

THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY

SSATP Annual General Meeting

02-06 July 2018,
Hilton Transcorp, Abuja/Nigeria

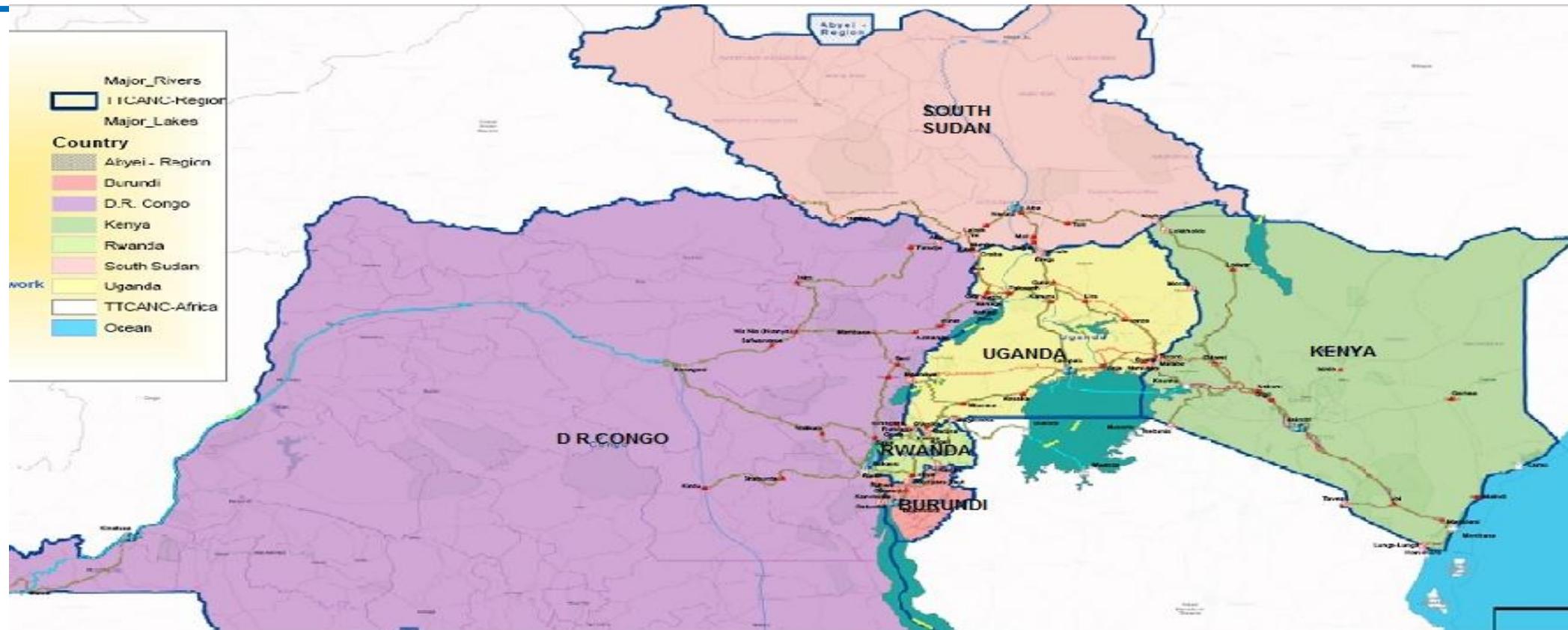


Northern Corridor Transit and Transport Coordination Authority

Outline

1. Northern Corridor **Member States**.
2. **Policy formulation** Mechanism.
3. Regular Facts Based Observatory **Reports**.
4. Key **End Users** and Frequency.
5. Observatory **Indicators & Portals** in Brief.
6. **Design** of Transport Observatory
7. Current **Performances** (highlights):
8. Conclusion.

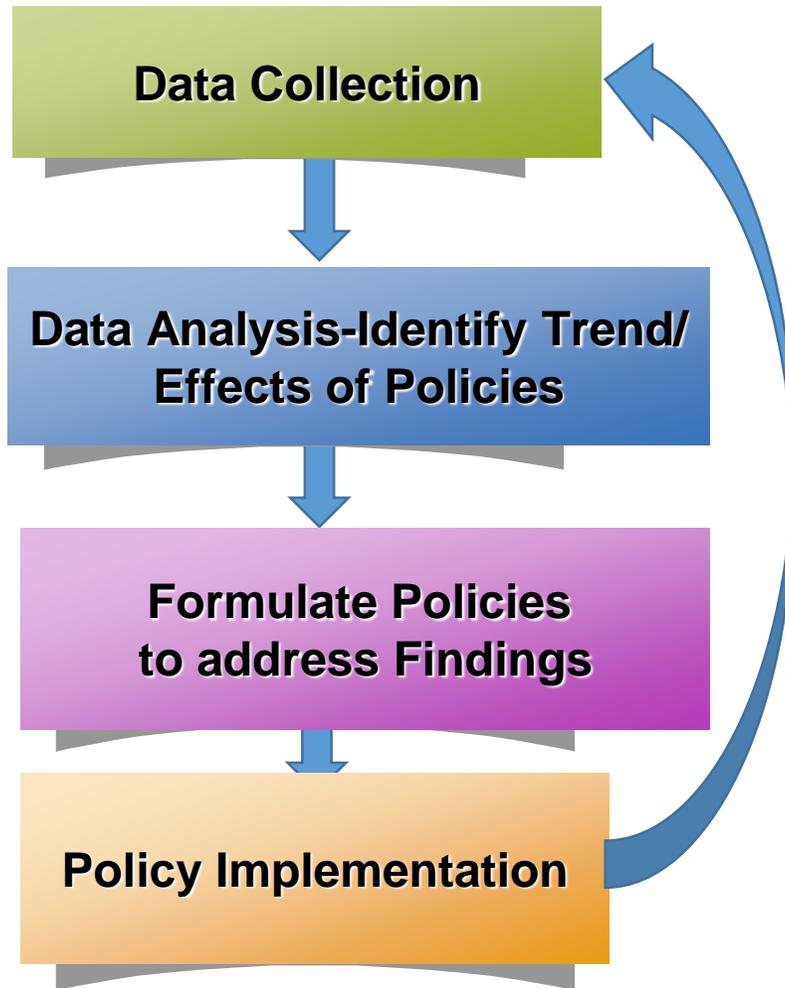
The Northern Corridor Member States



The NC is the transport Corridor linking the Great Lakes Countries of **Burundi, D. R. Congo, Rwanda, South Sudan and Uganda** to the **Kenyan** sea port of Mombasa.

