

# **Northern Corridor Policy Formulation Mechanism & Performance Indicators**

**8-10 December 2015  
Intercontinental Hotel – Nairobi, Kenya**



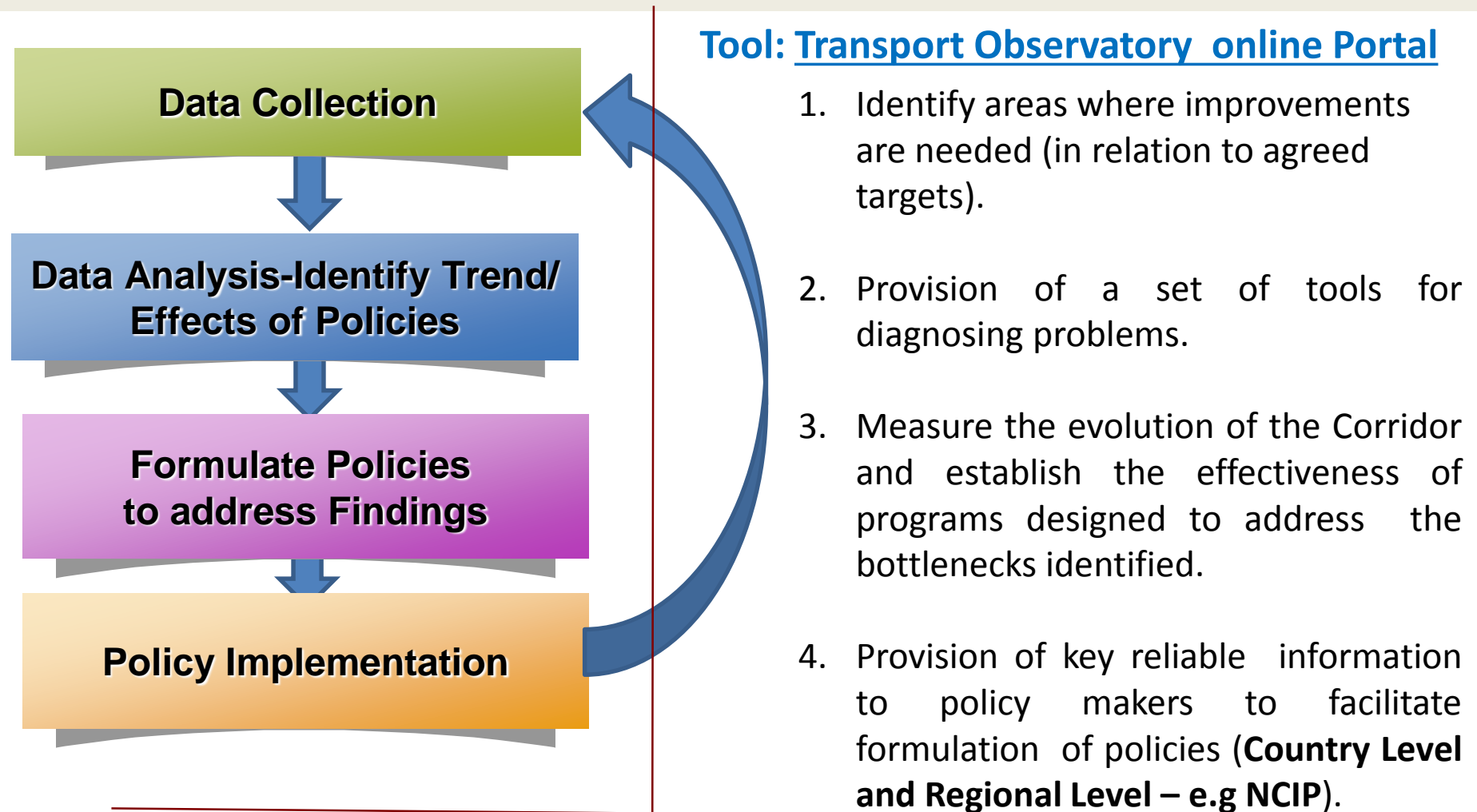
**Northern Corridor Transit and Transport Coordination Authority**

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# A. Policy formulation Mechanism in place.



