Metric tonnes** in 2020. The expansion of the Port of Mombasa has been one of the key strategies to respond to the growth in demand for port services and enhance port efficiency and effectiveness. The Northern Corridor Infrastructure Master Plan that NCTTCA developed in May 2011 envisaged the rapid increase in trade volumes and forecasted that the Port of Mombasa would possibly be constrained of expansion space by the year 2030. In foresight, the Master Plan proposed developing the Lamu Port at Manda Bay to augment the Port of Mombasa and link it through transport corridors to Sudan, South Sudan and Ethiopia.

In addition, the Master Plan also identified the development of intermodal transport as a strategy for enhancing the efficiency of the Northern Transport Corridor. The development of the inland Port of Kisumu is one of the initiatives that have been undertaken by the Government of Kenya that will revamp the use of Lake Victoria as a critical inland waterway in the region.

In this regard, and as a step towards enhancing trade and logistics in the region, the Ports of Kisumu and Lamu were operationalized in the first half of 2021. This section gives a brief overview of the development in the Ports of Lamu and Kisumu.

2.2 *Kisumu Port*

The Port of Kisumu is one of the ports situated in the City of Kisumu on the shores of Lake Victoria. The Port provides shipping services on the lake focusing on transit cargo from Mombasa to the EAC region. Lake Victoria is the second-largest freshwater lake globally and provides an important water transport link to Kenya, Uganda, Tanzania, Rwanda and Burundi. The

other ports on Lake Victoria are Port Bell and Jinja in Uganda; Mwanza, Bukoba, and Musoma in Tanzania. The Port is a vital link for cargo from the Port of Mombasa and destined for Uganda, the Democratic Republic of Congo (DRC), Tanzania, Rwanda, and Burundi. Besides focusing on transit cargo from Mombasa to the EAC region, the Port offers opportunities for export and import of local and regional products from Uganda and Tanzania; passenger transport between EAC destinations around Lake Victoria; Port related commerce and services and providing vital transport link to the Kisumu Special Economic Zone (SEZ).

2.2.1 *Current Status of the Kisumu Port*

Kisumu port occupies 17.5 hectares of land with a stacking area designed to accommodate a throughput of **15,000 TEUs** per annum. The Port facilities are grouped in a wide area of land about 6 hectares in size. This area includes a 262-Metre quay, a rail-wagon ferry pier, including 90 Metres of berthing space alongside the pier, a warehouse measuring 50 Metres by 16 Metres on the main quay, a 3,000 square Metres paved storage area directly behind the warehouse, and offices for the harbour master, Customs and police department.



Photo: Kisumu Port

Kisumu port was upgraded in 2019, with work including concreting the port yard, construction of the quayside, repairs of the linkspan, revamping the dry dock and rehabilitation of all buildings to boost efficiency. In addition, all roads within and the link roads to the port

facility were repaired, and feeder jetties and piers were also installed. Further, Kenya Ports Authority (KPA) also deployed several equipments to the Port of Kisumu, including Reach Stacker, Grove Mobile Crane, XGMA Forklift (10 Tonner), Hyster Forklift (5 Tonner), XGMA Forklift (3 Tonner), Terminal Tractor, Trailers and Marine Boats.

2.2.2 Kisumu Port Performance

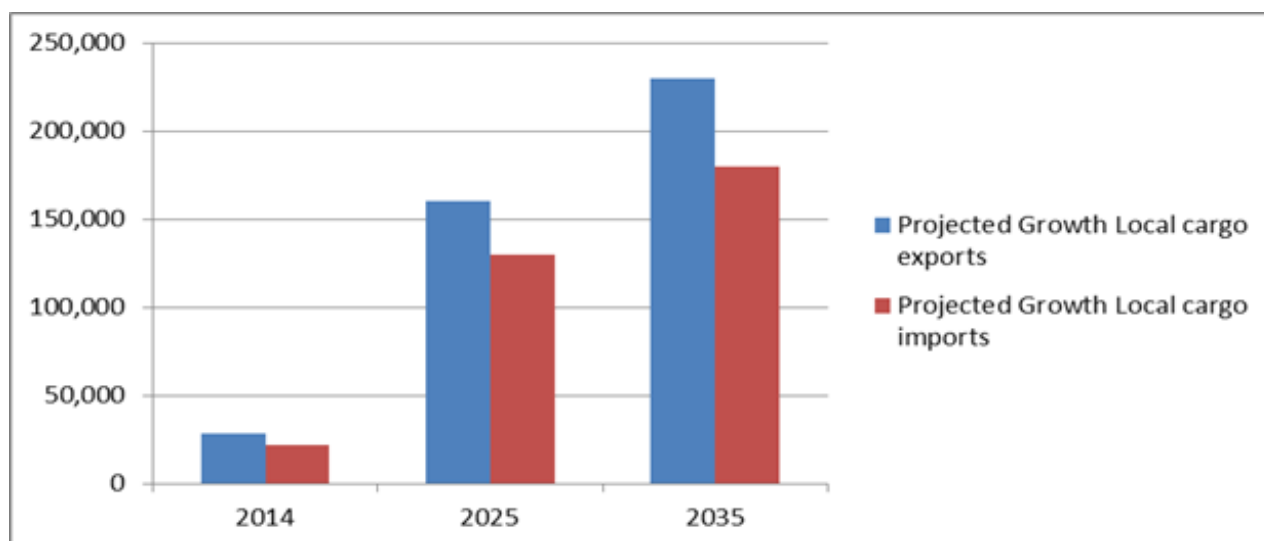
In 2019, the total throughput handled at the Port of Kisumu was **17,735 tonnes** representing a **62%** increase compared to 2018, suggesting increased capacity and efficiency. This improved performance can be attributed to the revamping and infrastructure upgrade at the port. In addition, the number of vessels utilizing the port also increased to **41** in 2019 compared to **19** in 2018. The port handles some of

same vein, transit cargo handled at the port includes exporting petroleum products to Uganda, exporting fertilizer to Tanzania and Uganda, imports of Cotton Seedcakes from Tanzania, and importing Rice from Tanzania, among other general cargo items.

According to the KPA statistical forecasts, Kisumu local cargo exports are estimated to increase to approximately **160,000 tons** by 2025 and **230,000 tons** by 2035. Local cargo imports are estimated to increase to around **130,000 tonnes** by 2025 and further to **180,000 tonnes** by 2035 (KPA 2021).

It can be noted that Kisumu local cargo demand is estimated to see strong growth during the initial years following the Port rehabilitation works and the improvement of safety and reliability of the lake transport system. After this strong growth, demand growth is expected to be in line with economic growth.

Figure 1: Kisumu Port throughput projection



the local cargo and specific transit cargo. The Port of Kisumu’s main local exports comprised edible oil, bar soaps, exercise books, shoe polish, sweets and other confectionaries, sleeper shoes, netting material, blankets, and fertilizer. Imports included sugar, cottonseed cake, and bottled water and sodas. In the

2.2.3 Railway link to the Port of Kisumu

Kenya Railways Corporation (KRC) is refurbishing the Meter Gauge Railway (MGR) line to enhance accessibility and functionality. To effectively ensure this interchange is successfully executed, KRC is constructing a 23.35 Km of MGR link between ICD Naivasha and MGR main line at Longonot for transit and ease of cargo destined for Western Kenya the East and Central Africa Region. The work involves the construction of a transshipment

station (connecting SGR siding with MGR line) at Naivasha ICD with cargo trans-shipment equipment, construction of 22.2 Km sub-grade for earthwork, construction of 11 bridges, including one (1) major

2.3 Lamu Port

Due to increased traffic growth at the Port of Mombasa, the Northern Corridor Master plan proposed the development of the Port of Lamu to overcome the



Photo: Kisumu Port

bridge and ten (10) medium bridges, pile works; construction of 49 culverts, laying ballast volume of 40,410 M³; laying total track length of 28.758 Km, and construction of station buildings with a total area of 370 M².

