THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY

SSATP Annual General Meeting

02-06 July 2018,
Hilton Transcorp, Abuja/Nigeria
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 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.
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.)
<table>
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<th>Observatory Ports</th>
<th>Indicator Categories</th>
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<td>3. Efficiency &amp; Productivity</td>
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<td>4. Cost &amp; Rates</td>
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<td>Dashboard</td>
<td>1. Maritime.</td>
<td><a href="http://www.kandalakaskazini.go.ke">www.kandalakaskazini.go.ke</a></td>
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Design of the NC Transport Observatory System.

Data transfer from IT systems

Road transport surveys
- GPS / Road Based Survey (1 Field Supervisor)
- Dedicated surveys (Road Transport Delays Survey)

Transport Observatory Database

Monitoring & Reporting
Pre-defined Reports & Performance Indicators

Diagnosis:
Disaggregated data for in-depth analysis
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,

(i) The following slides highlights recent indicators for the period Oct 2017 – March 2018.
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.
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.
(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.
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.
The average was 42.97 hours. 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.

The roads infrastructure improvements around the Port together with the launch of SGR are expected to improve further this indicator.
(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.
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%).

This performance is attributed to various reasons including the implementation of the Self Regulatory Charter and the sensitization campaign.
(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.
(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).
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).

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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