## 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).

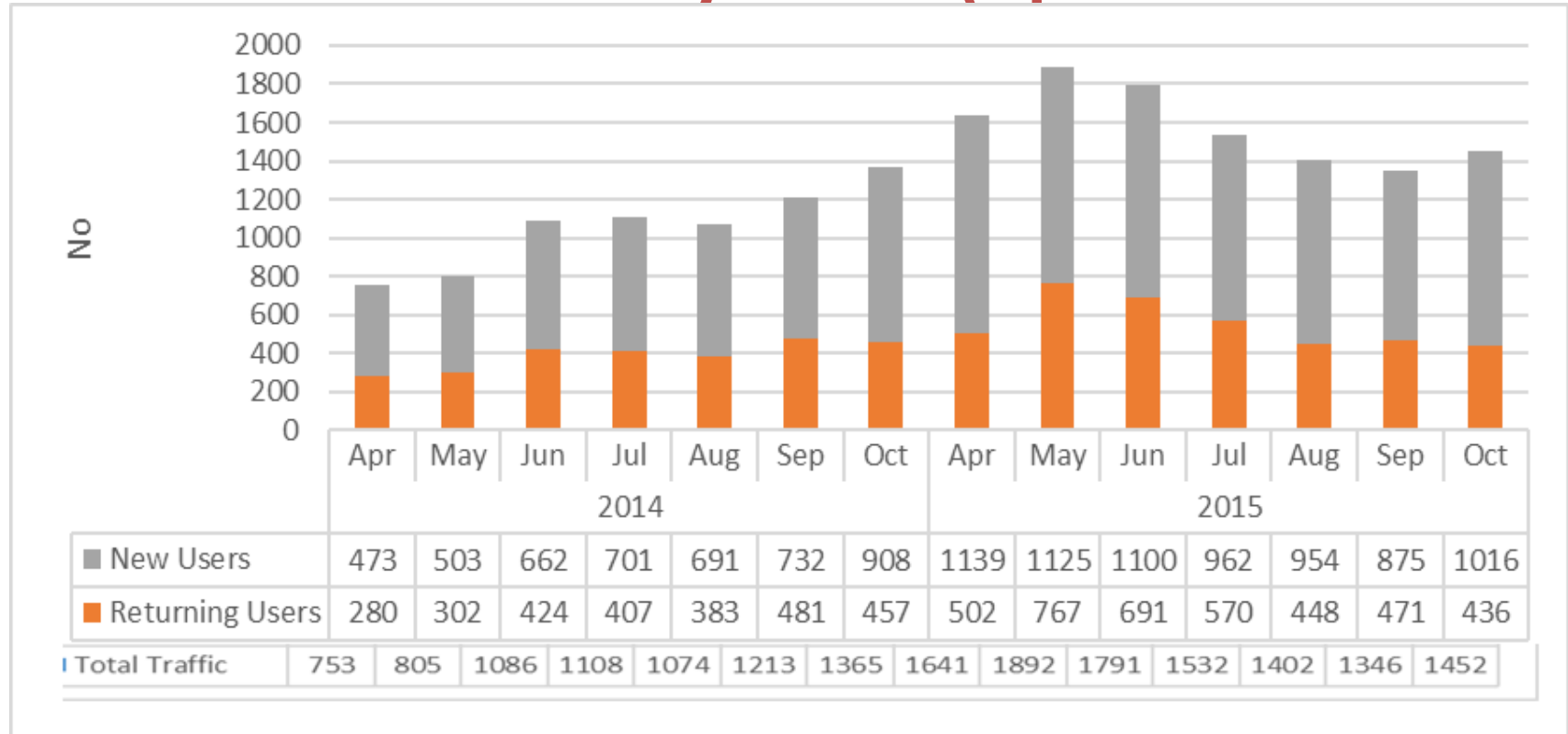
Facts based Reports produced include:

(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.

## B. Online Observatory traffic (Apr 2014 – Oct 2015)



- The Transport Observatory is an online portal that is accessed via <http://top.ttcancorg> or [www.kandalakaskazini.or.ke](http://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:**

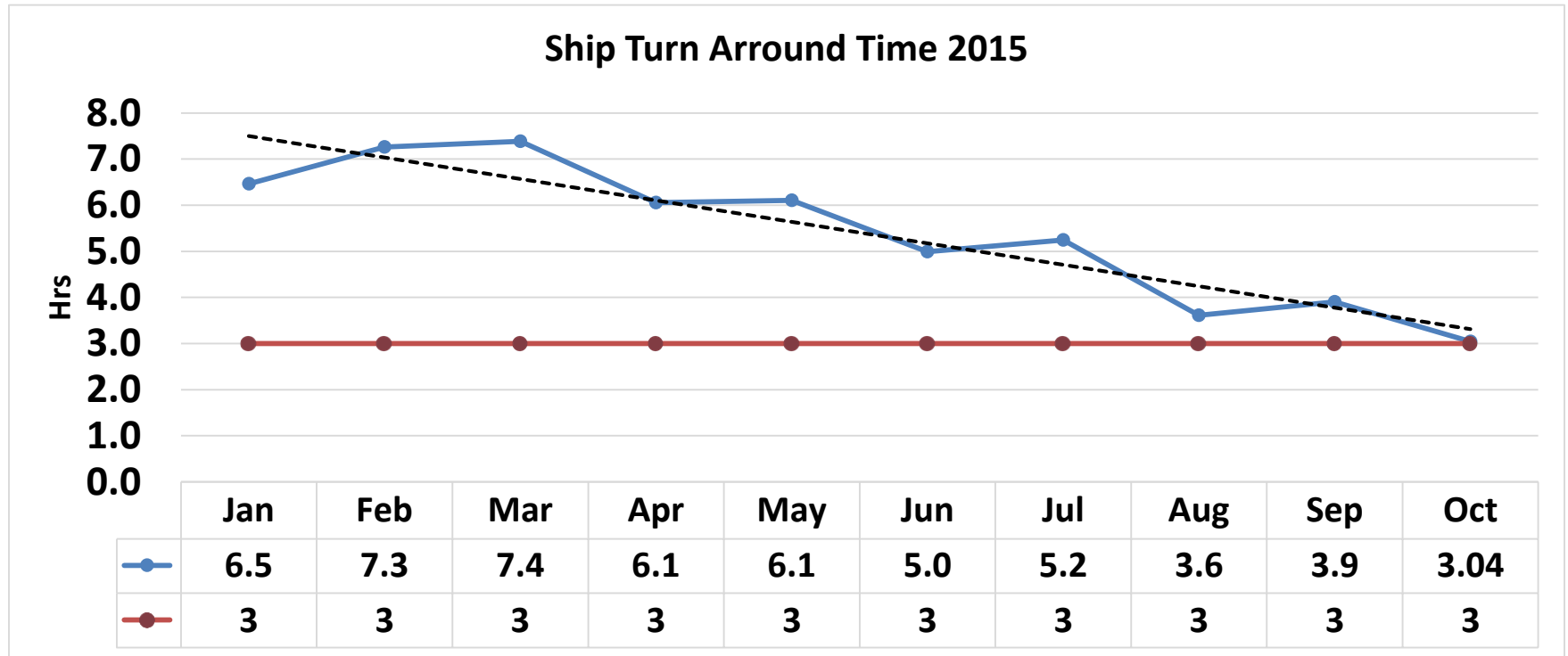
- Volume and Capacity,
- Transit time and Delays,
- Productivity and Efficiency,
- Cost and Rates.