The rehabilitation of the Meter Gauge Railway line between Longonot and Malaba (465 Km); and Nakuru to Kisumu MGR branch line is ongoing. As of 2020/2021 financial year, track works were at **55%** and construction of the station at **65%** and buildings at **70%**; subgrade works at **90%**; bridge works at **95%**; power supply at **31%** completion rate and construction of marine drive road (2.64Km) is **40%** complete.

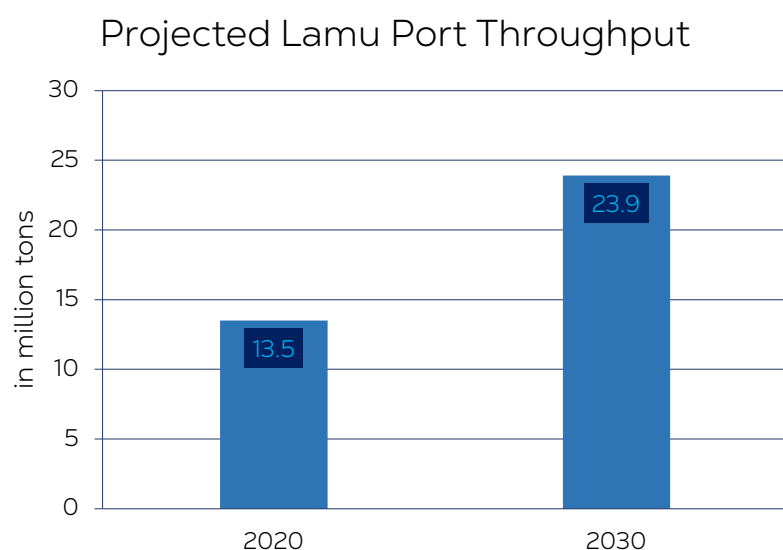
Other activities include constructing hostels and safety training facility for the Marine School in Kisumu County, truck parking lot/marshalling yard at Naivasha ICD, ICD Naivasha - MGR Longonot link and Nairobi ICD yard and access roads.

Kisumu Port forms a component of the Northern Corridor network through railway line from Mombasa Port to Kisumu and road linkage from Mombasa to the borders of Malaba/Malaba, Busia/Busia and Isebania.

expected capacity constraints of the Port of Mombasa. The Port of Lamu connects the Kenya coast to South Sudan and Ethiopian markets and serves as an anchor point for a second corridor - the LAPSET Corridor. The port is located in Manda Bay, the Northern part of the Kenyan Coast, about 80 Km south of the Somalia border and 200 Km North of Mombasa Port. The LAPSET Corridor infrastructure project includes other components such as Lamu Port, Roads, Railways, Pipelines, International Airports, Resort Cities, Crude and Product Oil Pipeline, and Energy Infrastructure. In addition, the One-Stop Border Post (OSBP) in Moyale was commissioned in 2019 by the Heads of States for Kenya and Ethiopia.

According to the Lamu Port Feasibility Study and Master Plans Report 2010, the total dry cargo throughput at Lamu Port was projected to amount to **13.5 million tonnes** in 2020 and **23.9 million tons** by the year 2030. Accordingly, the freight share of railway excluding crude oil in 2020 was estimated to be **96.1%** at Southern Sudan-Isiolo section, **93.2%** at Ethiopia-Isiolo section, **94.3%** at Isiolo-Garissa section and **60.2%** at Garissa-Lamu Section.

Figure 2: Projected Throughput at Lamu Port



The main road transverses from Lamu - Isiolo - Nakodok and Juba (South Sudan) and Isiolo to Moyale and to Addis Ababa (Ethiopia). The Lamu - Isiolo road is **100%** complete, while the 338 Km section between Lokichar - Nakodok is under construction and is expected to be completed by the end of 2021. The designated routes along the Lamu corridor are as indicated below:

Table 1: Designated routes along the Lamu Corridor

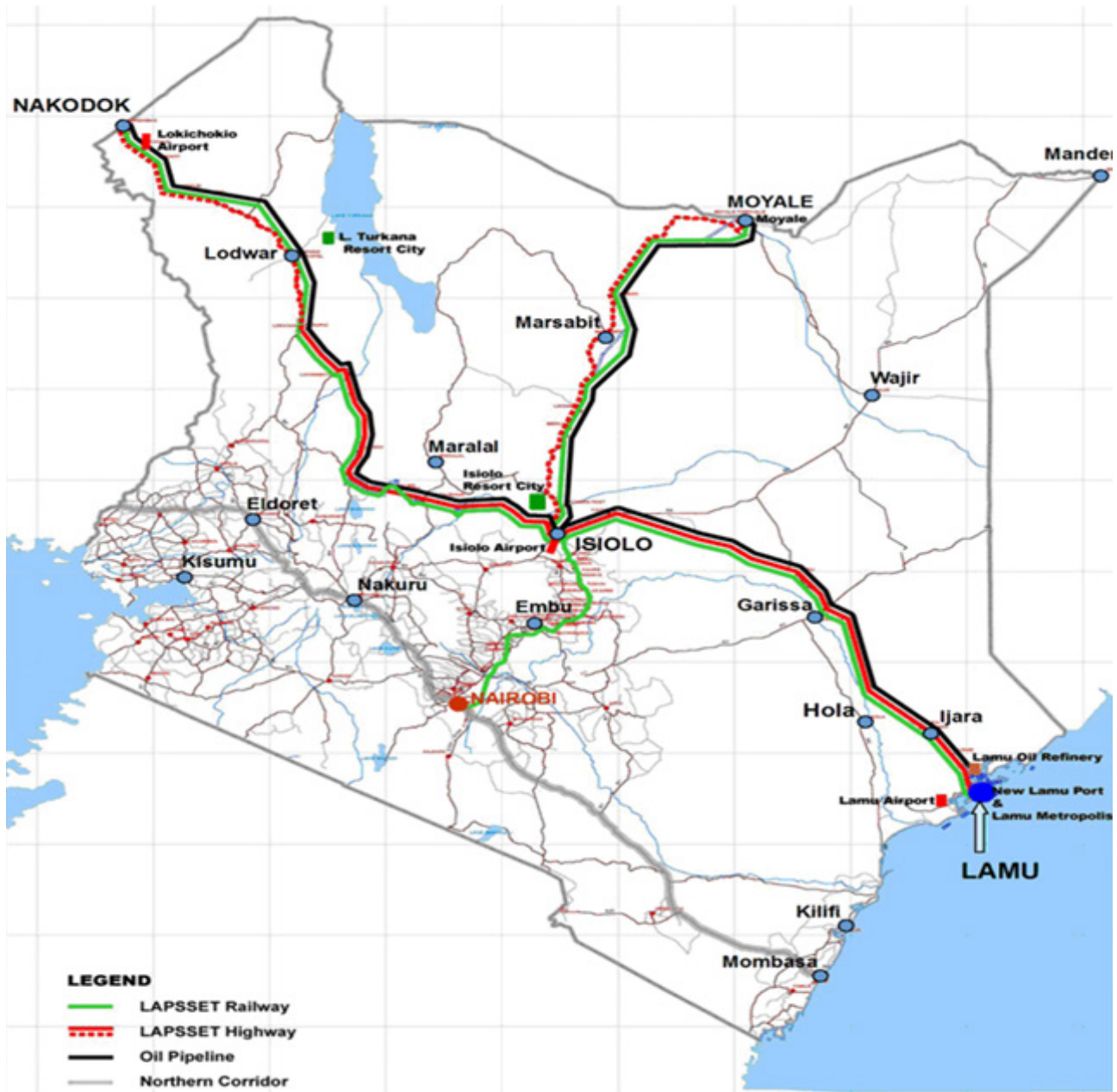
Route	Distance	Road Condition/Remarks
Mombasa-Lamu	240 Km	The road is in good condition
Lamu-Witu Garsen	113 Km	
Lamu-Garissa-Isiolo	530 Km	Detailed designs of the Lamu – Garissa – Isiolo section are complete and the section is at financial mobilization stage
Isiolo-Moyale- Hawassa	505 Km	The road section is in good condition. Construction works were completed in 2016. Note: Moyale-Hawassa road is currently being upgraded in line with corridor standards.
Isiolo - Lokichar	390 Km	The section is at detailed design stage
Lokichar – Nadapal – Torit – Juba	430 Km	The road section is at advanced tendering stage with some lots already handed over to the contractors.
Isiolo-Nairobi Link	270 Km	The road is in good condition.

