

Northern Corridor Quarterly Performance Dashboard

January - March 2020



Northern Corridor
Transit and Transport
Co-ordination Authority



**NORTHERN CORRIDOR
TRANSPORT OBSERVATORY**
RELIABLE PERFORMANCE DATA



Table of Contents

1	SPECIAL FEATURE: The Northern Corridor Trade and Transport Logistics in the wake of COVID-19	4
	PERFORMANCE ANALYSIS.	9
2	MARITIME INDICATORS	9
	2.2 Ship turnaround time at the port of Mombasa	10
3	PORT INDICATORS	11
	3.1 Containerized Cargo Dwell time at the port of Mombasa	12
	3.2 Time for customs clearance at the Document Processing Centre (DPC)	13
	3.3 Customs One Stop Centre Clearance Time at the port of Mombasa	14
	3.4 Delay after customs release at the port of Mombasa	14
	3.5 Rwanda Revenue Authority (RRA) customs release time and delays	15
4	CORRIDOR INDICATORS.	17
	4.1 Transit time in under SIMBA System Data	17
	4.1.1 Transit Time in Kenya using SIMBA System Data.	17
	4.2 Transit time under the RECTs regime.	18
	4.2.2 Transit Time in Rwanda	20
	4.2.3 Transit Time in Uganda	21

List of Figures

Figure 1: Total Number of Ships docked at the port of Mombasa (July 2019- March 2020)	5
Figure 2: Average Vessel Waiting Time before Berth at the port of Mombasa in hours	10
Figure 3: Average ship turnaround time in hours	10
Figure 4: Average import containerized cargo dwell time	12
Figure 5: Average time taken at the Document Processing Centre (DPC)	13
Figure 6: Customs one stop clearance time at the port of Mombasa 2019	14
Figure 7: Time taken to exit the Mombasa Port after customs release in 2019	15
Figure 8: RRA SCT release at the Port of Mombasa	16
Figure 9: Transit time from Mombasa to Malaba and Busia in hours.	17
Figure 10: Transit time from the port of Mombasa to Malaba and Busia borders	19
Figure 11: Transit time from the port of Mombasa to various destinations	19
Figure 12: Mean Transit time in from Kagitumba to other destinations bordering Rwanda 2019.	20
Figure 13: Average transit Time from Kampala in hours	21

1. SPECIAL FEATURE: The Northern Corridor Trade and Transport Logistics in the wake of COVID-19

The trade and logistics sector in the Northern Corridor Member states has greatly been overwhelmed by the COVID-19 pandemic. The Northern Corridor region is bracing for tougher times due to the ripple effects that are expected to reverberate through the various economic sectors as well as the supply chains in the predictable future. Since the declaration of the COVID-19 as a health pandemic by WHO on 11th March 2020, global transport supply chains including those within the Northern Corridor are already facing substantial upheavals.

According to the UNCTAD¹, global supply chains, as a result of the pandemic are expected to experience reductions in trade volumes, foreign direct investment, and consumer goods demand and commodity prices. The World Trade Organization² estimates that world trade is expected to fall by between 13% and 32% in 2020 as the COVID-19 Pandemic take stranglehold on global economy.

Analysts are concerned that these effects might be pronounced for developing

countries that have nascent and fragile economic systems. Moreover, as trade and businesses bear the effects of the sudden slump, there are fears that the transport and logistics sector could be unintended vector for rapid distribution of the Covid-19 virus within and among countries that share common transport and logistics chains. Already, countries are treating with concern, freight approaching their borders due to possibility of transmitting infection from their point of departure.

The Northern Corridor directly serves six Member States and is linked to other transport corridors including the Central Corridor. From the Port of Mombasa, the Corridor covers approximately 12,707 Kilometers of road network and 8,206 kilometers of a meter gauge railway. The corridor routes transverses major cities and urban areas; some of which have been marked as Covid-19 hot-spots, making the logistics sector inevitably vulnerable to the pandemic; as well as a possible vector for the transmission of the virus in the region. By any measure, the Northern Corridor is a massive network and any porosity to the Covid-19 virus would unfortunately lead to devastating and crippling outcomes to the regions health and economic systems.

In recognition of the risks posed by the Pandemic, Member States of the Northern Corridor implemented measures to contain the spread of the virus as guided by WHO. Generally, the containment measures are aimed at limiting human to human contact and promoting hygiene and sanitation. Some of the measures include: i) limiting or banning non-essential travel by imposing curfews, lockdown and cessation of movement into and out of selected areas; ii) reducing non-essential work and promoting tele-working; iii) cancelling mass gatherings and promoting social distancing, sanitation, washing hands, use of masks and other protective clothing.

Specific measures include suspension of international and local air travel, restrictive movement across international borders, testing at ports of arrival and other selected stops, quarantine of arriving personnel, requiring organization to enhance sanitation measures and isolation of suspected infected persons.

Granted restrictive travel and transport is a key strategy in the war against COVID-19, but keeping supply chains is as well essential to allow for continued trade of essential items such as food, manufactured goods, and vital medical supplies. Countries have therefore,

1 Adapting the use of ASYCUDA World to the Covid-19 Situation: Guidelines to Customs Administration, https://unctad.org/en/PublicationsLibrary/dtlasycudainf2020d1_en.pdf.

2 https://www.wto.org/english/news_e/pres20_e/pr855_e.pdf

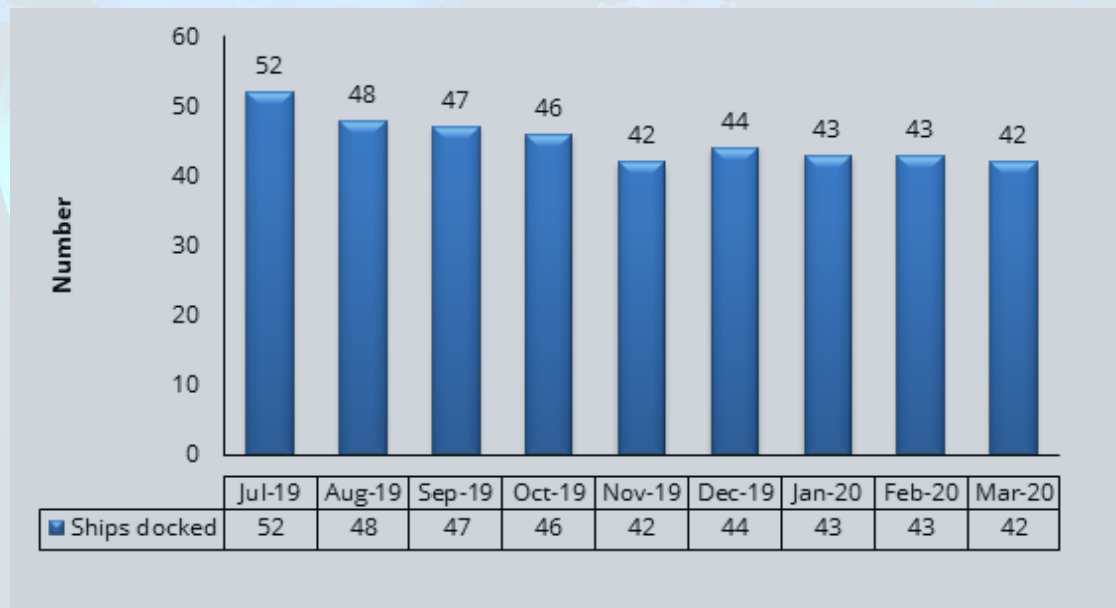
in a measured response categorized cargo movement as one of the essential services and have kept their borders open to facilitate movement of cargo across borders.