**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.

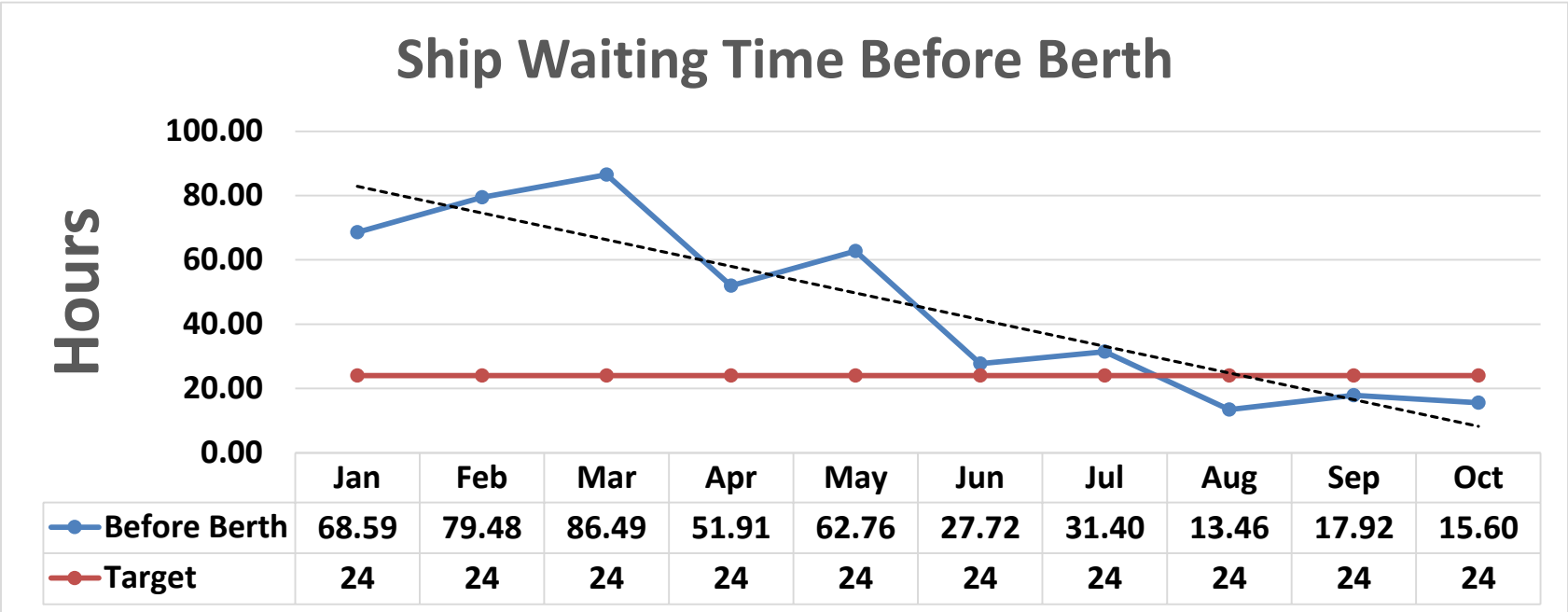
# 1. Ship Turnaround Time at the Port, Apr – Sept. 2015



- (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 (7.4 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