Source: LAPSET

Standard Gauge Railway Line will run from Lamu - Isiolo - Juba (South Sudan), Isiolo- Moyale-Addis Ababa (Ethiopia) and Nairobi to Isiolo (Kenya). In the same vein, the Crude Oil Pipeline from Juba (South Sudan)

- Nakodok - Lokichar - Isiolo - Lamu; and Product Oil Pipeline from Lamu - Isiolo- to Moyale (Kenya) and Moyale to Addis Ababa (Ethiopia).

Figure 3: Map showing the Lamu Transport Corridor Network (Source: LAPSSET)



Source: LAPSSET

2.3.1 Current Status-Infrastructure at the Port of Lamu

Presently, the port has completed construction of the first three multipurpose berths, with the total quay length available for use by vessels 1,200 Metres. The Port can accommodate ships drawing maximum drafts of 14 Metres and which can safely navigate through the approach channel. The construction of Yard 1 serving the 1st berth is complete with the optimal annual TEU capacity of **900,000 TEUs**. The berth occupancy for this berth is at **75%**.

The following Yard operations equipment has been nominated for transfer to the Port of Lamu from Port of Mombasa:

4 x Terminal Tractor	3 x Sister Hook
8 x Skeletal Trailer	3 x Brother Hook
1 x 25 T Forklift	1 x Fire Engine
1 X 5 T Forklift	1 x Ambulance
2 x 20' Spreader	1 x Welfare Bus
2 x 40' Spreader	Scanner
1 x OHS	2 x Low Bed Trailer
1 X 20T C-Hook	2 x Rubber Tyre Gantries



Photo: Lamu Port

2.4 Expected Benefits from Kisumu and Lamu Ports

Access to broad market: the development of more Ports across the region is widely recognized as crucial in creating nodes for international trade and transport. The combined population would provide a globally expansive market base. For instance, the LAPSET Corridor connects a combined population of 160 million people in the three countries.

Regional integration: Investment in modern infrastructure in all the modes of transport with a focus on the missing links to the trans-African highway will boost the opening up of trade between countries. LAPSET Corridor is part of the larger land bridge that will connect the East African coast from Lamu Port to the West coast of Africa at Douala Port/Kribi in Cameroon through Juba and Bangui. The port will help boost Kenya's status as a transport and logistics hub for the East Africa and Horn of Africa regions.

Increased trade: The Lamu Port has a natural draft of minus 17.5 Metres in the Eastern Channel and minus 12.6 Metres in the Southern Channel, enabling larger ships with a carrying capacity ranging from 12,000 to **18,000 TEUs** to dock, transforming regional economies through increased trade, integration and connectivity. The Port is expected to attract bulk cargo transport business resulting in cheaper movement of goods through the port, increased importation and exports, increased availability of goods and increased choice of consumers, generate new jobs, and spur the growth of local start-ups.

Reduced non-tariff barriers: The success of efficient trade and free movement of goods, people and services in the ports will heavily rely on modernized transport and logistics systems.

3 Maritime Indicators

Discussions under this sub-section 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 June 2021. Specific indicators analyzed include ships turnaround time and vessel waiting time before berthing at the Port of Mombasa. Finally, a comparison is made with the same quarter of previous years.



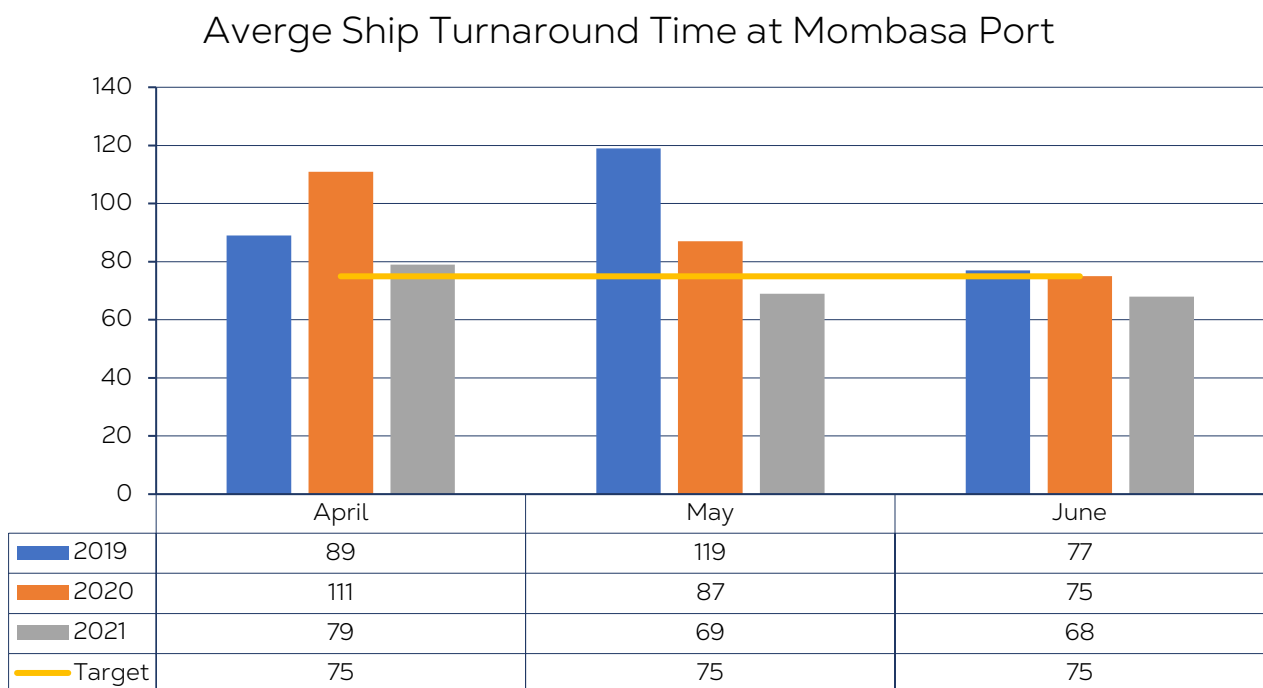
3.1 Ship turnaround time at the Port of Mombasa

The Ship Turnaround Time 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 Mombasa Port and Northern Corridor Community Charter aims to attain a vessel turnaround time of **75 hours** by December 2022. Globally, the ultimate goal is to achieve the **24 hours** (1 day) ship turnaround global benchmark time.

The ship turnaround time is the sum of waiting time, berthing time, service time and sailing delay. As presented in **Figure 4**, ship waiting time improved significantly in the quarter of 2021 from **79 hours** in April to **68 hours** in June 2021 compared to the previous year's corresponding quarter. The average performance is within the target ship turnaround time of **75 hours**.