Nevertheless, these measures have had effects on the movement of cargo within the

Member States and across their borders. The East Africa Business Council (EABC) in the April 2020 Issue of the EABC Brief, identified some of the possible outcomes of the distortions as; fall in logistics performance, decline in global shipping demand, and disruption of air travel. Indeed, data on

cargo ships calling at the port of Mombasa in the Months of July 2019 to March 2020 shows a decline compare to the preceding quarter. This is predicted to dwindle further in the short term in tandem with shrinking trade volumes occasioned by contracting economic activity in all countries during and after the immediate post Covid-19 pandemic period.

Figure 1: Total Number of Ships docked at the port of Mombasa (July 2019- March 2020)





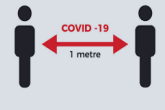


Source: KPA 2019/2020

Statistics on logistics performance already show that movement of goods is slowing down on the corridor routes, with respective median transits times from Mombasa to Malaba and Busia rising to 74 and 72 hours in March 2020 from 55 and 49 in January 2020 respectively.

The movement of cargo though exempt from curfew (for essential goods) and travel bans is expected to slow down due the interplay of the numerous COVID-19 response measures. Requirements for social distancing and enhanced sanitation will undoubtedly result in slowing traffic at cargo collection points, road stops and border crossing areas as transport providers struggle to comply with the new regulations. The chart below depicts some of the measures that have been put in place in the different countries.

Soon we will hit the road freely

Selected COVID-19 response measures in Member States

MEASURE	KENYA	UGANDA	RWANDA	BURUNDI	S. SUDAN	IMPACT ON SECTOR	MITIGATION
 <p>COVID-19 CURFEW</p>	Curfew runs 7.00 PM to 5.00 AM except for providers of essential services	Curfew starts at 7PM except for cargo planes, lorries, pickups and trains.	Curfew runs from 8 PM to 5 AM except for providers of essential services	Curfew runs from 8 PM to 5 AM except for providers of essential services	Curfew runs from 7PM to 6 AM except for providers of essential services	<ul style="list-style-type: none"> ✓ Reduced business hours and productivity in the short term; ✓ Cost of freight logistics likely to rise due to layovers during curfew; ✓ Slowing industrial activity may lead to staff downsizing and closure of production lines in the medium and long term 	<ul style="list-style-type: none"> ✓ Adjust working hours for staff and movement of cargo; ✓ Provide accreditation to essential staff (e.g. port staff, customs, etc.) who might work during curfew hours; ✓ Coordination with country security agencies to ensure safe layover of cargo trucks in designated road side stations; ✓ Enhance response mechanisms for trucks that might be in duress during curfew hours; ✓ Automation of processes and providing remote access to staff
 <p>LOCKDOWN</p>	Cessation of movement in few Counties except for cargo and essential services	Country wide lockdown. Public and private transport banned except for cargo	Countrywide lockdown. Partially lifted on May 4 th 2020 to allow business. To be reviewed after 15 days.		Movement between the 10 States of South Sudan banned except on special permissions.	<ul style="list-style-type: none"> ✓ Limited mobility of staff and other stakeholders likely to slow business; ✓ Increase in Non-Tariff Barriers due to increased checkpoints, inspections and requirements for credentials for drivers; ✓ Longer transit times; ✓ Escalation of cost of freight; 	<ul style="list-style-type: none"> ✓ Coordination between sector stakeholders and National agencies to ensure faster movement of goods; ✓ Identify priority cargo for faster clearance (e.g. medicines, food, medical equipment) ✓ Implement 24 hours operations to ensure backlogs are cleared
 <p>SOCIAL DISTANCE And SANITIZATION</p>	People to keep distance of at least one metre. Social gathering and meetings not allowed	People required to keep distance of at least one metre. Social gathering and meetings not allowed	People required to keep distance of at least one metre. Social gathering and meetings not allowed	People required to keep distance of at least one metre. Social gathering and meetings not allowed	People required to keep distance of at least one metre. Social gathering and meetings not allowed	<ul style="list-style-type: none"> ✓ Need Reorganize working space in organizations to meet social distancing requirements; ✓ Increased expense on sanitizing facilities in workplaces, ✓ Decline in use cash currency in payments ✓ Suspension of physical meetings, ✓ Closure of business premises ✓ Informal trade affected 	<ul style="list-style-type: none"> ✓ Encourage electronic payment ✓ Adopt e-meetings ✓ Provide infrastructure for automation ✓ Make strategies to support informal traders
 <p>SUSPENSION OF FLIGHTS</p>	International and local flights suspended except for cargo flights	Passenger flights suspended except for cargo flights	Airspace closed to all commercial flights		Passenger flights suspended except for cargo and humanitarian flights	<ul style="list-style-type: none"> ✓ Decrease travel across countries 	
 <p>CLOSURE OF BOARDERS</p>	Boarders closed except for cargo. Drivers and Assistants to undergo mandatory testing and 14-day quarantine upon arrival	Drivers and Assistants to undergo mandatory testing and 14-day quarantine. Relay drivers to be used.	Borders closed, except for cargo, citizen arrivals subject to a mandatory 14-day quarantine.		Borders closed, except for cargo.	<ul style="list-style-type: none"> ✓ Increase in border crossing times ✓ Escalation of cost of freight ✓ Perishable goods at risk of damage 	<ul style="list-style-type: none"> ✓ Identify bottlenecks at the border and address

Most vulnerable groups on the transport corridor

Drivers, Customs staffs, Port Staff and Informal traders

As stakeholders put in place measures to contain the COVID-19 virus, particular attention need to be paid to categories of people who are most vulnerable to exposure and the effects of the pandemic. Some of the most vulnerable include drivers and their assistants who have to cross borders and through urban areas that are marked as hot-spots for infections. Already drivers are experiencing long stay at border points as they await clearance with long queues of trucks reported at the Malaba border.

Other categories that require special attention are staff at Customs offices and the Port who work extra hours amid the constraining work condition occasioned by the customs containment measures. Informal trader's, especially those involved in cross- border trade have also been hit hard as the stringent measures on social distancing combine with border crossing restrictions to further constrain informal trade that is even in ordinary times faced by a myriad of challenges.

Options for COVID-19 Response Plan for Northern Transport Corridor

As Member States continue to implement measures to contain the spread of the covid-19, it is incumbent upon players in the transport and logistics sector to put in place an elaborate response plan to ensure that the Corridor operates at the best possible level; while at the same time safeguarding human resources involved in the freight and logistics sector from contracting the virus. These response plan for the sector will involve; immediate and medium term strategies and a long-term post- Covid-19 plan.