The Corridor also serves **Northern Tanzania** and **Ethiopia**.

Policy formulation Mechanism in the NC



▪ **Transport Observatory is an online portal** accessed via <http://top.ttcancorg> or www.kandalakaskazini.or.ke in order to:

1. Identification of areas where improvements are needed in relation to agreed targets.
2. Provision of a set of tools for diagnosing problems.
3. Measuring the evolution of the Corridor hence establishing the effectiveness of programs designed to address identified bottlenecks.
4. Provision of key reliable information to policy makers to facilitate formulation of policies.

Facts Based Reports produced regularly.

1. Dashboard Report (Weekly):

- ✓ This report covers 9 key Performance Indicators and is **discussed every Friday** during the Port Community meeting at the **Port of Mombasa**.
- ✓ Public + Private Sectors are represented.

2. Port Community Monthly & Quarterly Report :

- ✓ They provide more comments and assist in **tracking the trend / effects of policies/measures taken**.

3. Bi-annual Transport Observatory Report:

- ✓ This is a comprehensive report (with around **35 Performance Indicators**).
- ✓ It helps to measure the **effectiveness of programs** designed to address identified bottlenecks.

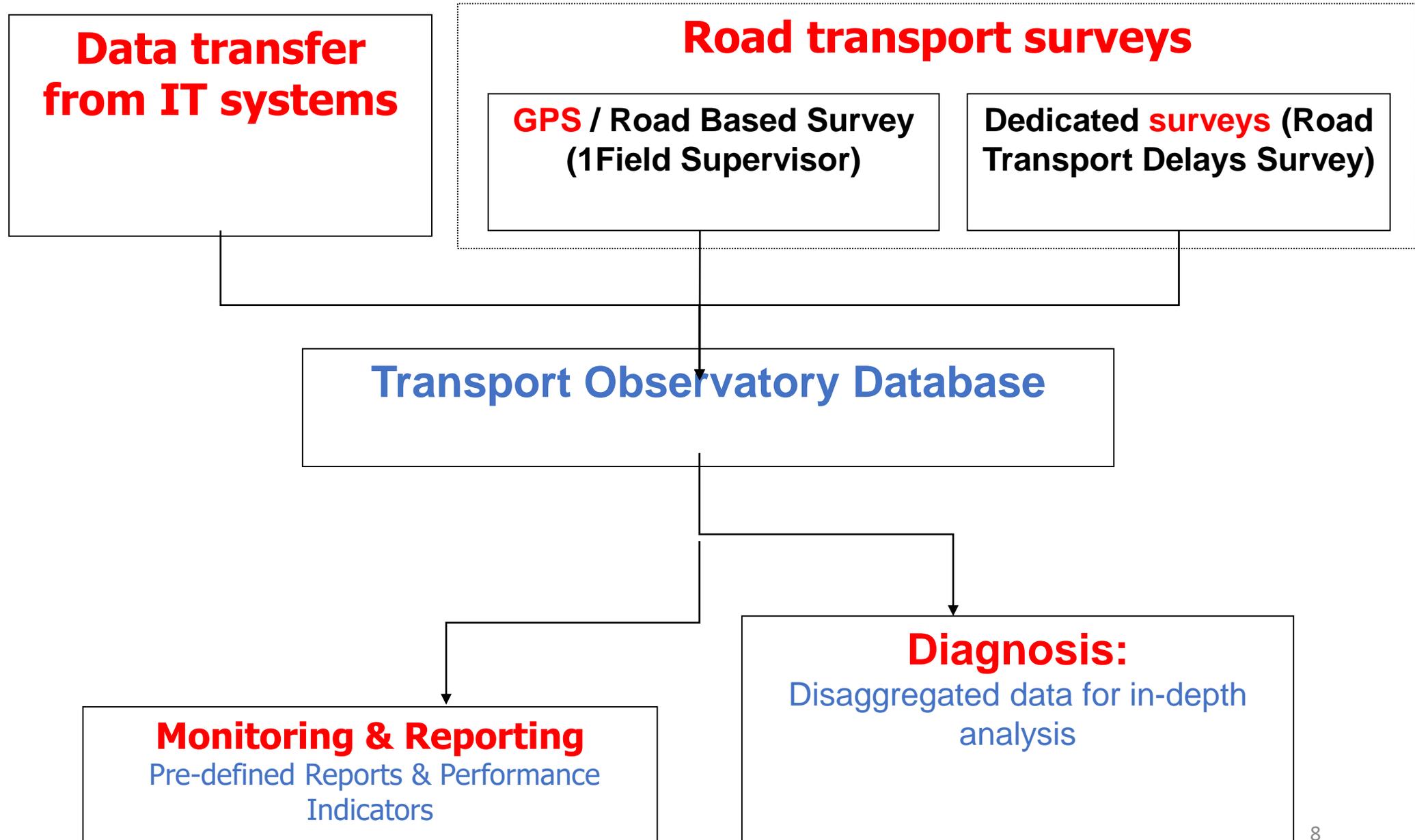
Key End Users and Frequency.

1. **Port Community Members** (Dashboard - Weekly)
 - ✓ Public + Private Representative from Kenya, Uganda, Rwanda, DRC, South Sudan and Burundi.
 2. **Policy Organs** (Quarterly);
 1. Council of Ministers
 2. Board Members
 3. Northern Corridor Secretariat (M/E)
 3. **Stakeholders** (Public / Private Sector); etc.
 4. Heads of States Summit of the **NC Integration Projects (NCIP): 4 months**
 6. **Partners and Donors.**
 7. **Others:** Academia, Media, etc.
- (The number of online visitors varies **between 803 – 1,200** per month.)