Figure 4: Average Ship turnaround Time before Berth at the Port of Mombasa in hours



Source: KPA data Apr-Jun various years

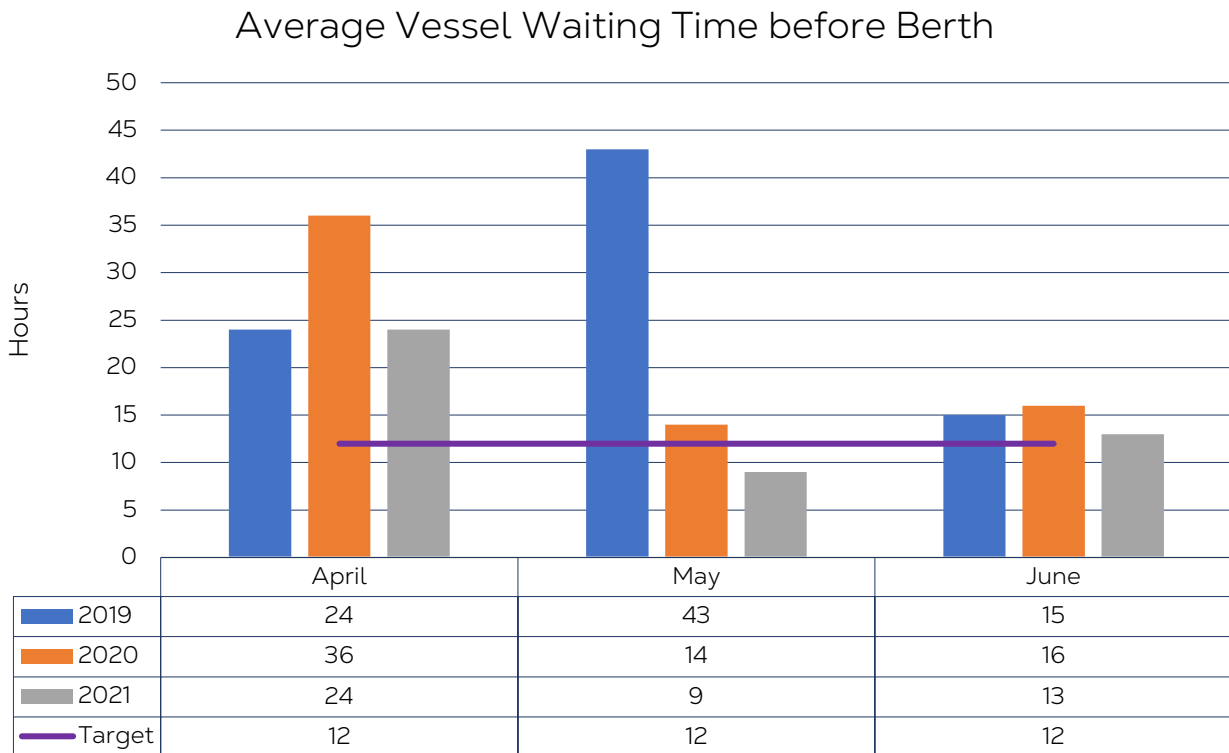
3.2 Vessel Waiting Time before berth (hours)

Vessel Waiting Time is measured from the time the vessel arrives at the fairway buoy to the time of its first berth, including waiting at its convenience.

The set target for this indicator is **12 hours** as per the Mombasa Port and Northern Corridor Community Charter. Higher vessel waiting time has a negative bearing on ship turnaround time and the cost of goods. **Figure 5** illustrates the time taken by the vessel at the fairway buoy to the time at its first berth for the quarter ending June 2021. In the review quarter, the performance of this indicator witnessed minimum vessel delays compared to similar quarters in 2019 and 2020.



Figure 5: Average Vessel Waiting Time before Berth in hours at the Port of Mombasa



Source: KPA data Apr-Jun various years

4 Port Indicators

This section focuses on performance at the port in terms of time and delays specifically container 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 June 2021.

4.1 Containerized Cargo Dwell time at the Port of Mombasa

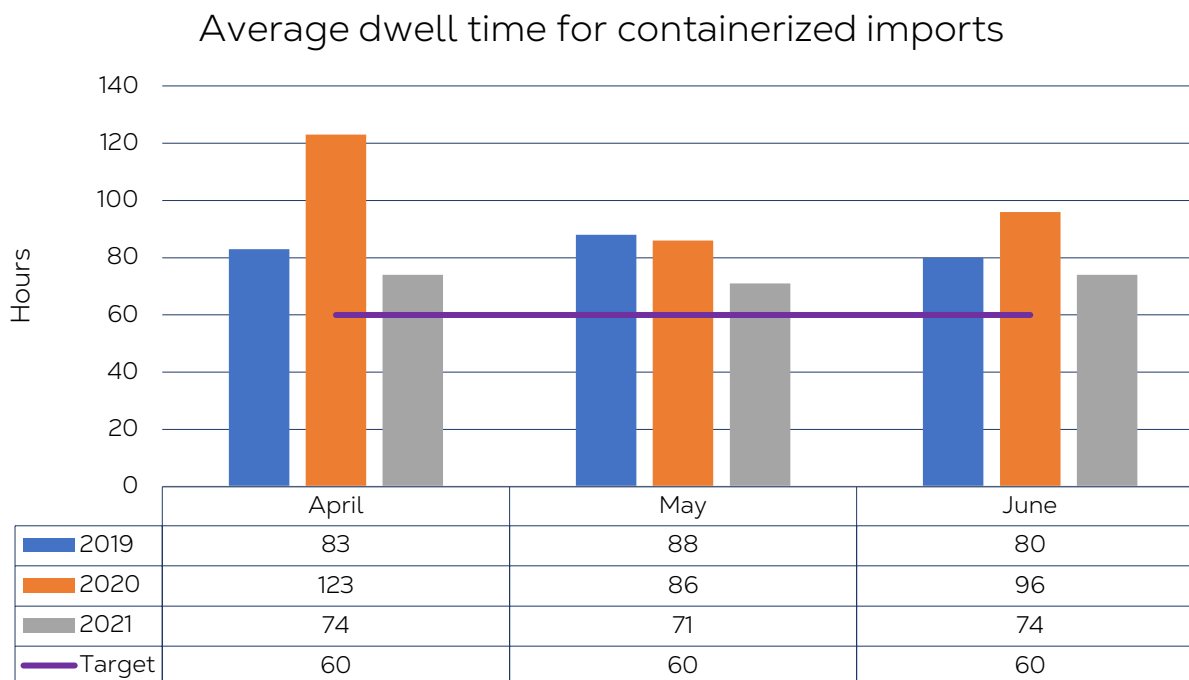
The Containerized Cargo Dwell Time is the measure of time that elapses from when a container is offloaded at the port to when it leaves the port premises.

The set target for cargo dwell time for import containers at the Port of Mombasa is set at **60 hours** by December 2022 as per the Mombasa Port and

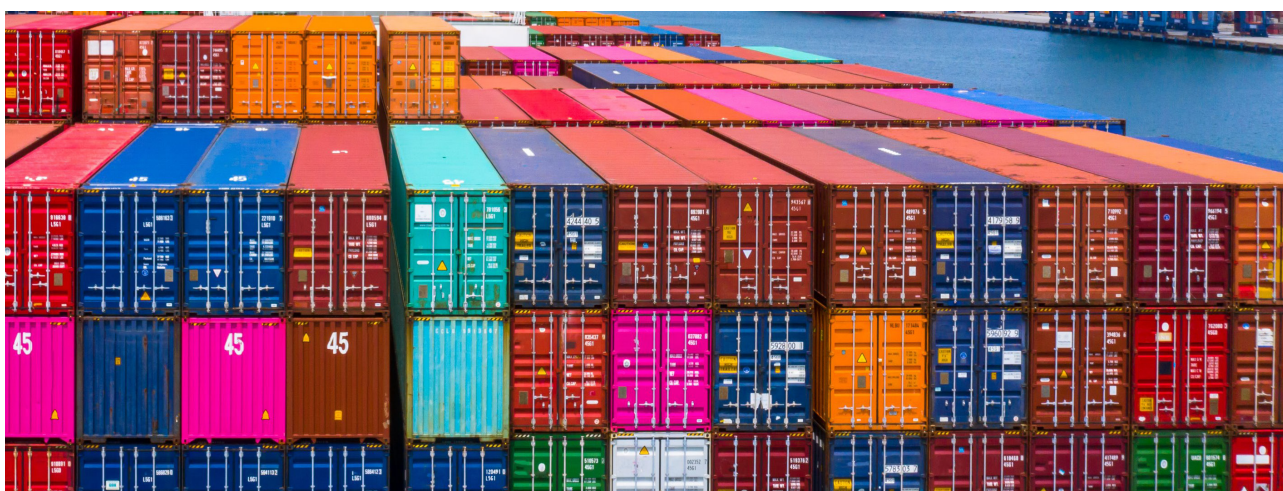
Northern Corridor Community Charter. From the analysis, it took cargo on average three (**3**) days to be evacuated from the Port of Mombasa in the quarter ending June 2021. The registered performance shows a significant improvement when compared with previous years. However, this performance is still below the port charter target of **2.5 days** dwell time and two (**2**) days international benchmarking standards.