Immediate and medium term strategies

As noted earlier all the Member States of the Northern Corridor have enforced measures to counter the spread of the COVID-19 virus. One of the immediate observations arising from the implementation of these measures is lack of harmonization across the different Countries which could potentially hurt the already sluggish cross border trade. Some of the possible options in the short term include:

- i. Establishment of an ad-hoc multilateral working team that will identify emerging issues and engage national agencies in ensuring smooth operation of the corridor;
- ii. Identify freight that is perishable and essential for the fight against COVID-19 and develop mechanism for faster evacuation including placing then on the green channel;
- iii. Engage State Agencies in development of common protocols for customs clearance in response to Coronavirus;
- iv. Enhance Port Health inspection and harmonize health protocols and other phytosanitary requirements necessary for safeguarding staff and freight in transit of contamination;
- v. Enhancing automation of approvals, clearances, inspection and payment transactions that are required for movement of cargo within Countries an across borders to eliminate the need for hard copy documentation and physical visits to offices;
- vi. Provide ICT infrastructure and equipment and access to adequate broadband to increase capacity to handle large electronic transaction and data storage;
- vii. Earmark and develop the capacity of Road Side Stations to provide safe layovers for freight and health services for staff;
- viii. Implement a health awareness programme targeting operators on the corridor.

Long-term Post- COVID-19 Plan

Certainly, the effects of the COVID-19 pandemic will have long lasting consequences, not only to trade but also on the logistics operations of transport corridors. It will therefore be strategic for stakeholders to put in place a response plan that will ensure a faster rebound and also develop a resilient and sustainable logistics network in the event of any other disruptive pandemic in future. Some of the possible long term interventions include:

- i. Upscale automation and invest in infrastructure and human resource to support full automation of critical services along the Corridor. Automation of services has proved to be beneficial in the war on COVID infections because they ensure smooth service and avoid human interactions. Some of the automated services are: Asycuda for customs, SIMBA system for KRA, ICSM for clearance of cargo, KWATOS, RECTS, OSBPs, High Speed Weigh in Motion among others.
- ii. Carry out a regional vulnerability assessment of the logistics supply chain and implement a strategy to manage the effects of pandemics and other disasters;
- iii. Enhance the green channel to support identification and prioritization of logistics that support the delivery of medicines and other health products;
- iv. Develop financial safety nets for sector players to guard against the adverse effects of the pandemic;



Soon we will hit the road freely

PERFORMANCE ANALYSIS

This report presents the performance status of the indicators that are used to track and monitor the implementation of the Mombasa Port Community Charter on quarterly basis. The Charter set targets that have been implemented through various initiatives since it was launched in 2014. Some of the notable achievements include; reduction of transit time, modernization of the Port, expansion of infrastructure, implementation of standard gauge rail and implementation of the Green Port Policy. The analysis in this report is based on detailed analysis of data for the quarter covering the period January to March 2020. The report also provides comparison of performance for the similar quarter with that of previous years to understand and track any improvements and challenges along the Corridor.

2 MARITIME INDICATORS

Maritime transportation plays a major role in the national, international trade and economic growth. This section looks at the ships turnaround time which includes the ships waiting time before berth and the ships working time i.e. the time it takes to load and/or unload cargo. It focuses 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 from January to March 2020. The indicators discussed here are; vessel productivity, ship turnaround time and waiting time before berth.

2.1 Vessel Waiting Time before berth (hours)

This time is measured from the time the vessel arrives at the fairway buoy to the time at its first berth, including waiting at their own convenience.

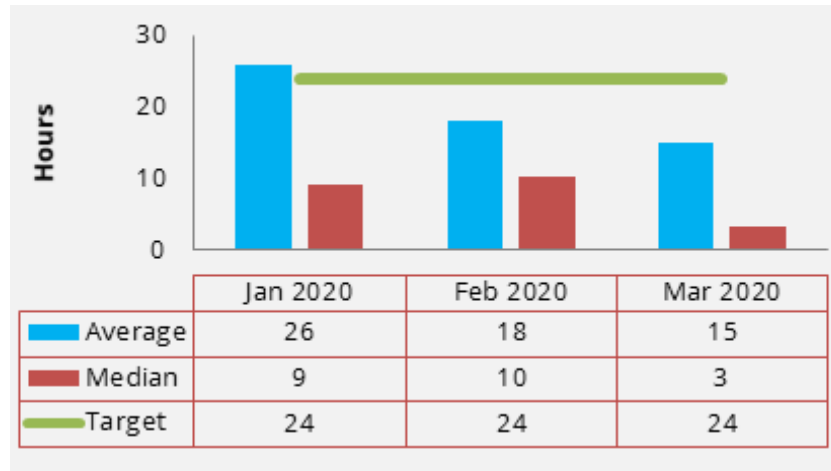
Figure 2 shows the performance in the vessel waiting time at the port of Mombasa in the quarter ending March 2020. Total number of observations during the review quarter was 128 ships which is a marginal drop compared to 132 ships that docked for the quarter ending December 2019. Cumulatively about fifty percent of the vessels spent time not exceeding 9 hours, 10 hours and 3 hours in

the months of January, February and March 2020 respectively. The performance over the quarter is exemplary and within the target of under a day except for the months of January 2020 due to the rainy season. The positive performance could be attributed to the stringent per-planning whereby the terminal knows in advance the vessels that will arrive and as such plan the berthing of vessels accordingly.

128 ships docked at the Port of Mombasa compared to 132 ships that docked for the quarter ending December 2019.



Figure 2: Average Vessel Waiting Time before Berth at the port of Mombasa in hours



Source: KPA 2020

2.2 Ship turnaround time at the port of Mombasa

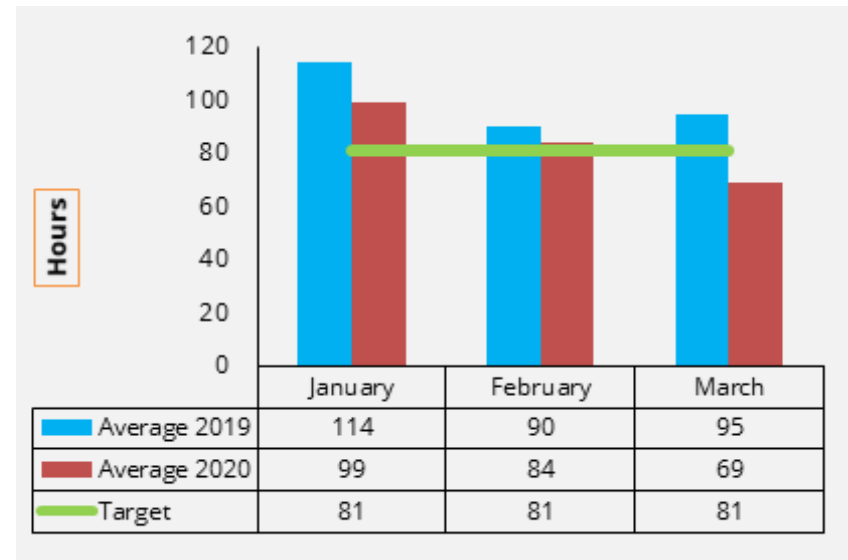
Ship Turnaround Time is measured from the time the vessel arrives at the Port area (Fairway Buoy) to the time it leaves the port area demarcated by the fairway buoy.