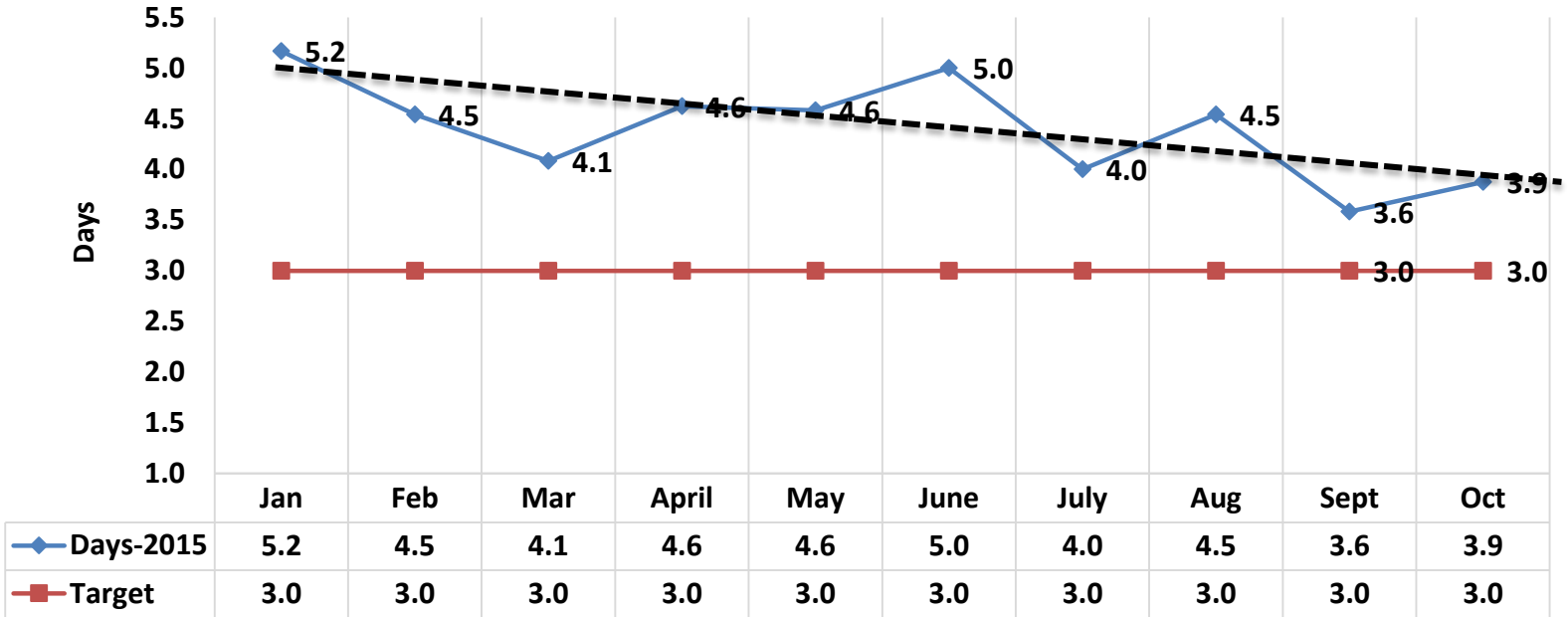


# 2. The ship Waiting Time before Berth



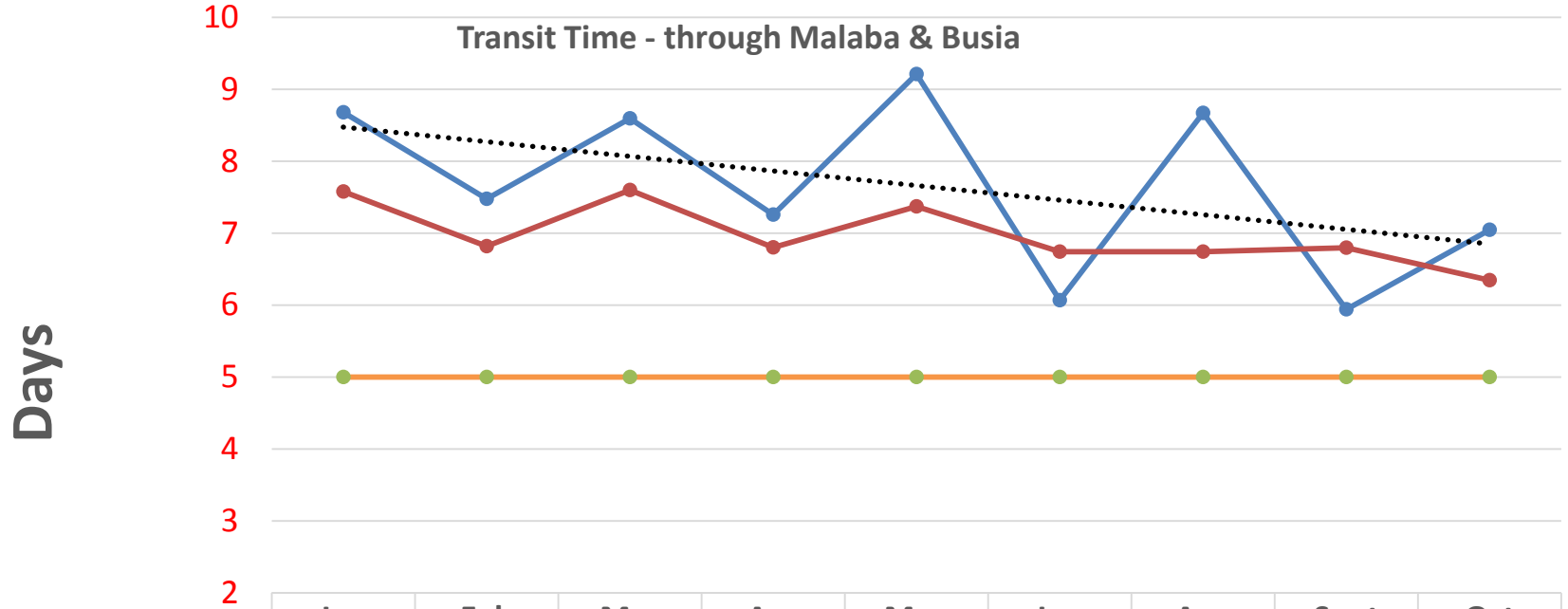
- (i) This indicator is measured from the **time the vessel arrives at the fairway buoy to the time at its first berth**; It is a component of ship turnaround time.
- (ii) A Positive trend was observed even beyond the set target of 24hrs in Aug, Sept & Oct 2015. The indicator registered its best time 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 10months period