KPA reported a lack of adequate personnel to operate equipment due to the COVID-19 regulations, thus leading to transfer delays and increased cargo dwell time within the Port. When cargo arrives at the Port of Mombasa, it is unloaded, moved to the customs area, inspected, cleared and finally picked up. These procedures take time, and their duration is uncertain, they contribute to delays and costs.

Figure 6: Average import containerized cargo dwell time



Source: KPA Apr-Jun 2019/2020/2021



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

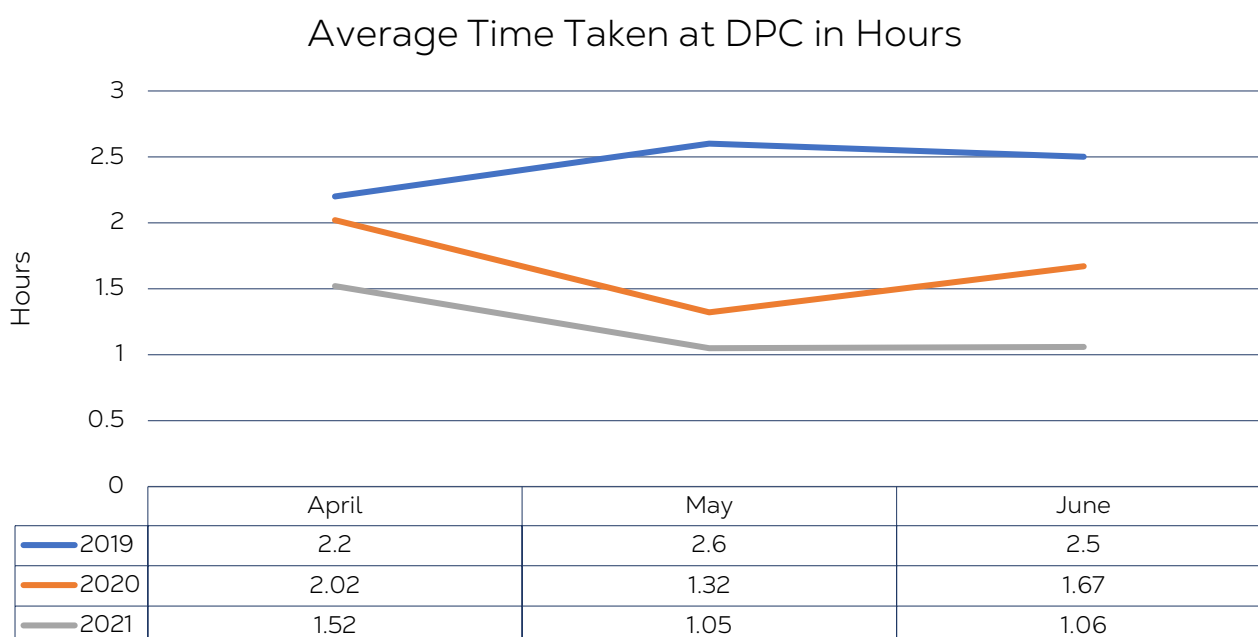
This refers to the time taken by Customs to pass an entry lodged by a clearing agent. This time bears a proportion to the total port dwell time.

Time taken at Document Processing Center involves the following processes: first, a manifest is submitted electronically by Ships Agent to Document Processing Center in Nairobi; then the manifest is accepted in DPC, and a manifest number is generated; in case there are any enquiries, the Ships Agent is sought for clarification before acceptance; the Clearing Agent submits declaration electronically to the SIMBA system;

DPC proceeds with Clearance process; a Lodgment of import declaration is made and finally an assessment of duty payable.

As illustrated in **Figure 7**, the average DPC time for the quarter covering April to June 2021 remained steady. However, the performance improved when compared to the quarter in 2019 and 2020. This indicator relies heavily on the stability of the SIMBA system and the integrity of clearing agents. Further, initiatives such as on the spot approval of manifest or allowing partial manifest will help avoid unnecessary delays.

Figure 7: Average time taken at the Document Processing Centre (DPC)



Source: KRA Apr-Jun 2019/2020/2021

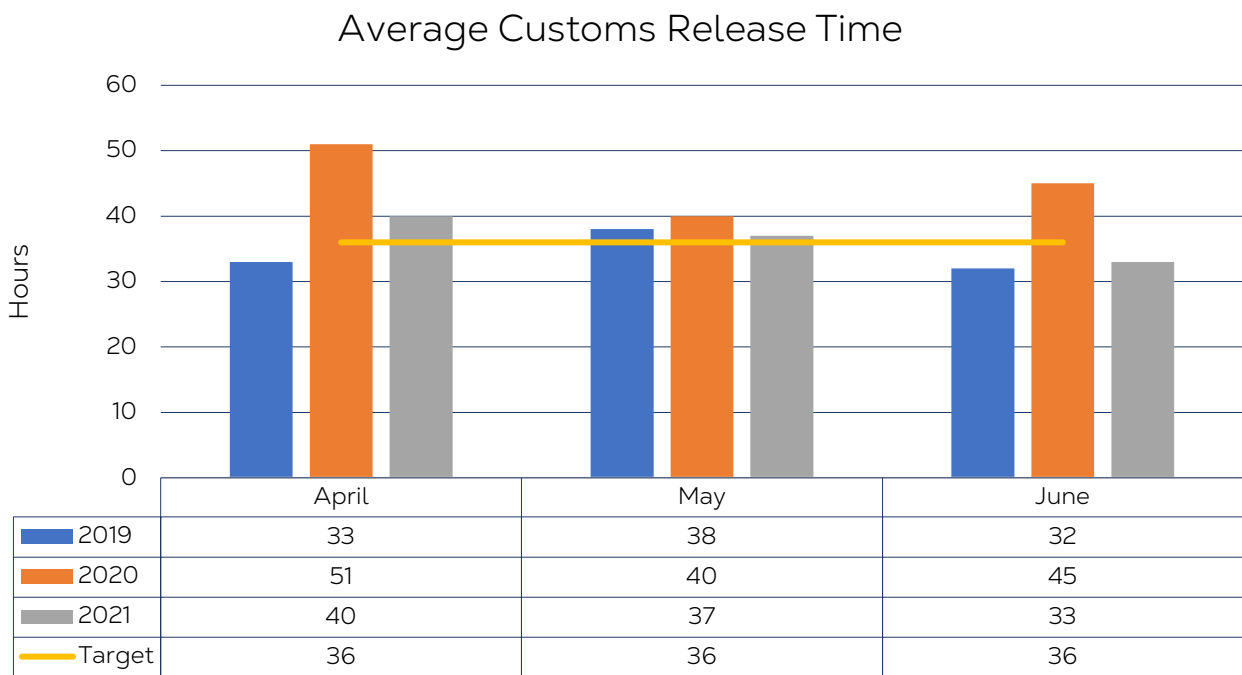
4.3 Delay after customs release at the Port of Mombasa

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

The Mombasa Port and Northern Corridor Community Charter sets to achieve a target of **36 hours**. Statistics show that after release time worsened for the quarter of 2020 compared to the same quarter of 2019 but

improved in the quarter for 2021. 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. The performance of this indicator for the quarter under review is within the set target of **36 hours**.