The ship turn-around time is an accumulation of the two critical times, ship service time at berth and waiting time. 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.

As presented in figure 3, performance across the quarter ending March 2020 was short of target for the month of January 2020 recording an average turnaround time of 99 hours. Generally, ship

turnaround time has been improving significantly when compared to 2019 from 114 hours in January 2019 to 69 hours in March 2020. The positive performance could be attributed to the initiatives that have been implemented towards capacity enhancement at the port of Mombasa as well as acquisition of modern cargo handling equipment. The report also banks on ongoing initiatives such as construction of an offshore Single Buoy Mooring and establishment of up to date dry bulk facilities which are yet to be implemented that are expected to improve performance of ship turnaround time towards the global target of 24 hours.

Figure 3: Average ship turnaround time in hours



Source: KPA 2019 and 2020

3 PORT INDICATORS

Port efficiency is important for achieving reduction of trade costs and for competitive trade. The port of Mombasa has different facilities and equipment that are used in the handling and evacuation of the cargo. The port is equipped with two container terminals 1 and 2. Terminal 1 has three berths (No. 16, 17 and 18) whereas; Terminal 2 has two berths (No. 20 and 21). The 2nd container terminal is 15 meters deep with berth 20 having a length of 210 meters; berth 21 having a length of 350 meters wide. On the other hand, berths 16-19 have a total length of about 840 meters. Other facilities and equipment include; 2 bulk oil jetties, 2 bulk cement berths with 3 silos and 10 Conventional Cargo berth, Rubber Tyred Gantry cranes, Terminal Trucker, Ship to Shore cranes, Harbor Mobile Cranes and Reach Stackers.

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 from January to March 2020.



3.1 Containerized Cargo Dwell time at the port of Mombasa

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

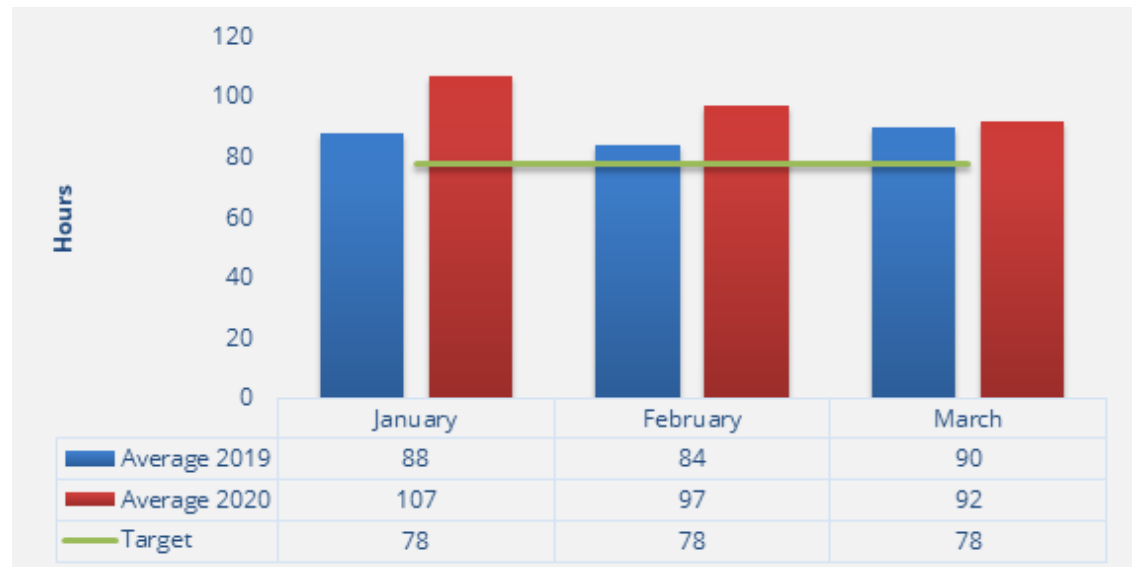
Dwell time is a vital measure of efficiency for a port to ease trade. High dwell time adds delays and costs to businesses and consumer prices. The target for cargo dwell time for import containers at the port of Mombasa is set at 78 hours by December 2020 as per the Mombasa Port and Northern Corridor Community Charter; 60 hours by December 2022 and 48 hours by December 2024. Figure 4 presents quarter analysis of average import containerized cargo dwell time at the port of Mombasa.

Containers (import) arriving at the port spend an average of 107 hours, 97 hours and 92 hours in the months of January, February and March 2020 respectively. The performance has been improving marginally indicating efforts towards improving port efficiency are bearing positive outcomes. Further analysis show that the performance in dwell time deteriorated for the quarter of 2020 when compared to the same quarter 2019 as shown in the figure below. The poor performance could be attributed to the global pandemic disease of COVID-19 that limits human interactions; although

the port of Mombasa is not yet 100 percent automated. As observed from the data the indicator is still above the port charter target of three days and 2 days international benchmarking standards. Port Charter proposes 70% pre-arrival clearance, 24 hours before docking of any vessel; conducting joint verification; expanding the scope of

services rendered by the CFSs; outsourcing of conventional cargo operators and moving Customs warehouse cargo to the G section. The implementation of a modernization programmes at Mombasa port has seen improvement in productivity and efficiency of the port.

Figure 4: Average import containerized cargo dwell time



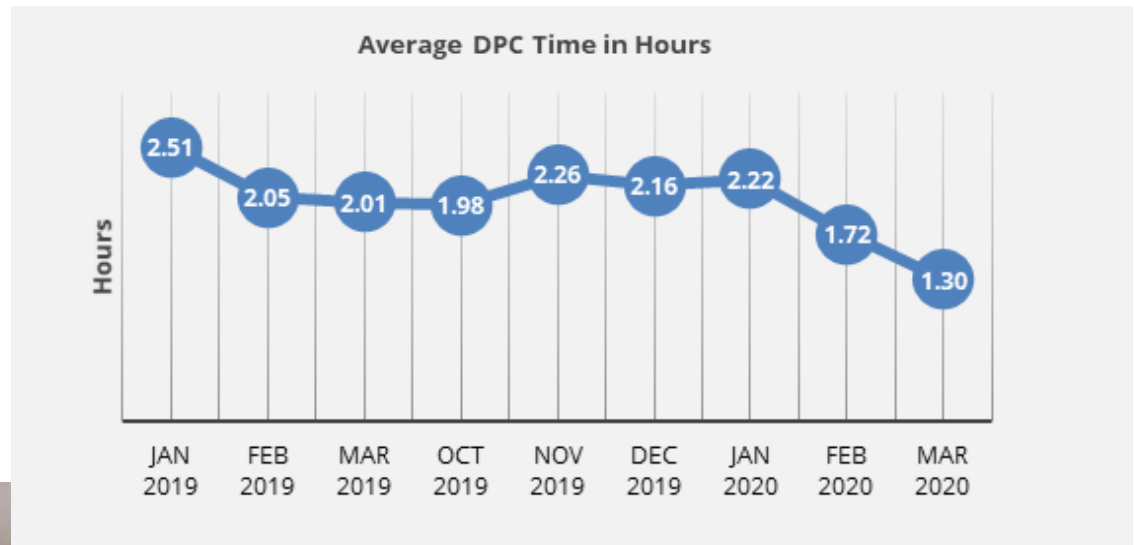
Source: KPA 2014, 2015, 2016, 2017 and 2018