# 4. Transit Times in Kenya, Jan – Oct 2015.

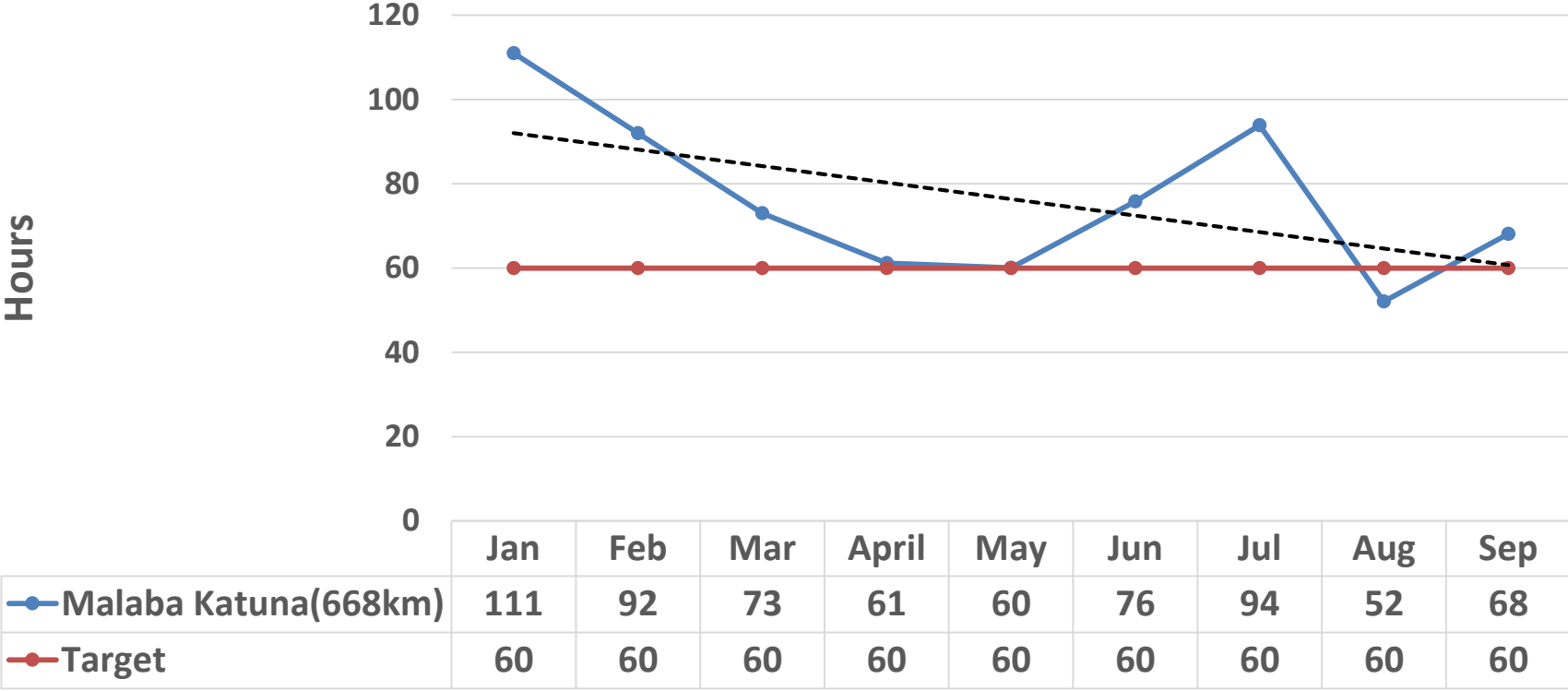


	Jan	Feb	Mar	Apr	May	Jun	Aug	Sept	Oct
● Msa-BSA(947km)	9	7	9	7	9	6	9	6	7
● Msa-MLB (933km)	8	7	8	7	7	7	7	7	6
● Target	5	5	5	5	5	5	5	5	5

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

(iii) The Target is 5 days and the distance Mombasa – Malaba/Busia is 933 and 947 km respectively.