Figure 8: Average after release customs time at the Port of Mombasa



Source: KRA Apr-Jun 2019/2020/2021

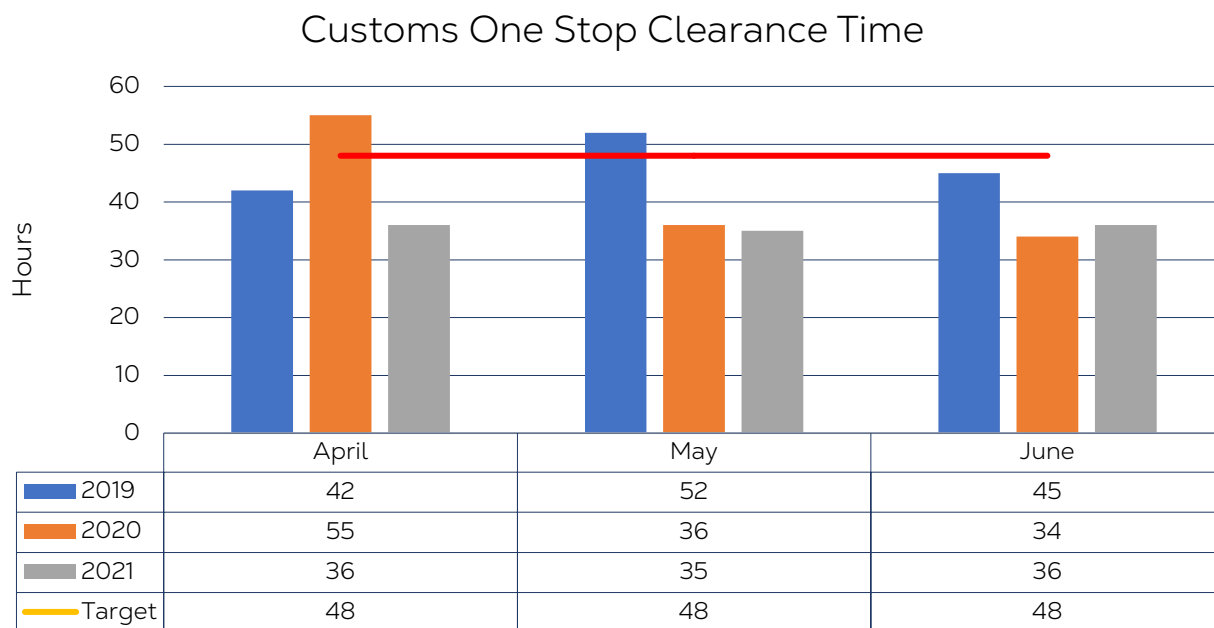
4.4 Customs One Stop Centre Clearance Time at the Port of Mombasa

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.

The Mombasa Port and Northern Corridor Community Charter sets to achieve **48 hours** by December 2022 as the target for this indicator. The statistics presented

in **Figure 9** shows improvement in the quarter under review, and the performance is within the set target of **48 hours**. This could be attributed to the early submission and amendment of customs entries by clearance agents and the coordination of joint cargo verification.

Figure 9: Customs one stop clearance time at the Port of Mombasa 2019



Source: KRA Jan-Jun 2019/2020/2021

4.5 Rwanda Revenue Authority (RRA) Customs 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. The indicators analyzed in this report include; customs release time, delay processing time, and after release time from the ASYCUDA system.

As presented in **Table 2**, the average time between passing/acceptance of customs entry registration and issuance of customs release order improved from **46 hours to 29 hours** during the review quarter. Similarly, the average time between customs release order to the exit, i.e. evacuate the cargo from the Port after it is officially released by customs, improved from **27 hours** in April to **10 hours** in June 2021.

Table 2: RRA SCT Release at the Port of Mombasa

2021	April	May	June
After Release time	27	20	10
Customs release time	46	41	29
Document Passing Time	34	28	31

Source: RRA SCT ASYCUDA April to June 2021



5 Corridor Indicators

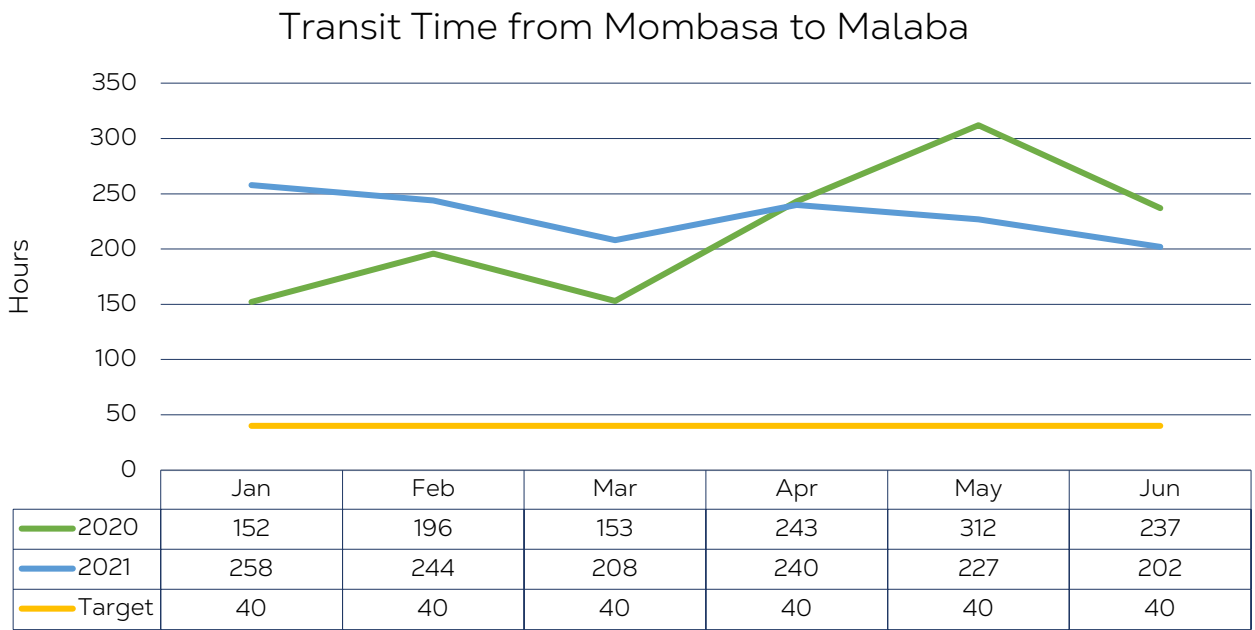
Corridor Indicators cover the period from when goods are released at the port/inland container depots up to exit at the border and final destinations. In this category, the indicators of interest are compliance levels at weighbridges, traffic volume, and transit time along the respective routes on the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

5.1 Transit Time in Kenya using SIMBA System Data

Transit time in Kenya estimates 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.

Both borders are the first exit points from Kenya to Uganda along the Northern Corridor. The set target for transit time from Mombasa to Malaba is **40 hours** by December 2022, as stipulated in the Mombasa Port and Northern Corridor Community Charter. In the same vein, the Charter target for transit time from Mombasa to Busia is **45 hours** by December 2022. From the analysis, transit time on the Mombasa-Malaba route during the quarter ending June 2021 was still very high against the set target, as illustrated in **Figure 10**. This could be partly attributed to delays encountered by transporters to meet the COVID health protocols. Requirements for social distancing and enhanced sanitation have undoubtedly slowed traffic as transport providers struggle to comply with the new regulations. Furthermore, transporters were expected to undergo COVID-19 tests and access the borders on condition they are COVID free.