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

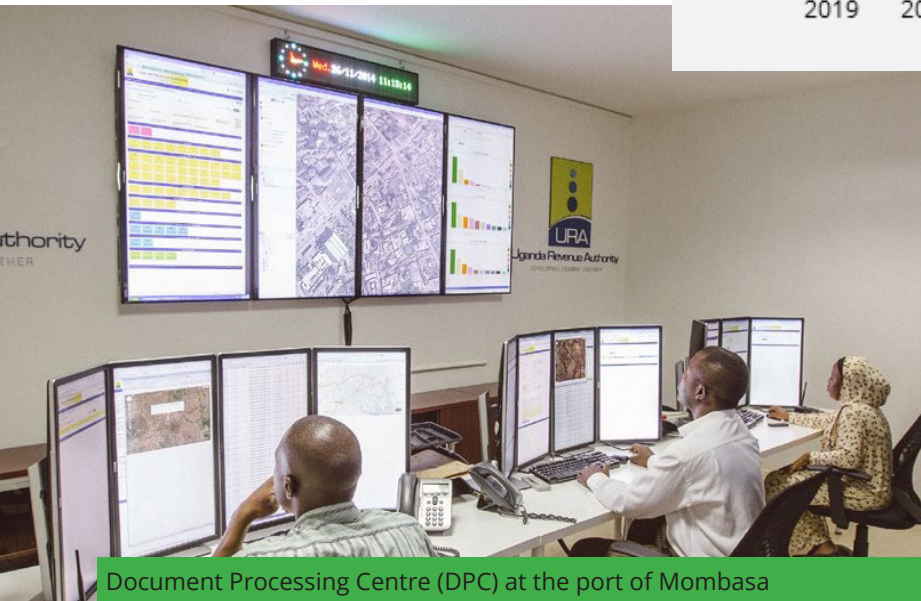
This refers to the time taken by Customs to pass an entry lodged by a clearing agent. This time bears a proportion to the total port dwell time.

The Mombasa Port and Northern Corridor Community Charter aims for this target to be real-time/instant by December 2020. Kenya Revenue Authority (KRA) commits to automate DPC process (Under ICMS) to be instant by accelerating DPC processes towards eventual completion and strengthen

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



Source: KRA 2019 and 2020



ICT infrastructure to minimize KRA customs' systems downtime and disruption. Figure 5 above illustrated performance of time taken for customs clearance at the DPC for the quarter ending March 2020 and the previous quarter. Results for 2020 show great improvement when compared to similar quarter 2019. This target heavily relies on the stability of SIMBA system, integrity of clearing agents, quality of declaration by the relevant agents and Document volumes waiting processing. However, from the foregoing, it is important to note that there has been reduction in the volume of cargo handled at the port due to the global pandemic of COVID-19.

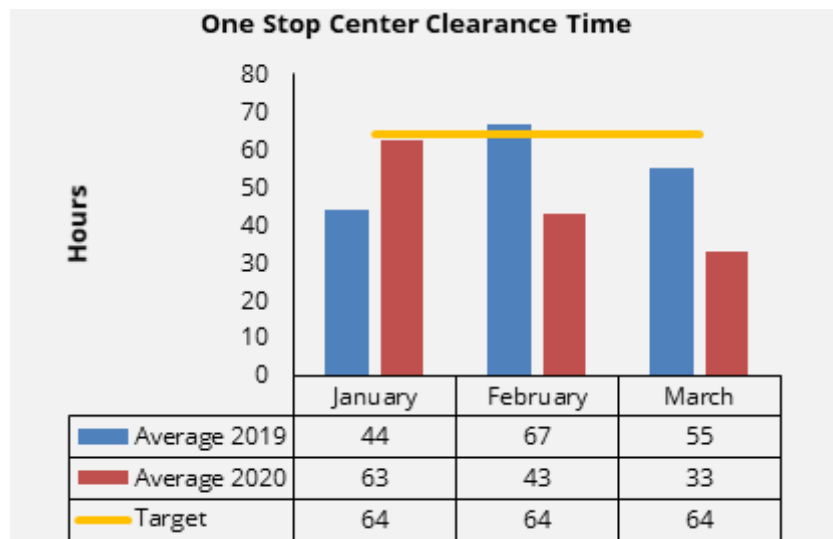
Document Processing Centre (DPC) at the port of Mombasa

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 issuance of release order by customs.

The Mombasa Port and Northern Corridor Community Charter sets to achieve 64 hours by December 2020; 48 hours by December 2022 and then 24 hours by December 2024 as the target for this indicator. As presented in figure 6 below, performance for the quarter ending March 2020 recorded positive achievement within set target of 64 hours. Performance improved significantly from 63 hours in January 2020 to 33 hours in March 2020.

Figure 6: Customs one stop clearance time at the port of Mombasa 2019



Source: KRA 2019 and 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.

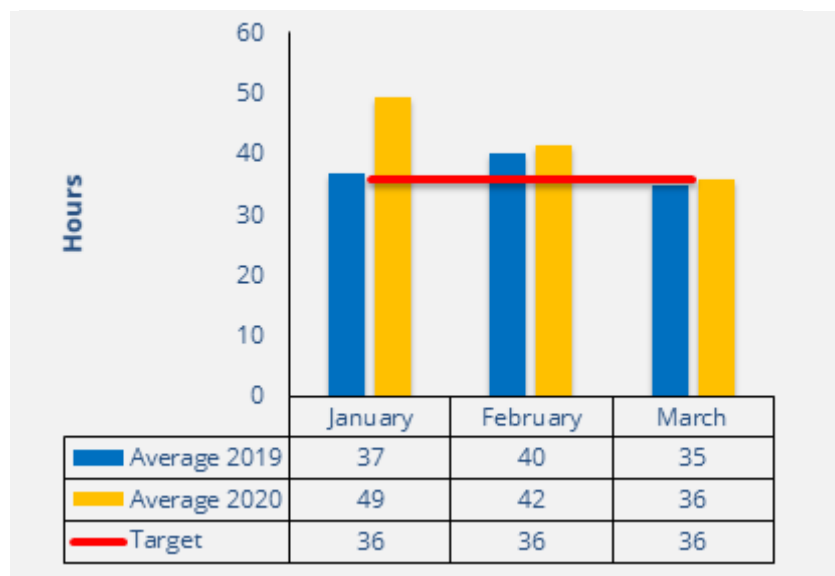


There have been great improvements in road infrastructure around the seaport and the Corridor at large as well as the implementation of Standard Gauge Rail which are bearing the desired outcomes to improve the delays after customs release indicator.