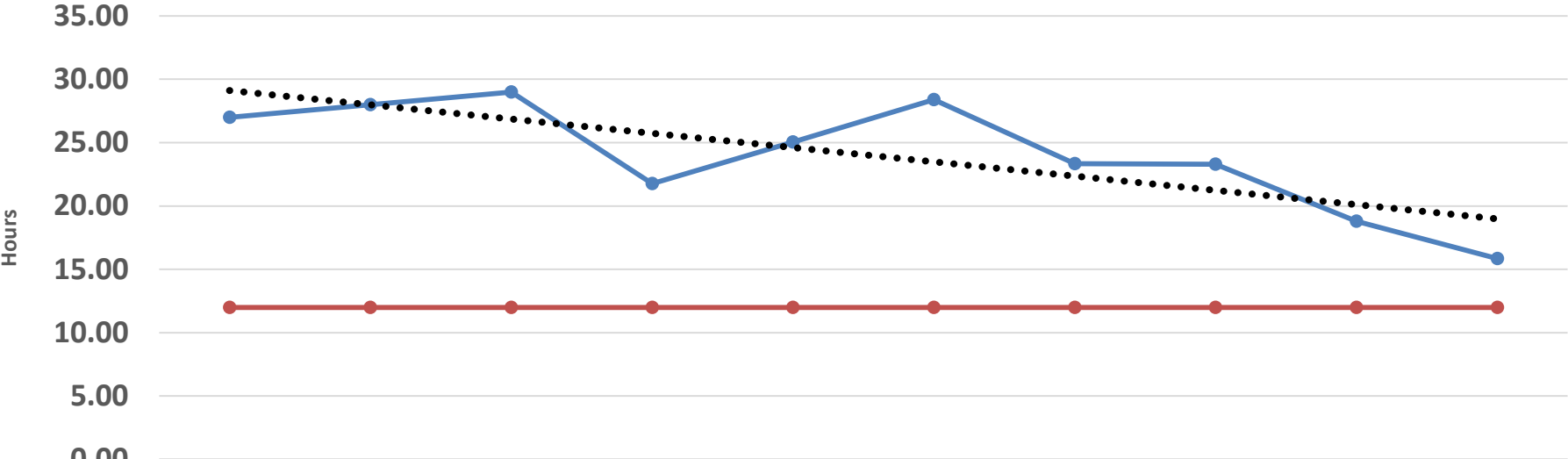
# 5. Transit Times in Uganda, Jan – Aug 2015