Figure 10: Transit time from Mombasa to Malaba and Busia in hours

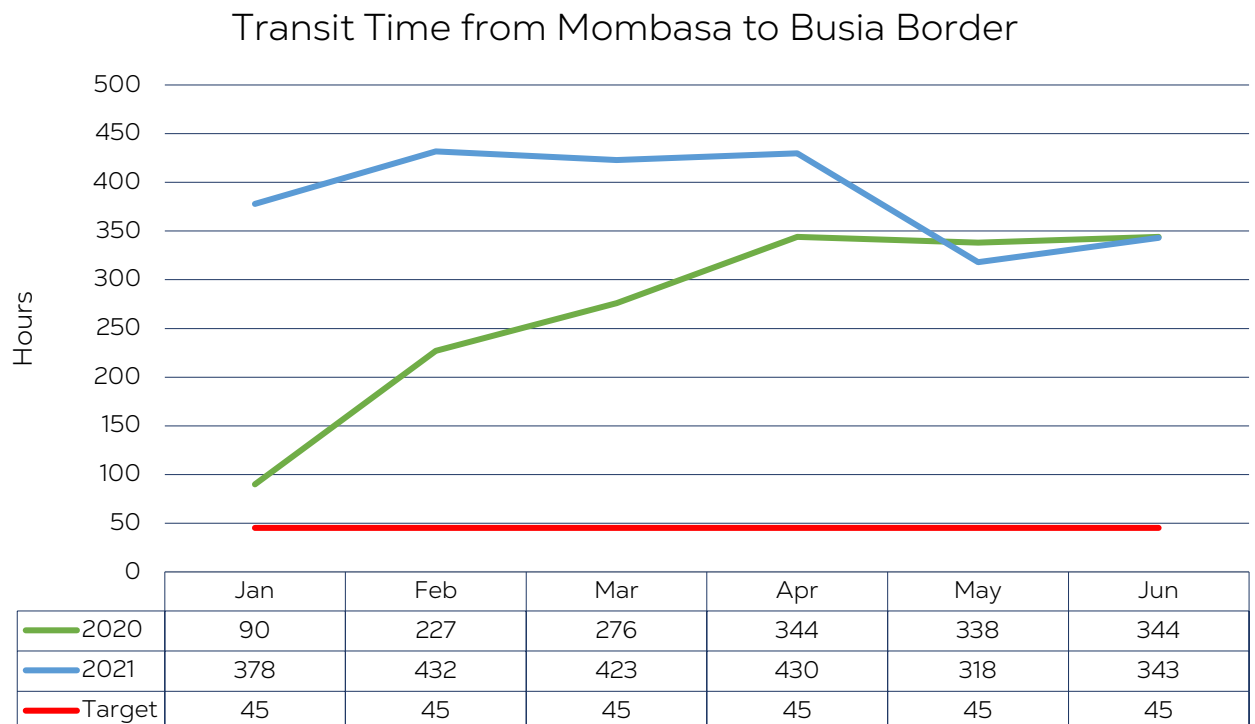


Source: KRA Apr-Jun 2020/ 2021

A similar trend is observed for the Mombasa-Busia road section, which covers a total of 947 Km. Traffic on this section goes through four weighbridges (Mariakani, Athi River, Gilgil and Busia). During the quarter under review, the average transit time decreased significantly from **430 hours** to **343 hours** in June 2021.

This performance is higher when compared to the set target of **45 hours**, as shown in **Figure 11**. The performance could be attributed to delays at the Port and stoppages on the road, and delays encountered by transporters to meet the COVID-19 health protocols.

Figure 11: Transit time from Mombasa to Malaba and Busia in hours



Source: KRA Jan-Jun 2020/ 2021

5.2 Transit Time in Uganda

Transit time in Uganda tracks the time taken to move cargo between Kampala and various borders of the Northern Corridor Member States of Rwanda, South Sudan and DRC, as presented in **Table 3**. All these borders are one-stop-border-post expected to reduce transit time for smooth cargo flow. Over the review quarter period, all the destinations analyzed from Kampala have seen a marginal increase in average

transit except Kampala–Elegu route. It can be noted that Kampala to Oraba was the fastest route and averaging 14 Km per hour compared to Kampala to Mpondwe and Mirama Hills routes that averaged 8 Km per hour over the review period. This good performance could be attributed to good road condition by tarmacking of Vurra- Arua- Koboko- Oraba road.

Table 3: Transit time from Kampala to Various destinations in hours

Transit Route	Distance in Kms	April	May	June	Average Speed
Kampala to Elegu	457	44	44	31	11.5
Kampala to Mpondwe	442	45	82	46	7.6
Kampala to Oraba	581	32	53	44	13.5
Kampala to Mirama Hills	368	27	53	53	8.3

Source: URA RECTS April-June 2021



Photo: Road Transport in Uganda

5.3 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.

Table 4 shows the transit times in Rwanda on various routes for the quarter ending June 2021. From the analysis, average transit time varied across the routes depending on the distance and measures to cope with the COVID-19 pandemic. However, it can be seen that all the routes analyzed witnessed poor transit time.

Table 4: Average Transit time in Rwanda Apr-Jun 2021

	April	May	June
Kagitumba to Mururu	59	65	60
Kagitumba to Rubavu	45	42	143
Kagitumba to Kigali	95	45	61
Cyanika to Rubavu	33	26	40

Source; RRA April to June 2021

5.4 Weighbridge performance in terms of Traffic along the Northern Corridor

The indicator measures the average number of trucks weighed per day at the various weighbridges in respective countries of the Northern Corridor. **Table 7** illustrates average daily traffic at five weighbridges for inbound and outbound trucks, namely Mariakani, Athi - River, Gilgil, Webuye and Busia.

During the quarter under review, Athi-River weighbridge recorded the highest annual average of weighbridge traffic while Busia weighbridges recorded low traffic, which majorly comprises transit cargo heading to Busia border point.

Table 5: Weighbridge traffic through Kenyan weighbridges

Month 2021	Mariakani	Athi-River	Gilgil	Webuye	Busia
April	7,107	6,733		3,402	673
May	5,110	9,162	3,841	2,964	782
June	4,920	8,502	3,793	3,075	712
Total	17,137	24,397	7,634	9,441	2,167

Source: KeNHA, 2021



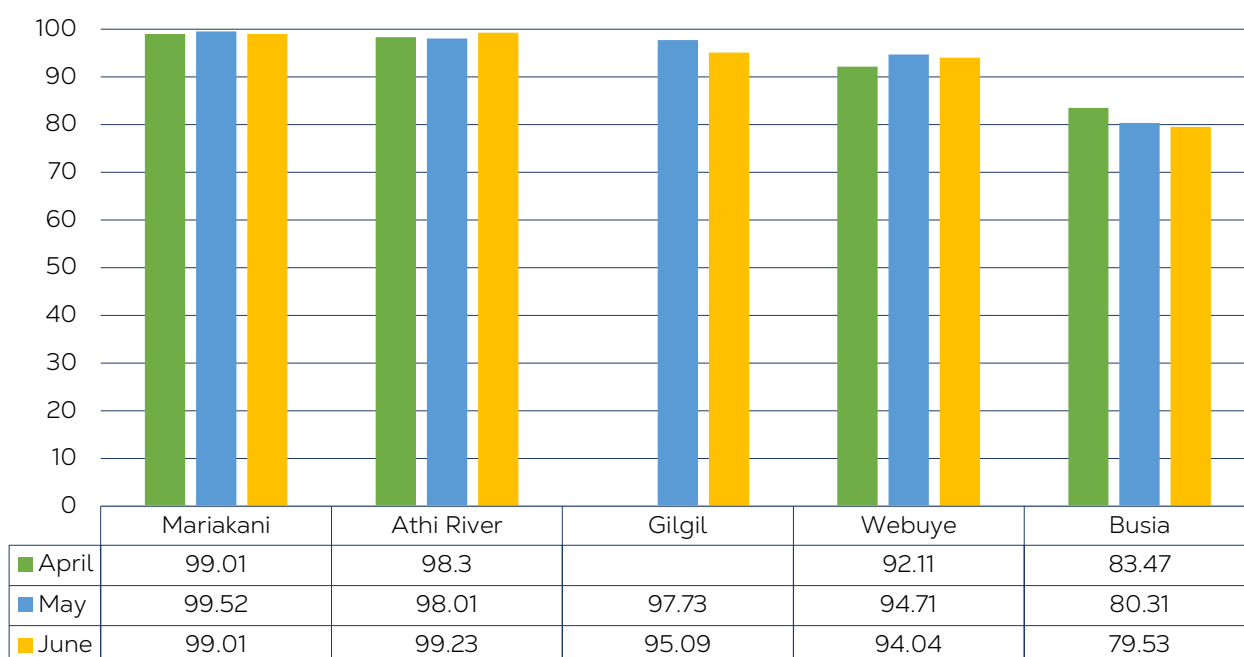
5.5 Weighbridge performance in terms of compliance along the Northern Corridor