After cargo has been cleared by Customs, the Agent creates pick up order to which port charges are raised and invoiced. The Agent advises transporters to bring Trucks to the Port (in case of road transport modal shift) and the Agent pays charges as advised. Concurrently, Kenya Ports Authority (KPA) Security clerk generates position slip for truck and updates port charges on KWATOS. Pick up order is endorsed by KPA-logistics department, and then the truck is loaded and proceeds to the Port Gate; where the security Clerk checks and issues the exit note to the driver. The time taken after customs release has a significant bearing on the port dwell time.

Figure 7 shows that time taken after Customs have issued the transporter with a release order to actual exit from the Port, has significantly reduced for the quarter under review with the month of March 2020 displaying exemplary performance of 36 hours against the port charter target of 36 hours. However, the performance worsened slightly when compared to the similar quarter of 2019. Some of the commitments aimed at improving performance for this target include: automating gate clearance procedures and ensuring 24-hour operations which have been fully implemented. In addition, there have been great 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.

Figure 7: Time taken to exit the Mombasa Port after customs release in 2019



Source: KRA 2019 and 2020

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

The Mombasa Port and Northern Corridor Community Charter commits Rwanda Revenue Authority to facilitate fast processing release of transit cargo and to reduce clearance times for transit cargo. Figure 24 presents the time taken for Single Custom Territory (SCT) procedures for the year 2019 for Rwanda. The indicators analyzed include; customs entry release time, physical goods release processing time and delay after physical goods release time. The process of clearance under SCT is as follows:

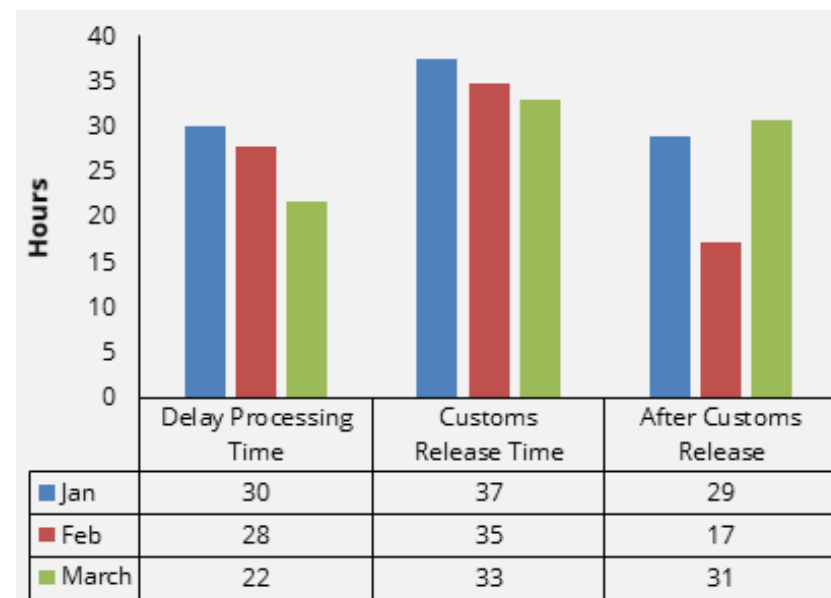
- The clearing agent lodges an entry into ASYCUDA which is interfaced with other agencies under a single window system (Rwanda Electronic Single Window) that allows all the border agencies to interface with ASYCUDA when a consignment is dealt with at Mombasa.
- The Agent self-assesses taxes/bond security and pays taxes in the bank where applicable.
- Customs processes and electronically issues entry release to Agent.
- If a consignment is dealt with at Mombasa, the Agent requests for physical release of goods from RRA Mombasa office; RRA issues a physical goods release order (Exit Note) to the Agent.
- Basing on the Exit Note, KRA processes final release of goods from the Port on Form C2 which accompanies the goods to exit border station and also seals the goods where applicable.
- Seals are applied at Mombasa and the other agencies conduct their procedures when the truck/goods arrive at the trader's premise in Rwanda.

From figure 8, the average time taken from passing a registered entry to the time of customs entry release improved marginally from 37 hours to 35 hours and further to 33 hours during the quarter under review. Performance for the “after customs release time” was not steady during the quarter varying from 17 hours to



31 hours. 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 exchange of data on goods being cleared is not efficient. There is need to adopt a single transit system for the Northern Corridor for clearance of internationally traded goods as recommended by earlier studies in order to address this problem.

Figure 8: RRA SCT release at the Port of Mombasa



Source: RRA 2020

4 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, the volume of traffic and transit time along the respective routes on the Northern Corridor.

4.1 Transit time in under SIMBA System Data

4.1.1 Transit Time in Kenya using SIMBA System Data

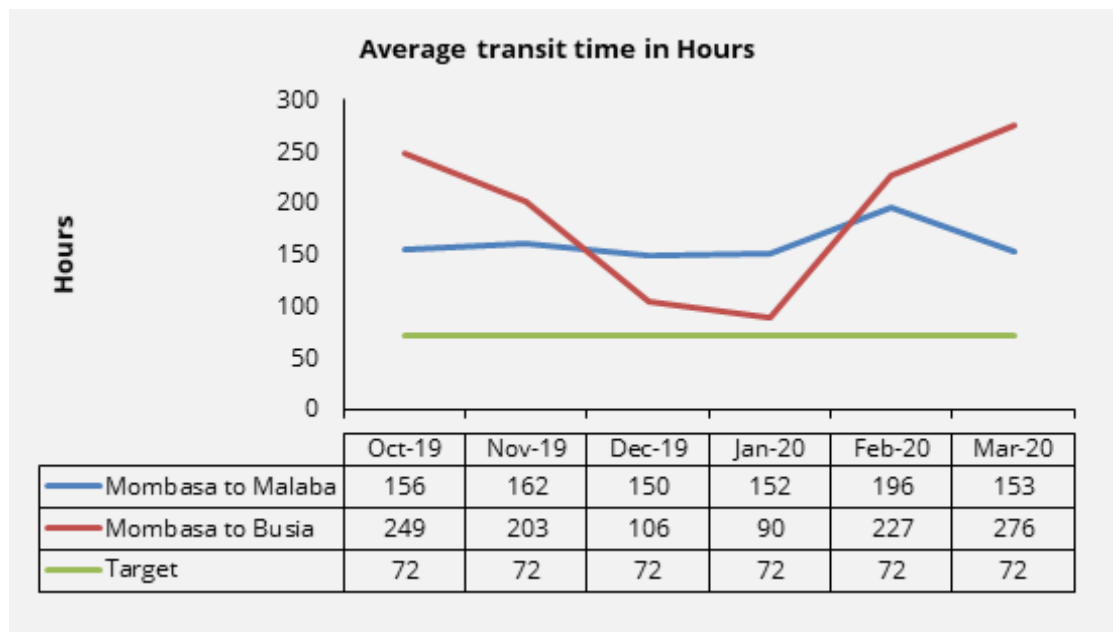
Transit time in Kenya is an estimate of the period from the time cargo is removed from the port of Mombasa to the time the export certificate is issued after crossing the border at Malaba or Busia.