Observatory Indicators and portals in brief

Observatory Portals	Indicator Categories	Portal Links	No of indicators
Main Transport Observatory Portal & Geographical Information System (GIS)	1. Volume & Capacity	http://top.ttcanc.org	6
	2. Transit times & delays		12
	3. Efficiency & Productivity		7
	4. Cost & Rates		5
Dashboard	1. Maritime.	www.kandalakaskazini.go.ke	2
	2. Port Indicators		4
	3. Corridor		3

Design of the NC Transport Observatory System.



Data Sources & Data Providers.

a. Data Sources:

- Electronic data (Ports, ICDs, Revenues, Roads, Rails and Pipelines Authorities);
- GPS + Road Surveys data;
- Specialized audits.

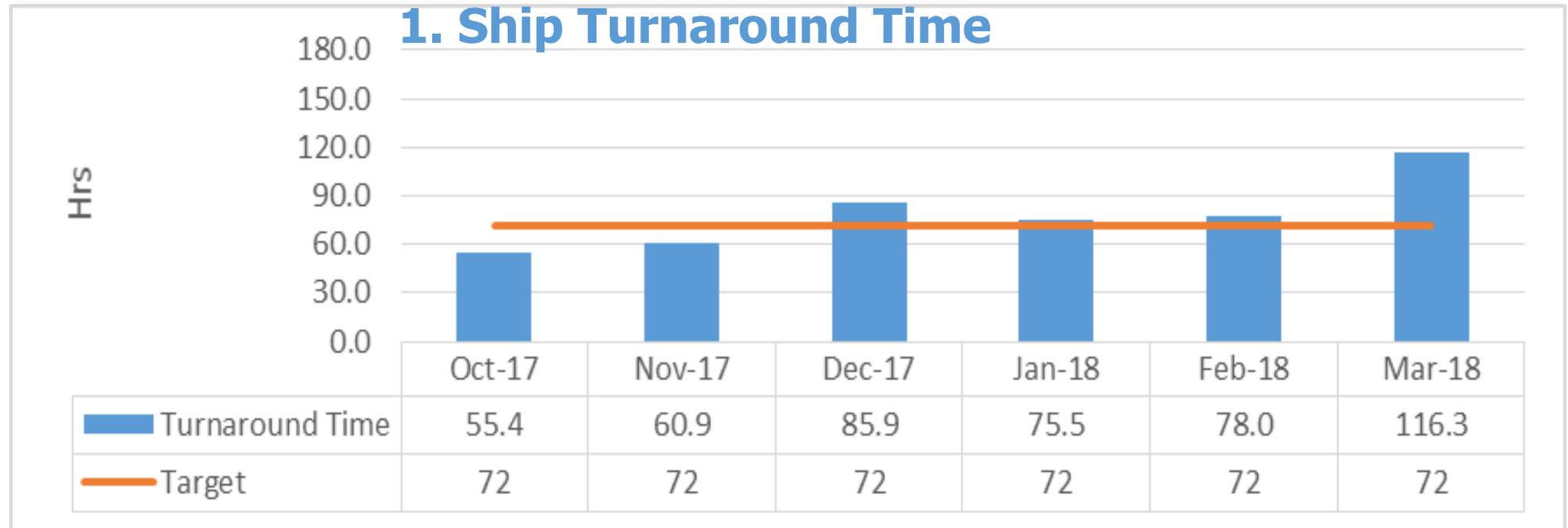
b. Data providers:

1. Ports Authorities & ICDs
2. Revenues & Road Authorities;
3. Ministries of Transport.
3. Transporters' Association
4. Railways' Corporations.
5. Pipelines Corporations;
6. Safety Data Providers,
7. Others: Bureaus of statistics, National banks.

(i) The following slides highlights recent indicators for the period Oct 2017 – March 2018.

