Northern Corridor Policy Formulation Mechanism & Performance Indicators

8-10 December 2015
Intercontinental Hotel – Nairobi, Kenya

Northern Corridor Transit and Transport Coordination Authority
In this Presentation

A. Policy Formulation Mechanism in place.
B. Online Observatory Traffic.
C. Performance Indicators and Data Sources.
   1. Ship Turnaround Time.
   2. Ship Waiting Time.
   3. Containerized Dwell Time at the Port.
   4. Transit Times in Kenya
   5. Transit Times in Uganda.
   6. Transit Time in Rwanda.
   7. Road Conditions.
   8. Weighbridge Compliance
A. Policy formulation Mechanism in place.

Tool: Transport Observatory online Portal

1. Identify areas where improvements are needed (in relation to agreed targets).

2. Provision of a set of tools for diagnosing problems.

3. Measure the evolution of the Corridor and establish the effectiveness of programs designed to address the bottlenecks identified.

4. Provision of key reliable information to policy makers to facilitate formulation of policies (Country Level and Regional Level – e.g. NCIP).
A. Policy formulation Mechanism (cont).

**Facts based Reports produced include:**

- **Dashboard Report (Weekly):**

  This report covers 9 key Performance Indicators and is discussed every Friday during the Port Community meeting.

- **Port Community Charter Report:**

  This report which is produced on quarterly basis also covers 9 Indicators as the dashboard and tracks the trend / effects of policies/measures taken following:

  (i) The Port Community charter signed since 30 June 2014 (by 25 public & private Entities to improve port performances) and
A. Policy formulation Mechanism (cont).

Facts based Reports produced include:

(i) The Self Regulatory Vehicle load Control Charter signed on 14 October 2014 (by 14 public & Private Different Entities to comply with Vehicle load limits).

- **Bi-annual Transport Observatory Report:**
  This is a comprehensive report covering more than 31 Performance Indicators. It helps to measure the effectiveness of programs designed to address identified bottlenecks.
The Transport Observatory is an online portal that is accessed via http://top.ttcancorg or www.kandalakaskazini.or.ke.

The No. of visitors has been on the rise. The highest no. Of 1,892 visitors/month was observed during the month of May 2015.

Currently, the Observatory is being used to inform various reports in the Region (including the Impact Assessment study of NCIP, the Time Release Study, etc.)
C. PERFORMANCE INDICATORS & DATA SOURCES

✓ NC Performance Indicators are in four categories:
  - Volume and Capacity,
  - Transit time and Delays,
  - Productivity and Efficiency,
  - Cost and Rates.

Data Sources include the following:
(i) Stakeholders Electronic Data Operations Systems;
(ii) Road /GPS Based Surveys;
(iii) Road transport Surveys;
(iii) Specialized Surveys e.g. Border Audit.

The following slides highlights some indicators since January 2015 up to September 2015.
1. Ship Turnaround Time at the Port, Apr – Sept. 2015

(i) This indicator is measured from the time the vessel arrives at the port area to the time it is piloted off when departing the Port;

(ii) The Ships turnaround ranged between 3.04 days (73 hours) and 7.4 days (177.28 hours) which is higher than the target of 72 hours (3 days);

(iii) The monthly average turnaround time is improving over time, almost achieved the set target of 72 hours in month month of October.
2. The ship Waiting Time before Berth

(i) This indicator is measured from the time the vessel arrives at the fairway buoy to the time at its first berth; It is a component of ship turnaround time.

(ii) A Positive trend was observed even beyond the set target of 24hrs in Aug, Sept & Oct 2015. The indicator registered its best time of 13.5 hours in August 2015.

(iii) This commendable performance can be attributed to various operational reasons e.g. availability of berthing space, the Fixed Berthing Window Initiative; etc.
3. Containerized Cargo Dwell Time at the Port, Jan – Oct. 2015

(i) Containerized dwell time is the measure of time that elapses from the time cargo arrives at the Port to the time it leaves the Port premises (mainly for transit cargo).

(ii) Containerized Port dwell time ranged between 3.6 days to 5 days which is higher than the target of 3 days (72 hours).

(iii) However the trend indicates a continuous improvement in the 10 months period

(ii) The Transit time in Kenya fluctuated between 6 days and 8 days for Malaba and 6 days to 9 days for Busia.

(iii) The Target is 5 days and the distance Mombasa – Malaba/Busia is 933 and 947 km respectively.
(i) There is a decreasing Trend of average transit time from MALABA to KATUNA from 111 hours (4.6 days) in January to 52 hours (2.2 day) in Aug. 2015.

(ii) The distance between Malaba-Katuna is 668 Km and the Target transit time is 60 Hours (2 ½ days).
6. Transit Times in Rwanda, Jan – Sept 2015

(i) The Average transit time from Gatuna (Border with Uganda) to Akanyaru-Haut (Border with Burundi) has been decreasing from 29 hours (1.2 days) in March 2015 to about 15.8 hours (about half a day) in October 2015.

(ii) The distance between Gatuna-Akanyaru is 236 Km and the Target transit time is 12 Hours (½ day).
7. Condition of the Road as of September 2015

<table>
<thead>
<tr>
<th>Road Condition</th>
<th>Good</th>
<th>5,050</th>
<th>39%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fair</td>
<td></td>
<td>3,020</td>
<td>24%</td>
</tr>
<tr>
<td>Bad</td>
<td></td>
<td>4,826</td>
<td>37%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>12,886</td>
<td>100%</td>
</tr>
</tbody>
</table>

- 4,816km (37%)
- 5,050km (39%)
- 3,020km (24%)
8. Weighbridge Compliance levels (contd).
- In Kenya, Jan. – June 2015

(i) In Kenya, compliance to Vehicle weight limits varies between 80 – 97.4%. Athiriver registered higher levels of compliance (over 95%) from Feb. 2015 – June 2015.

(ii) The target is to have **100% compliance** with vehicle weight limits.

(iii) There is Need to promote a culture of compliance to protect roads & people.
(i) Lower Axle load compliance at all the weighbridges (21 – 81%) with Magamaga weighbridge registering lowest compliance levels.

(ii) The target if to have 100% compliance for Gross and Axle load limits.

(iii) There is need to fast track the drafting of and implementation the charter against overloading in Uganda. This initiative started earlier this year with SSATP Support and is still on going.
THANK YOU