The main Northern Corridor route runs from the port of Mombasa to Malaba and Busia borders. During the quarter under review (Jan to Mar 2020), a total of 29,145 trucks were sampled to measure the transit time from the port of Mombasa to Malaba border whereas a total of 315 trucks were sampled for the Mombasa- Busia route during the same period. All these trucks were issued with certificate of export at the respective borders.

The Mombasa to Malaba route covers a distance of approximately of 933 Km and Busia route covers a distance of about 947 Km. The performance on transit time on Mombasa- Busia route worsened from 90 hours to 227 hours and further to 276 hours for January 2020, February 2020 and March 2020 respectively. Similarly, the Mombasa- Malaba route witnessed the same trend

for transit time increasing from 152 hours in January 2020 to 196 hours in February 2020 as seen in figure 9 below. The poor performance could be attributed to the COVID-19 that has led to a lot of congestion at the borders due to mass testing and other regulations that Member States are enforcing to reduce the spread of the disease.

Figure 9: Transit time from Mombasa to Malaba and Busia in hours



Source: KRA 2019 and 2020

4.2 Transit time under the RECTs regime

Regional Electronic Cargo Tracking System (RECTS) was implemented in March 2018 with the objective of reducing the cost of cargo transportation along the Northern Corridor. RECTS allows Revenue Authorities in Rwanda, Uganda and Kenya to jointly and electronically track and monitor goods along the Northern Corridor from Loading (Departure) to destination within Kenya, Rwanda and Uganda. Currently KRA has about 3,000 R-ECTS gadgets accounting for only 15 percent of the transit cargo along the Corridor. Not all goods are tracked using ECTS. The scope of analysis on this indicator is only for goods tracked with the ECTS gadgets.

4.2.1 Transit Time in Kenya

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; 40 hours by December 2022 and 36 hours by December 2024. On the other hand, the Charter target for transit time from Mombasa to Busia is 65 hours by December 2020; 45 hours by December 2022 and 36 hours by December 2024.

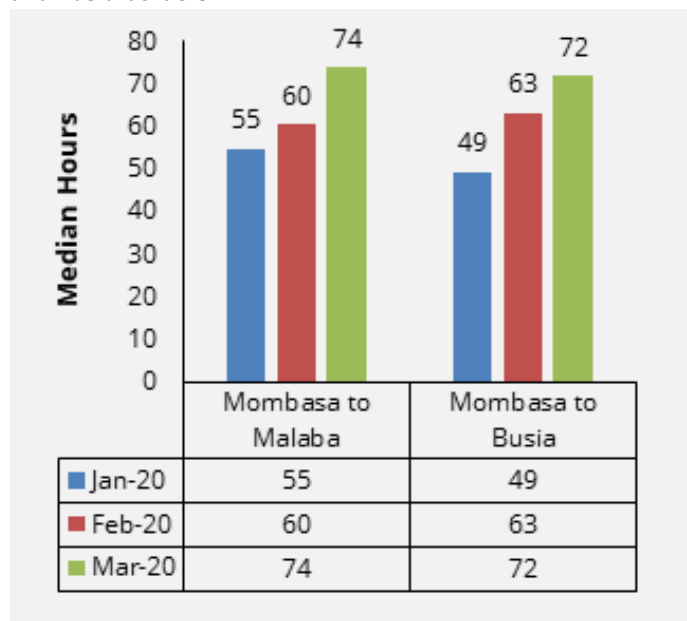


The Charter target for transit time from Mombasa to Busia is 65 hours by December 2020; 45 hours by December 2022 and 36 hours by December 2024.

Figure 13 gives trends of transit time from Mombasa port to Malaba and Busia borders for the trucks that were armed with RECTs gadgets. The sample population for Mombasa to Malaba route was 269 trucks whereas a total of 61 trucks were sampled for the Mombasa-Busia route during the review quarter.

From the statistics illustrated in figure 10 below, transit time from the port of Mombasa has been deteriorating significantly on the routes the quarter under review.

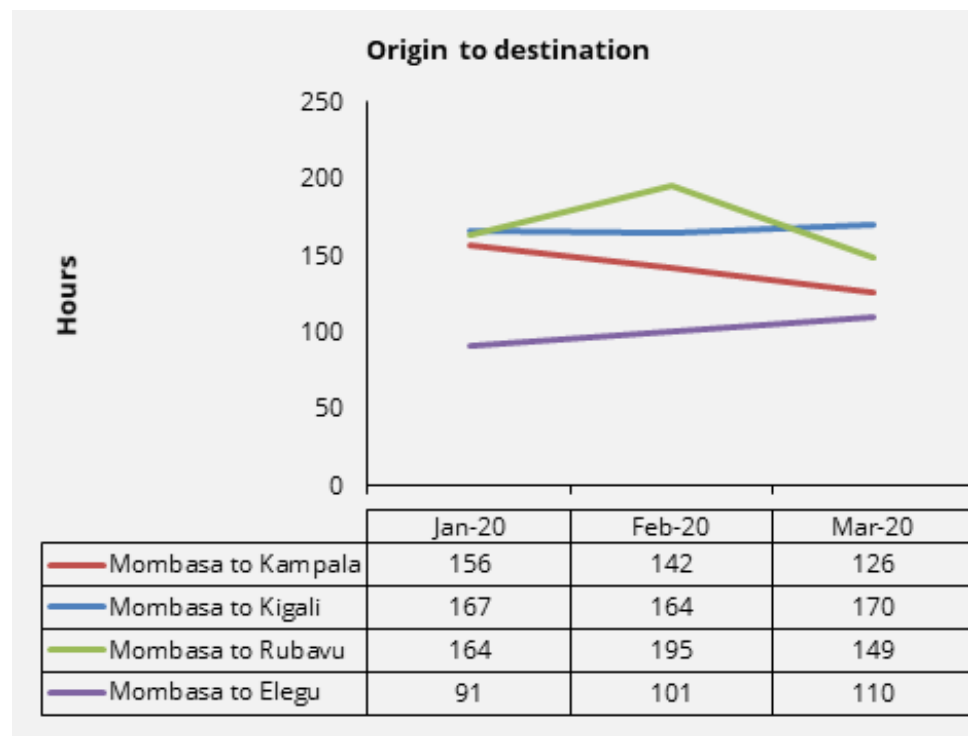
Figure 10: Transit time from the port of Mombasa to Malaba and Busia borders



Source: KRA 2020

Trucks that were sampled for analysis were distributed as follows; 713 trucks for the Mombasa- Kampala route, 1,292 trucks for the Mombasa- Kigali route, 2,004 trucks for the Mombasa- Elegu/South Sudan route. Average transit time varied on different routes depending on a number of factors such as distance, status of the road, non-tariff barriers among others as illustrated in figure 11 below.