C. Highlights on some NC Performances Indicators

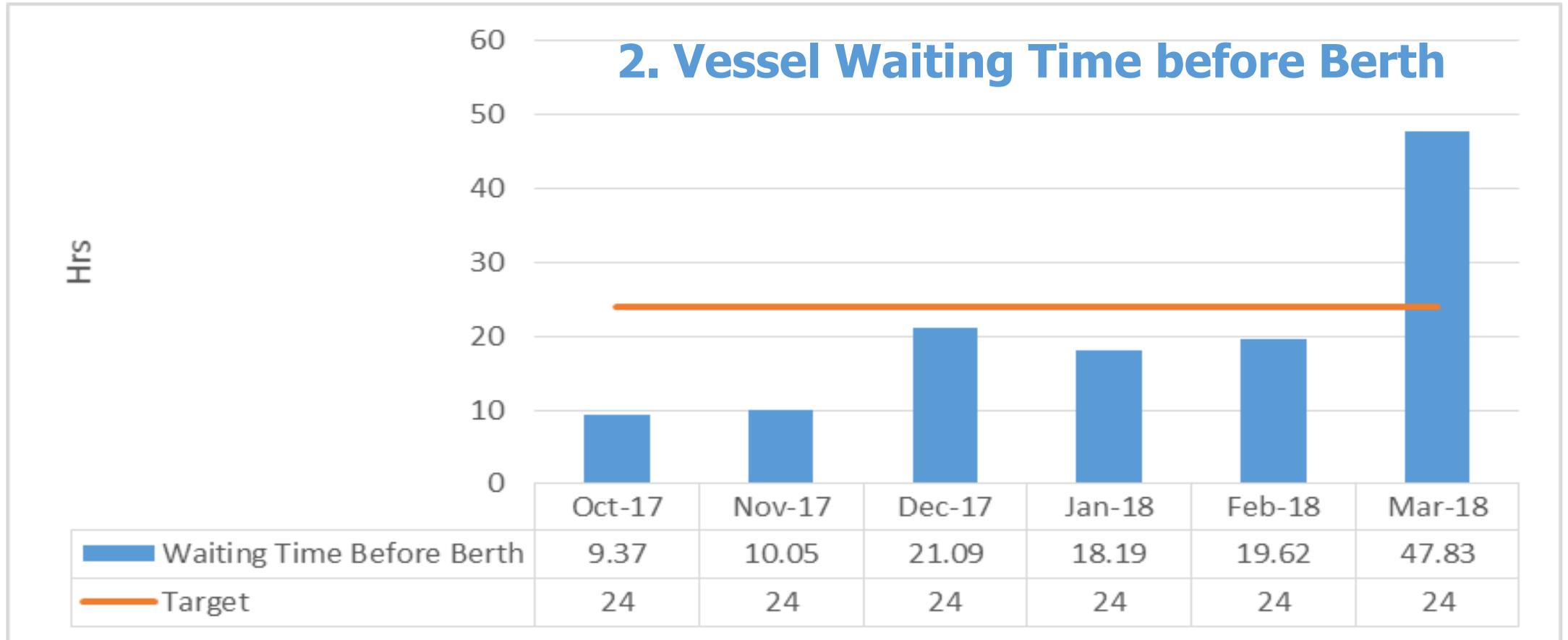
Maritime Indicator



- ✓ The **average** Ship Turnaround time for the last six months Oct - March 2018 was **77.9 hours** which is **an improvement** from an average of **102.7 hours** registered **during** the previous six months period (**April- Sept. 2017**).
- ✓ The performance is partly attributed to **availability of equipment**, **improved productivity of the gangs** and the implementation of **Fixed Berthing Window** by the Port.

Highlights on some NC Performances Indicators

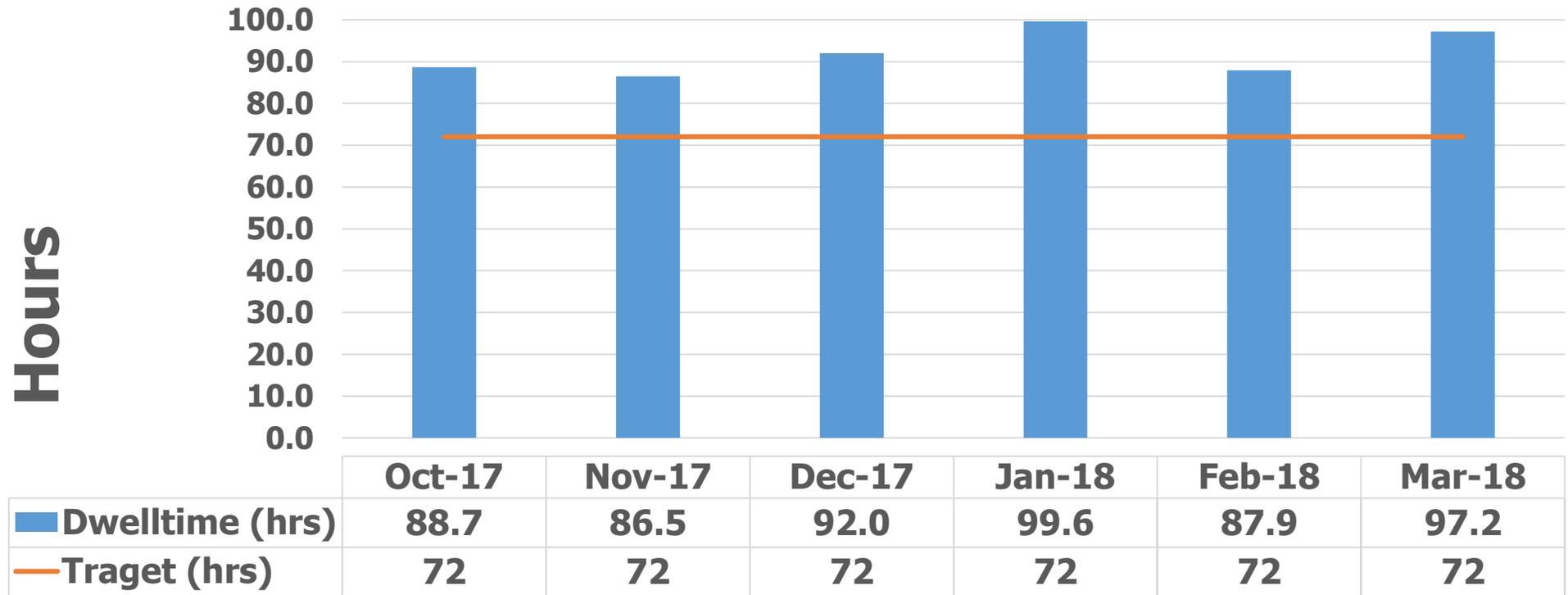
Maritime Indicator



- ✓ The **average Vessel waiting time before berth** for the period Oct 2017 – March 2018 was **20.5 h**. During the same period (**Oct. 2016 - March 2017**), the average waiting time was **22.8 hours**.