The indicator measures the percentage of trucks that comply with the Gross Vehicle Weight and the Vehicle Axle Load Limits before and after redistribution of cargo as stipulated in the EAC Vehicle Load Control Act of 2016.

Data for the quarter ending June 2021 shows high compliance at Mariakani, Athi River, Gilgil and Webuye

weighbridges, ranging from **92%** to **99%**. However, compliance at the Busia weighbridge was the lowest. It is important to note that Busia weighbridge does not use the High-Speed Weigh in Motion (HSWIM) technology, reducing its efficacy. In addition, there is a possibility that Busia weighbridge handles cargo that originates from the region but has not been weighed elsewhere.

Figure 12: Weight Compliance Level at weighbridges in Kenya



Source: KeNHA, 2021

6 Findings From the Mobile Phone Road Survey

As presented in **Table 6** below, 18,683 trips were recorded for January to June 2021 from a pool of drivers plying the Northern Corridor routes to the respective Member States.

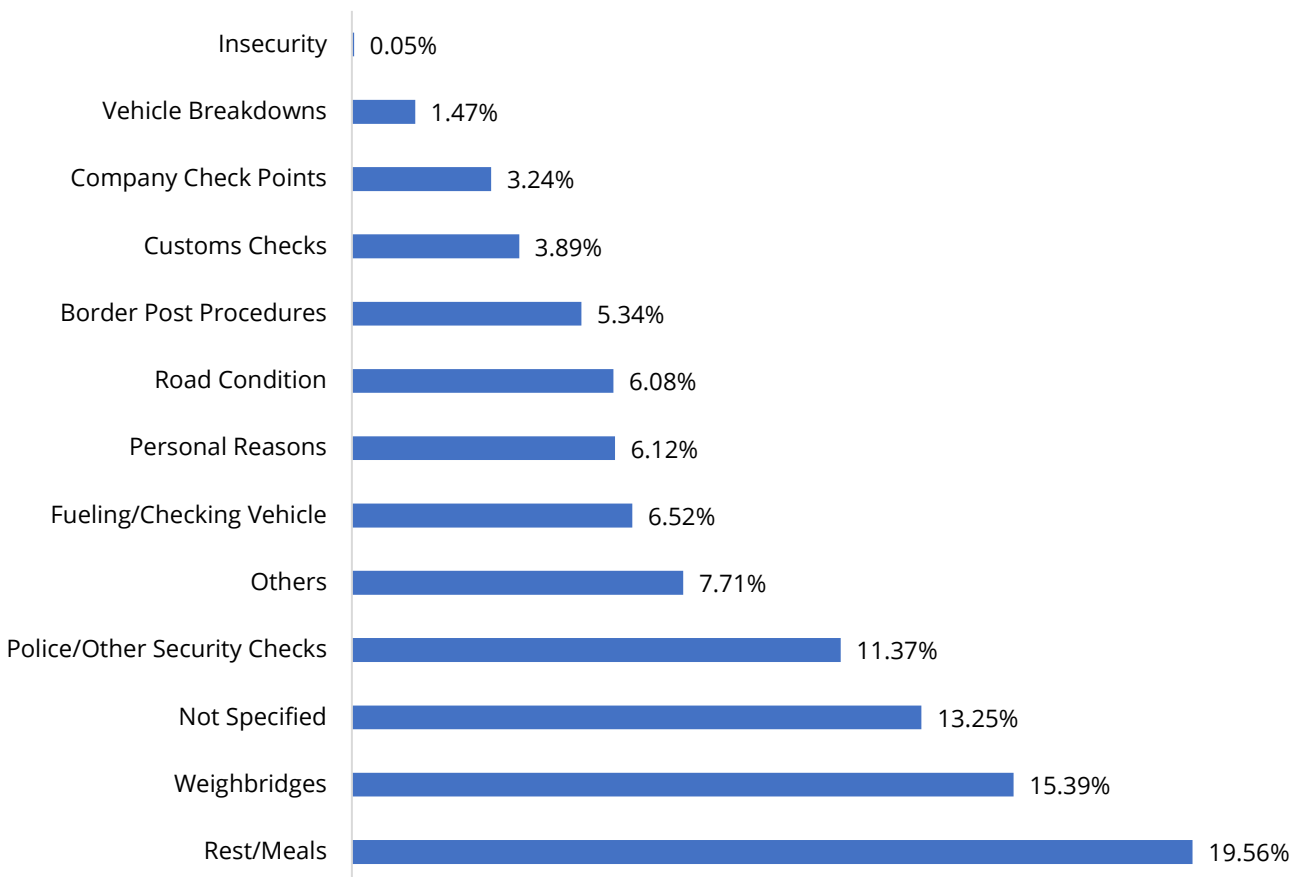
Various factors occasion the frequency of stoppages by truck drivers along the Corridor. **Figure 13** illustrates the various factors that lead to stoppages for cargo with their respective %age of occurrence. The most prevalent stops occurred due to rest/meals, featuring **31%**, followed by stops at weighbridges accounting for **15%** and stops occasioned by Police/Security checks at approximately **11%**. About **13%** of drivers did not specify the reasons for stoppages. It is important to note that these stoppages, if many, cause delays and inefficiencies on the Corridor as well as a hindrance to trade in the region.

Table 6: Number of trips Jan to June 2021

Month	Sum of Trip ID
January	3,232
February	3,082
March	3,318
April	2,876
May	3,356
June	2,819
Grand Total	18,683

Source: Road Transport Survey, Jan to Jun 2021

Figure 13: Prevalence stoppage reasons in percentage Jan to Jun 2021



Source: Road Transport Survey, Jan to Jun 2021

Further analysis shows that stoppages due to insecurity were lengthy, with an average of about **9.45 hours** followed by border post procedures taking about 8.8 hours.

Table 7: Stoppage duration in hours

Insecurity	9.45
Border Post Procedures	8.79
Vehicle Breakdowns	8.65
Others	5.49
Rest/Meals	4.91
Company Check Points	3.63
Customs Checks	3.33
Personal Reasons	2.06
Fueling/Checking Vehicle	1.36
Road Condition	1.25
Weighbridges	0.75
Police/Other Security Checks	0.38

Table 8 shows the average charge per stop at various locations during the period under review. The highest charges were witnessed at the customs area, with an average cost of about 20 USD.

Table 8: Average charge per stop (USD)

Police Fee/Fine	0.21
Customs Charges	20.42
Weighbridge Charges	5.42
Border Charges	1.66
Repair Charges	3.25
Personal Charges	0.64
Others	4.14



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