Figure 11: Transit time from the port of Mombasa to various destinations



Source: KRA- ECTS 2020

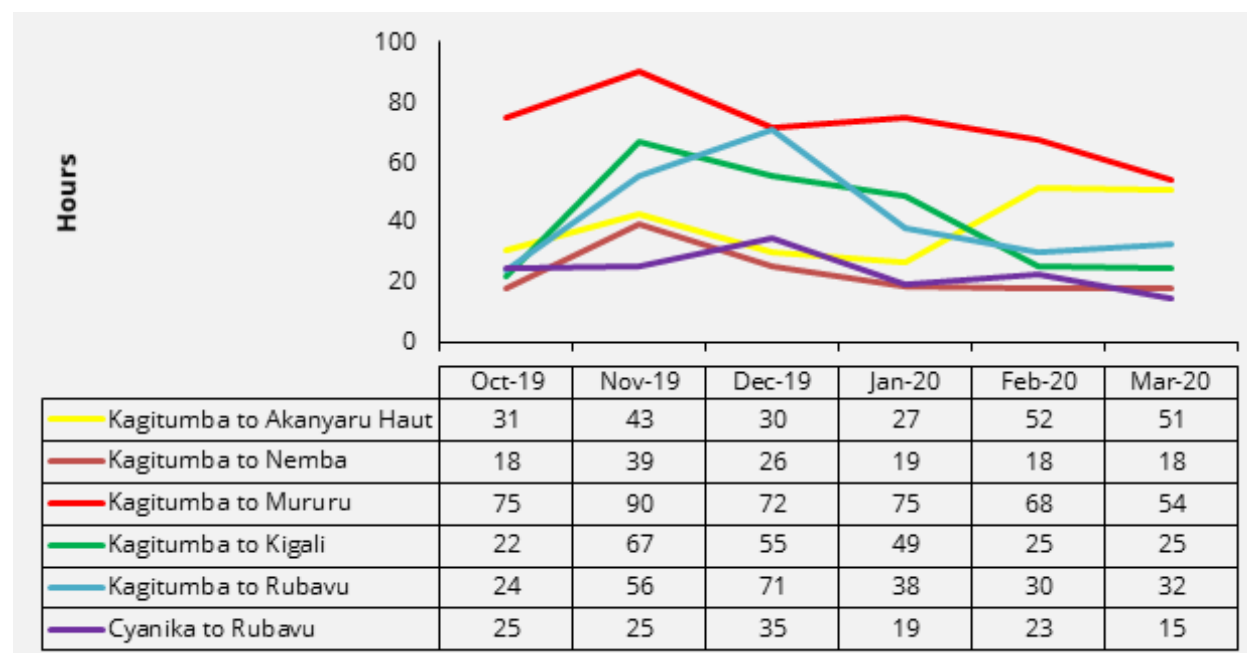
4.2.2 Transit Time in Rwanda

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 canceled on the exit border. Entry borders to Rwanda are; Kagitumba, Gatuna and Cyanika whereas exit Borders from Rwanda include; Rubavu; Akanyaru-Haut; Mururu and Nemba.

Figure 12 below shows the transit times in Rwanda on various routes for the quarter ending March 2020 using the Regional electronic cargo tracking system. From the analysis, average transit time improved on all the routes except for Kagitumba-Akanyaru route which saw an increase in transit time. During Jan-Mar 2020 quarter, average transit time varied depending on the

distance. However, Kagitumba – Nemba was the fastest route compared to Kagitumba – Kigali route, Kagitumba-Mururu route and Kagitumba – Akanyaru Haut routes over the review period. Cyanika - Rubavu was the slowest route and this was attributed to a highly winding terrain and the speed limit is 60km/hr for trucks.

Figure 12: Mean Transit time in from Kagitumba to other destinations bordering Rwanda 2019



Source: RRA – ECTS 2019 and 2020



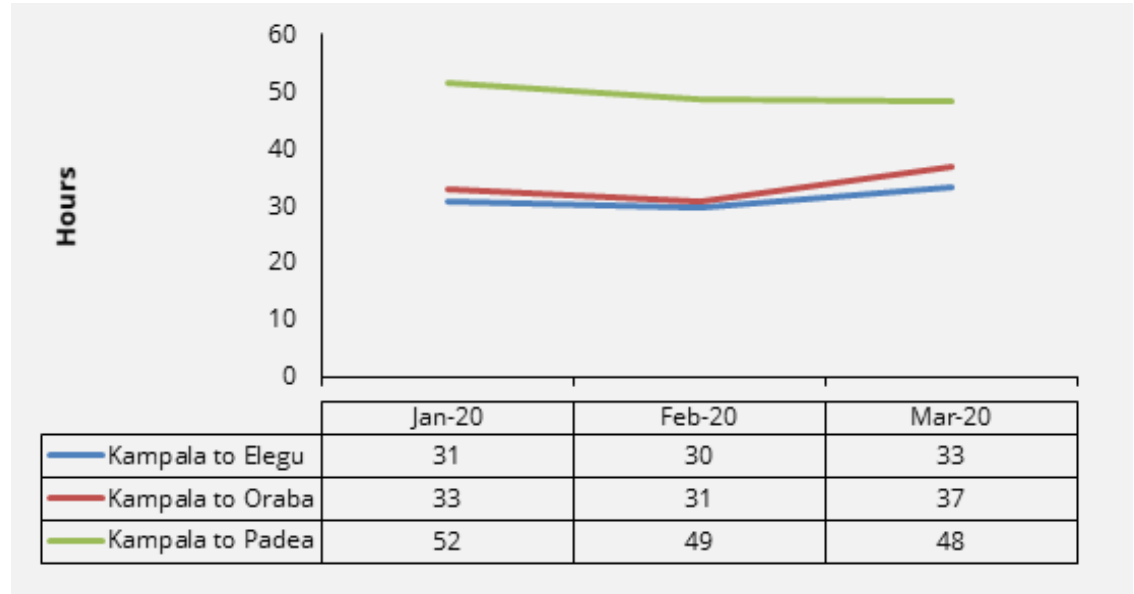
4.2.3 Transit Time in Uganda

Transits time in Uganda tracks the time taken to move cargo between Kampala and various borders between Uganda and Northern Corridor Member States as illustrated in the figure below. The transit time varied on different routes depending on a number of factors such as distance, status of the road, non-tariff barriers among



others. All the destinations analyzed from Kampala have seen a marginal increase in average transit in the review quarter. However, it should be noted that it takes shorter time from Kampala to Oraba which are the longest route than Kampala to Elegu the slowest route.

Figure 13: Average transit Time from Kampala in hours



Source: URA- ECTS 2020

Generally, transit time measured using RECTS is different from transit time measured using SIMBA system data since the former shows lower transit times whereas the latter involves a lot of human interference in acknowledgement of arrival of trucks at the different destinations.



Northern Corridor
Transit and Transport
Co-ordination Authority



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



@NorthernCorridor



NorthernCorridor