Highlights on some NC Performances Indicators

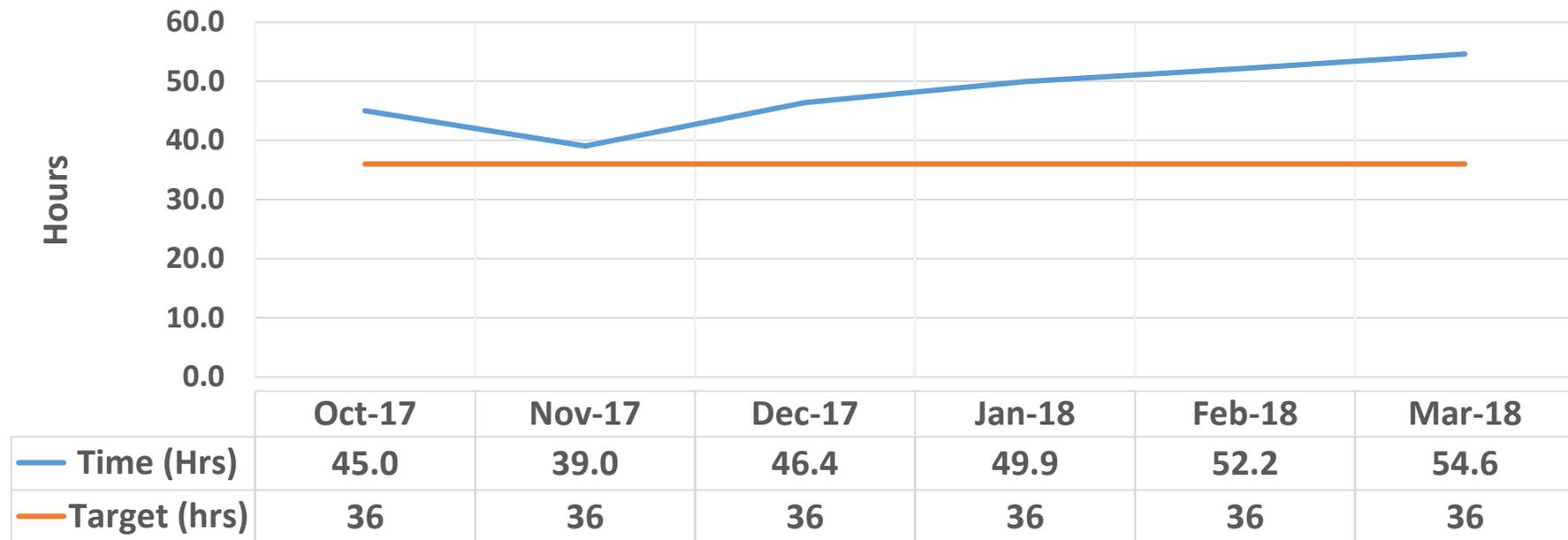
7. Containerized Port Dwell time (hours)



- (i) Average Dwell Time is the time that elapses from the time cargo arrives at the Port to the time it leaves the Port premises.
- (ii) The **target of 72 hours** (3 days) is **about to be achieved**.
- (iii) We expect this performance to increase as soon the **Standard Gauge Railway operations are streamlined**.

Highlights on some NC Performances Indicators

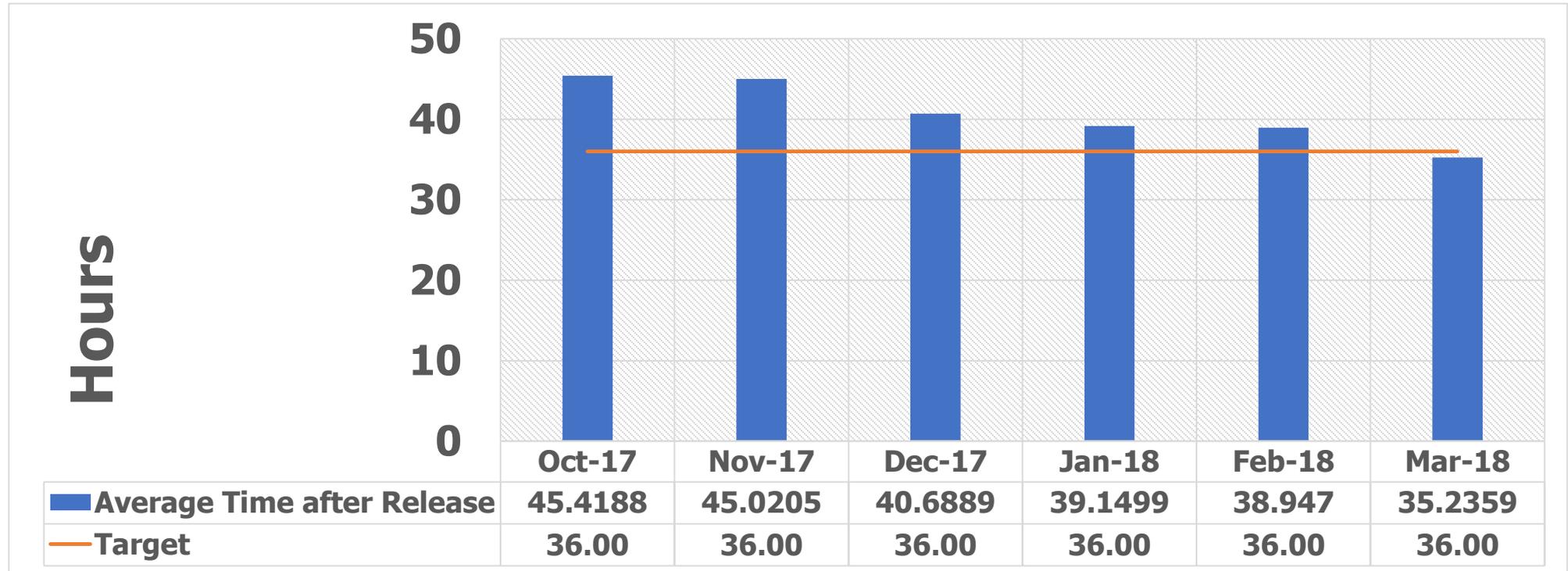
Time Taken at One Stop Centre (Hour)



- ✓ This indicates a decrease in the performance at the One Stop Centre where the trend seems to be moving away from the set target of 36 hours.
- ✓ This poor performance could be partly attributed to uncoordinated joint verification of cargo and late submission of documents by clearing agents.