- (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

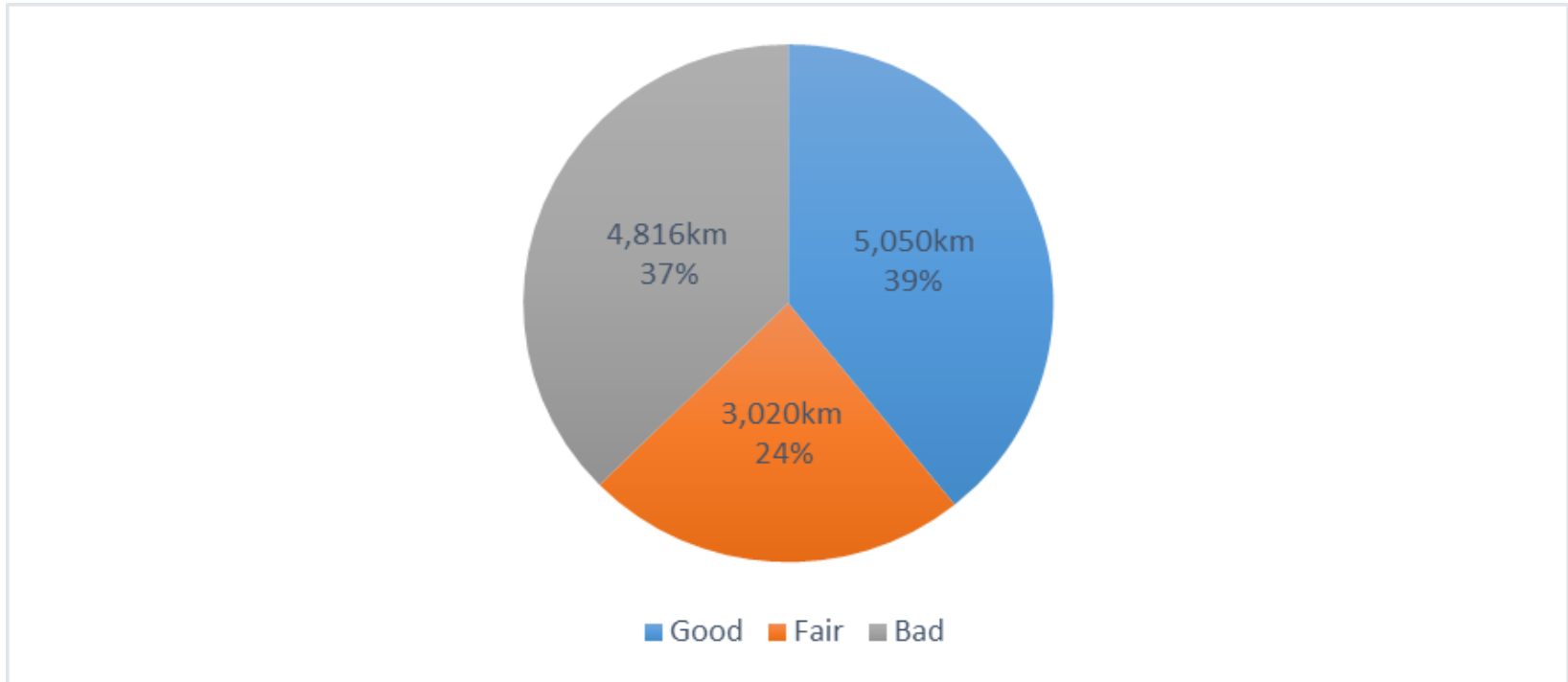
Transit Time: Gatuna-Akanyaru Haut



	Jan	Feb	Mar	April	may	june	july	august	september	october
GA-AH	27.00	28.00	29.00	21.77	25.05	28.40	23.33	23.28	18.79	15.84
Target	12	12	12	12	12	12	12	12	12	12

- (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).

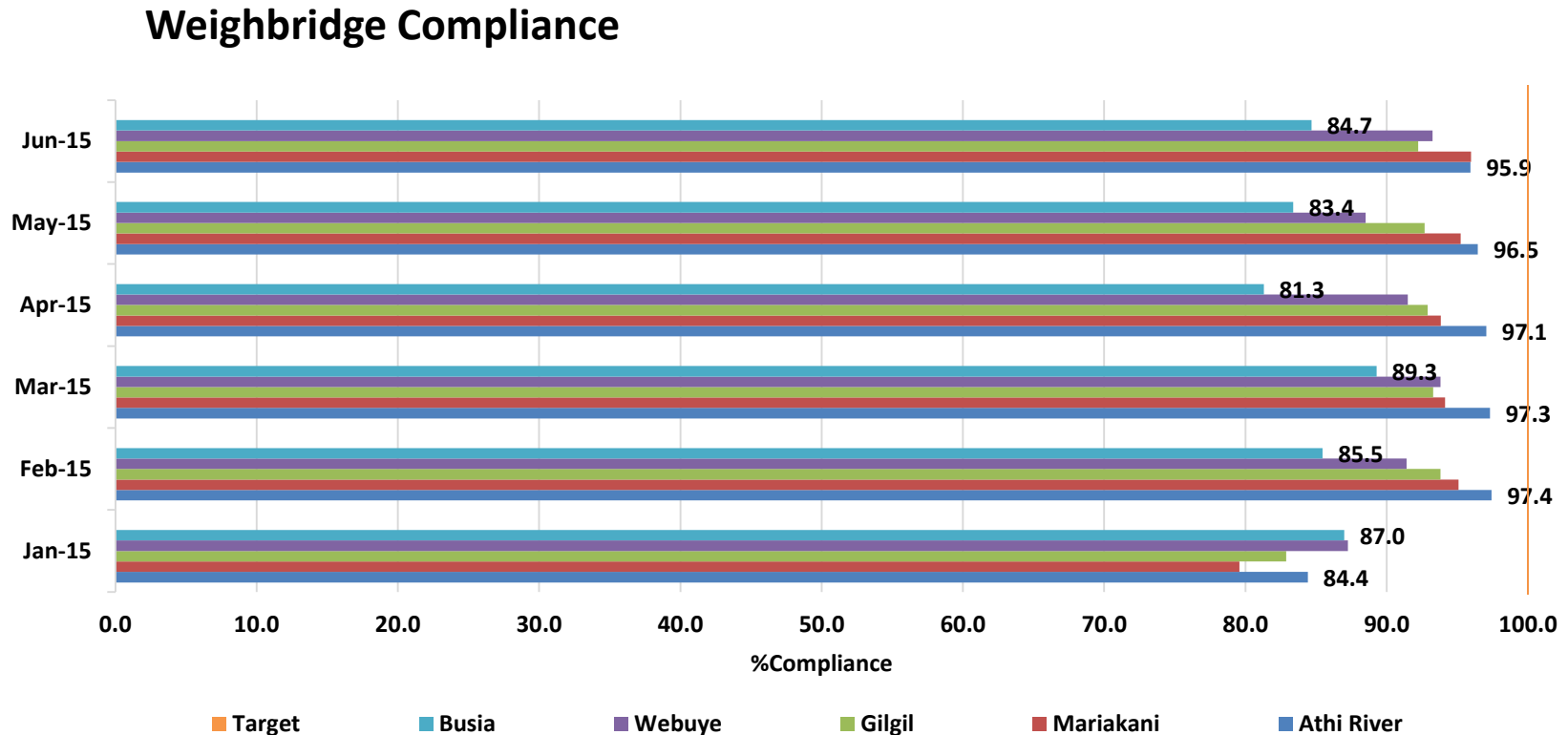
# 7. Condition of the Road as of September 2015