Highlights on some NC Performances Indicators

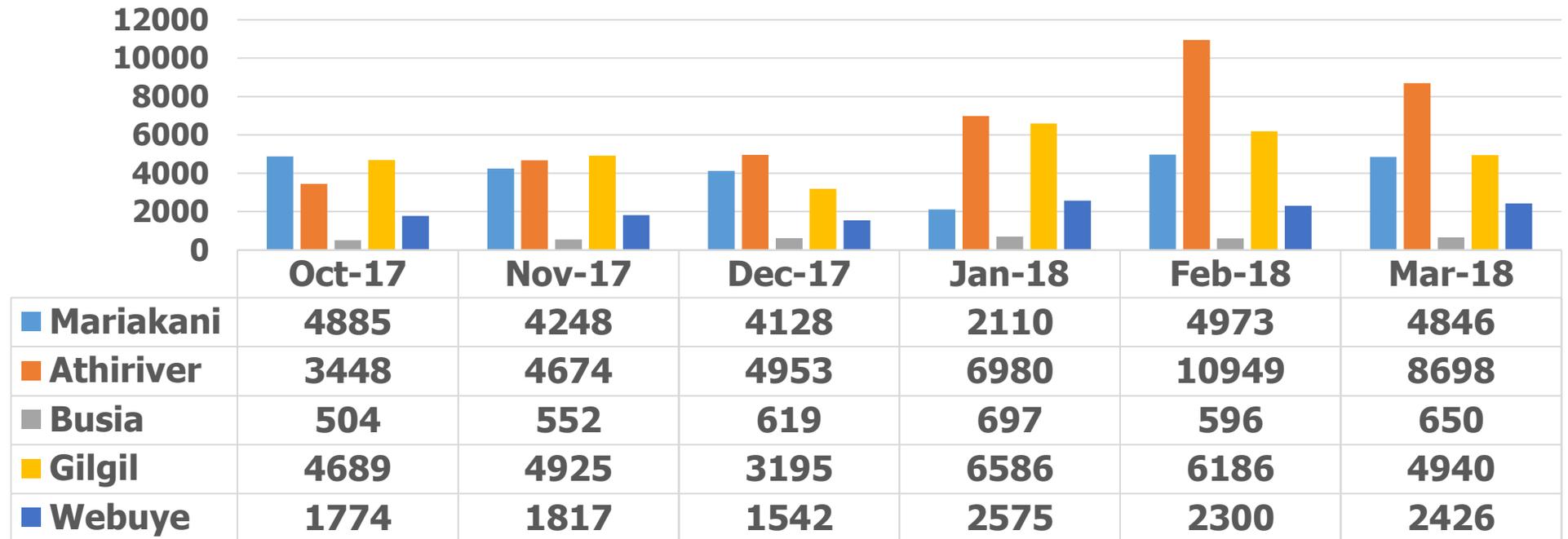
8. Time Taken to Evacuate Cargo from Mombasa Port after Customs Release



- (i) The **average was 42.97hours**. The previous similar period between October 2016 and **March 2017 was 43.33 hours**. These delays are mainly attributed to the owners of cargo and their agents.
- (ii) **The roads infrastructure improvements** around the Port together with the launch of **SGR** are expected to improve further this indicator.

Highlights on some NC Performances Indicators

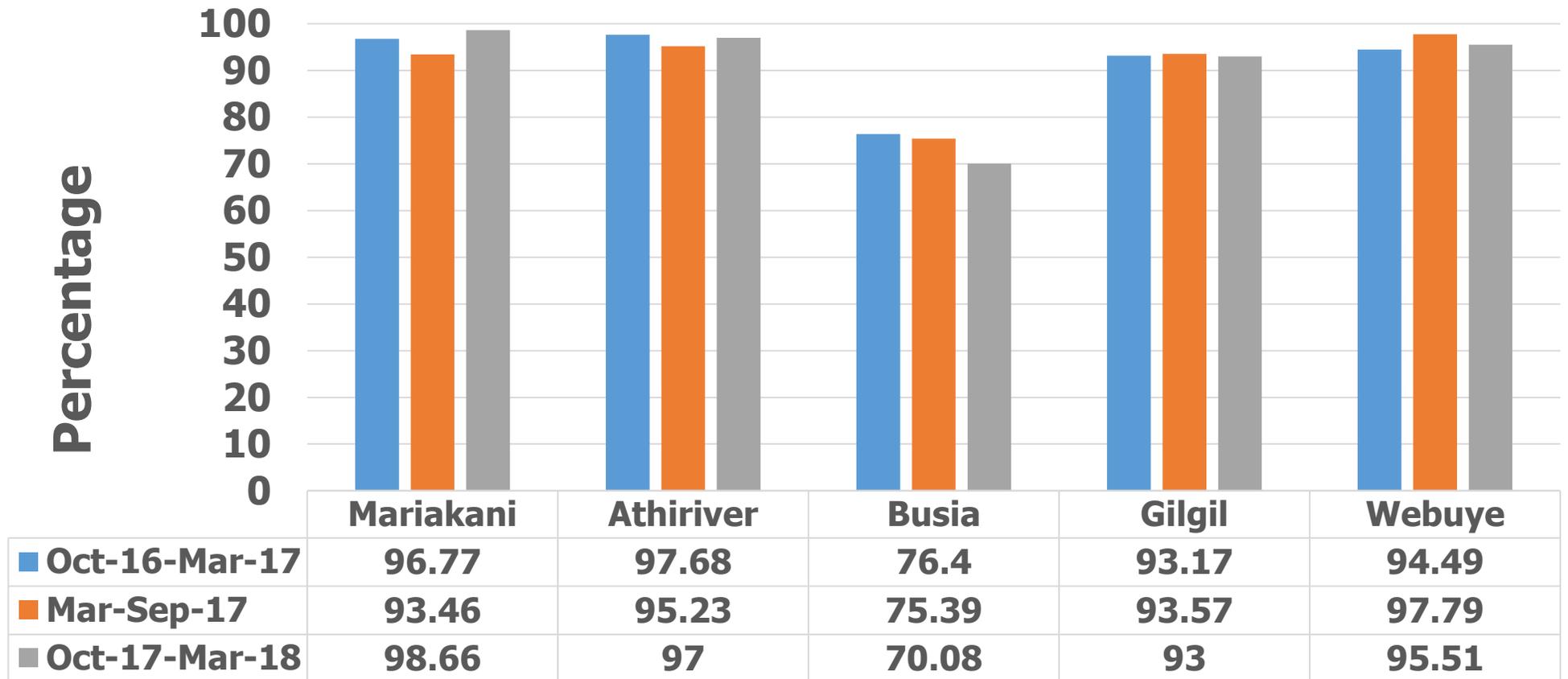
4. Daily Traffic Volume / Roads, Kenya



- (i) The daily traffic is particularly high at **Athi-River** weighbridge (with **10,949, Feb 2018**), followed by **Gilgil** (**6,586, Jan 2018**) and **Mariakani** (**4,973 in Feb. 2018**) – Any incident is likely to cause serious delays in traffic.
- (ii) Without a system such as **High Speed Weighing In Motion (HSWIM)**, this would be impossible to weigh all these trucks using static weighbridges.¹⁵

Highlights on some NC Performances Indicators

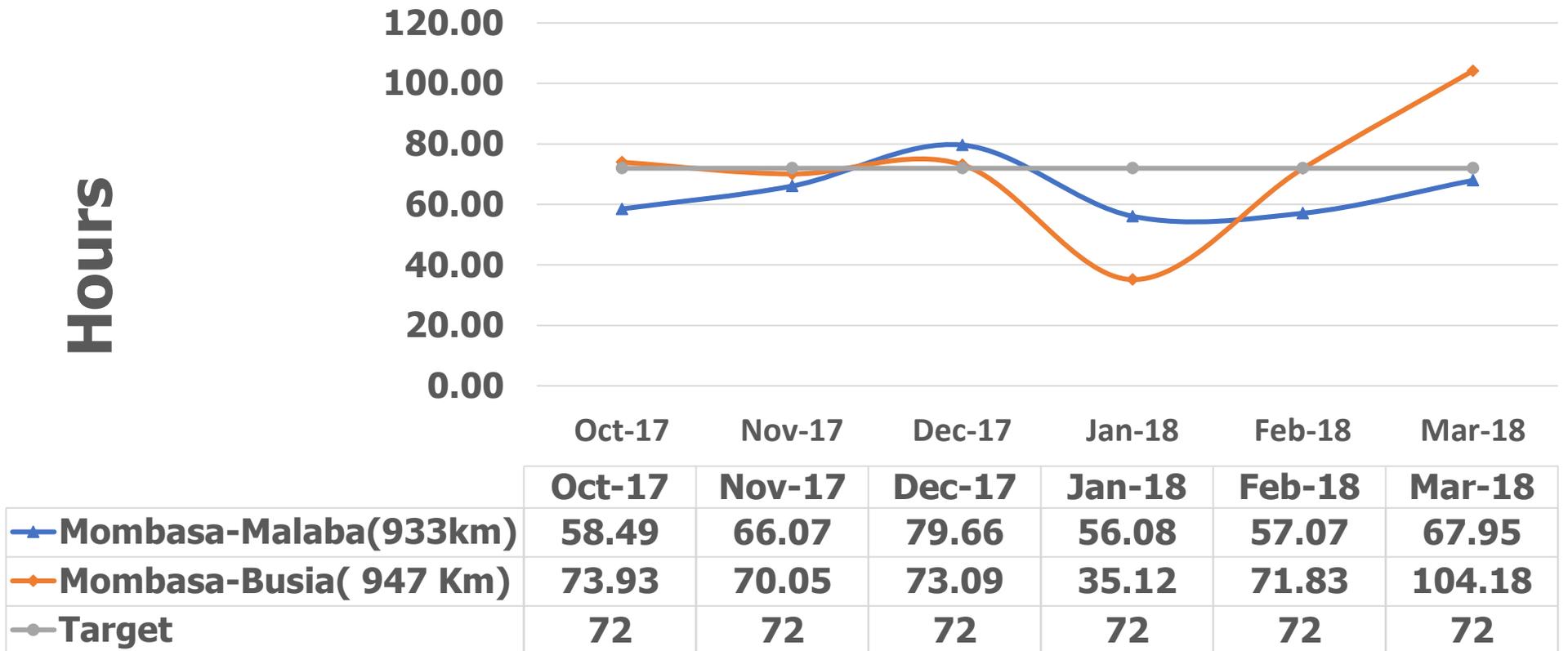
6. Weight Compliance Level in Kenya (both GVW & AVW Limits)



- (i) Compliance with vehicle load limits in Kenya has been **above 90% all the time** except **at Busia** weighbridge where compliance **has been on the decline (below 80%)**.
- (ii) This performance is attributed to various reasons including the implementation of the **Self Regulatory Charter** and the **sensitization campaign**.