<b>Road Condition</b>	<b>Good</b>	<b>5,050</b>	<b>39%</b>
	<b>Fair</b>	<b>3,020</b>	<b>24%</b>
	<b>Bad</b>	<b>4,826</b>	<b>37%</b>
	<b>Total</b>	<b>12,886</b>	<b>100%</b>

# 8. Weighbridge Compliance levels (contd).

- In Kenya, Jan. – June 2015

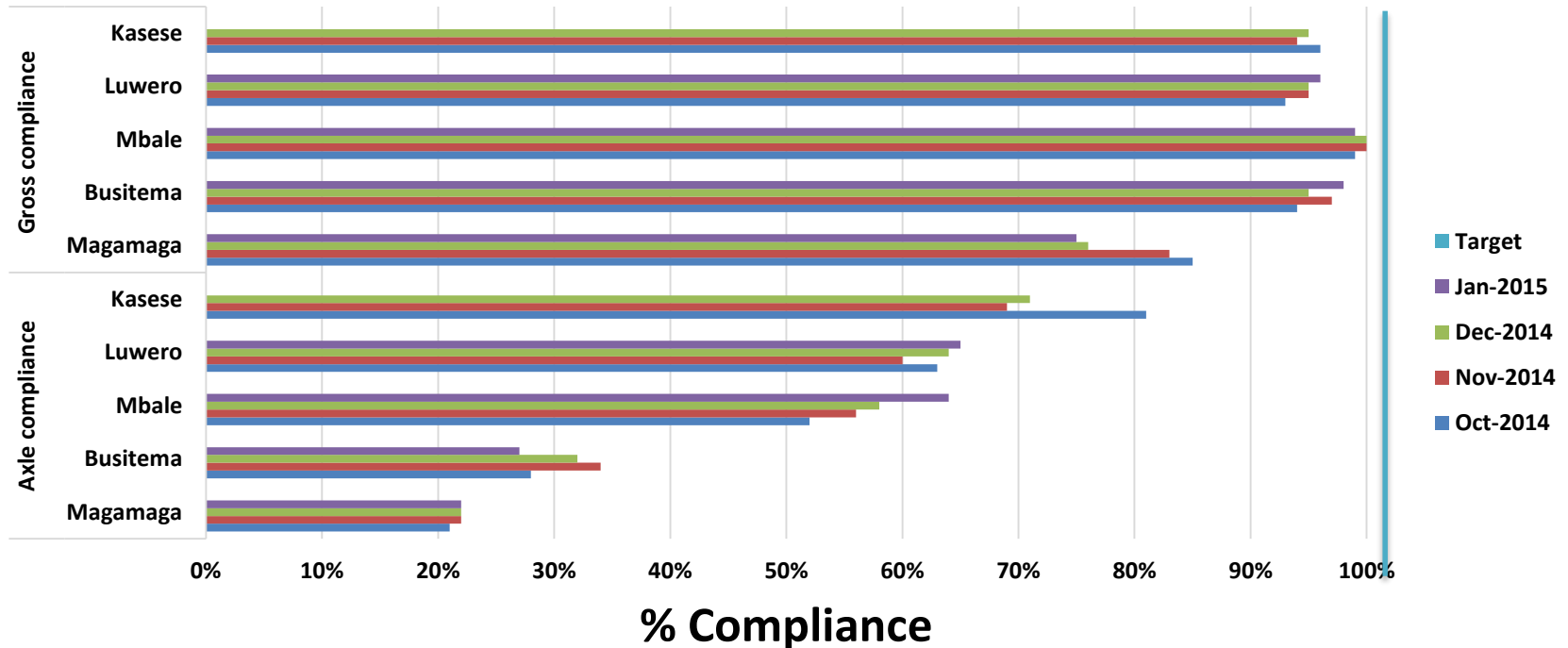


- (i) In Kenya, compliance to Vehicle weight limits varies between 80 – 97.4%. **Athiriver** registered higher levels of compliance (over 95%) from Feb. 2015 – June 2015.
- (ii) The target is to have **100% compliance** with vehicle weight limits.
- (iii) There is a need to promote a culture of compliance to protect roads & people.

# 8. Weighbridge Compliance levels.

- In Uganda, Oct 2014 – Sept., 2015

## Weighbridge Compliance



- (i) **Lower Axle load compliance at all the weighbridges (21 – 81%)** with Magamaga weighbridge registering lowest compliance levels.
- (ii) The target is 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**