Highlights on some NC Performances Indicators

9. Average Transit Time in Kenya - Mombasa to Malaba/Busia

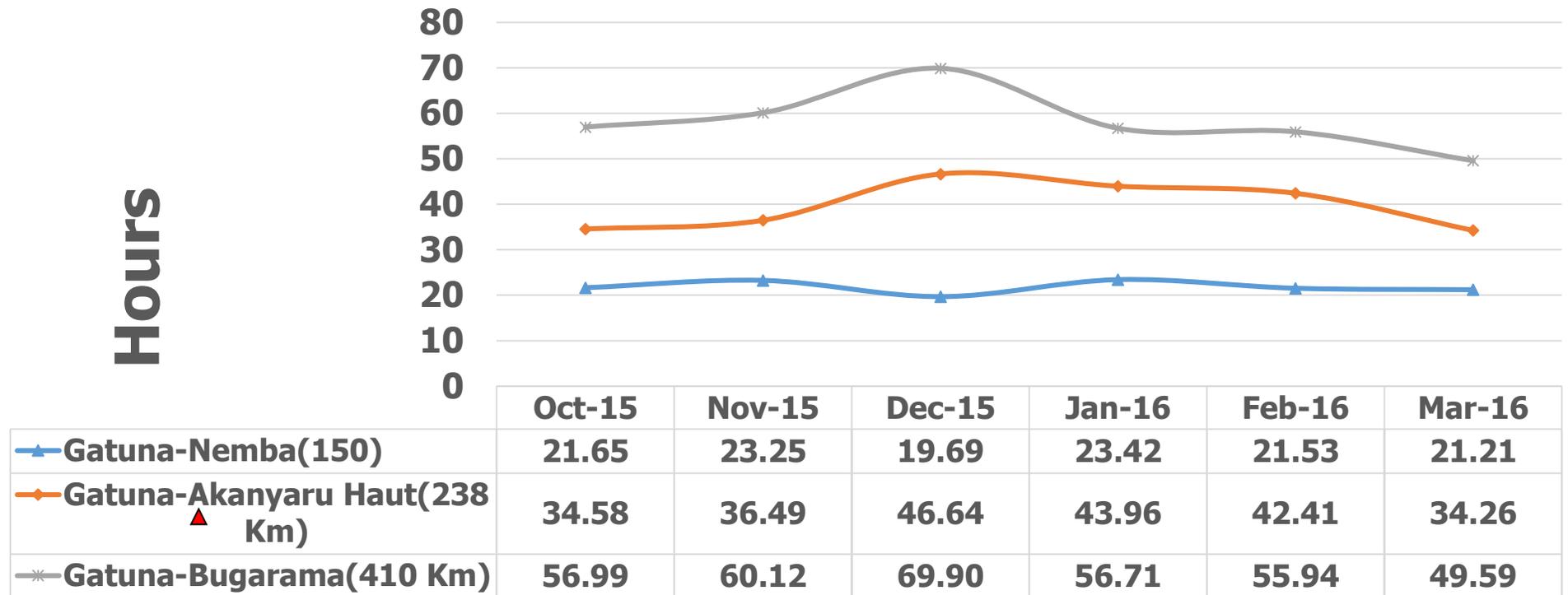


(i) This is measured from the time the truck **starts the journey** in Mombasa to the time it **reaches the border** at Malaba (933 Kms) or Busia (947 Kms).

(ii) The average transit time from Mombasa to Malaba & Busia was **2.6 days (64.2 h)** in Malaba **and 2.9 days (71.3 h)** in Busia.

Highlights on some NC Performances Indicators

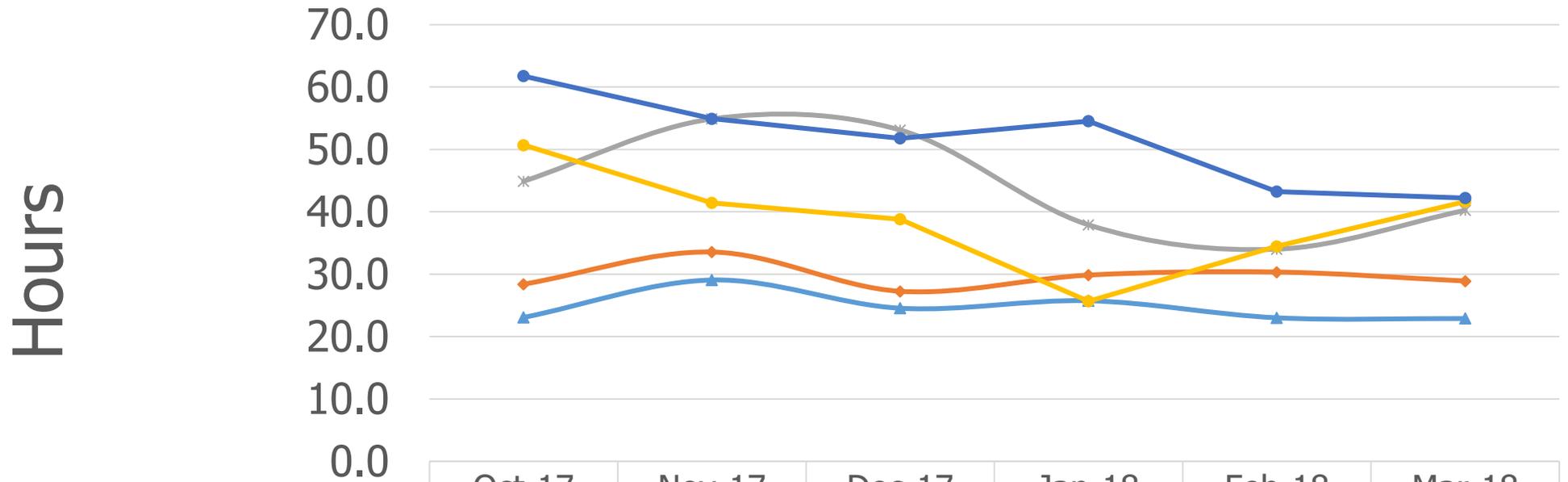
10. Transit Time in Rwanda (Oct 2017 – Mar. 2018)



(i) The average transit time from Gatuna to Nemba (150 Kms) was **0.9 days** (21.7 hours) and **1.6 day** (39.7 hours) to Akanyaru-Haut (Borders with Burundi).

Highlights on some NC Performances Indicators

11. Transit Time in Uganda (Hrs) from Malaba



	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18
Malaba-Elegu(497km)	23.1	29.1	24.6	25.8	23.0	22.9
Malaba-Goli(497Km)	28.4	33.6	27.2	29.9	30.3	28.9
Malaba-Mpondwe(678km)	44.9	54.9	53.1	37.9	34.0	40.2
Malaba-kampala(236km)	50.7	41.4	38.8	25.7	34.5	41.6
Malaba-Katuna(668Km)	61.8	54.9	51.8	54.5	43.3	42.2

- (i) In **March 2018**, the average Transit Time between **Malaba and Katuna** (668 Km) has **decreased** from **61.8 hours** (Oct. 2017) to **42.2 hours** (Mar 2018).
- (ii) From **Malaba to Kampala** (236 Km) the average transit time it takes is **38.7** Hours.

New Indicators will include

- (i) Intra-regional Trade (**Formal & Informal Trade** between Member States)
- (ii) Road **Safety** Indicators
- (iii) Standard Gauge Railways (**SGR**)
- (iv) **Green Freight Transport** Indicators (emissions at the Port & Corridor).



THANK YOU
Aloys Rusagara
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