



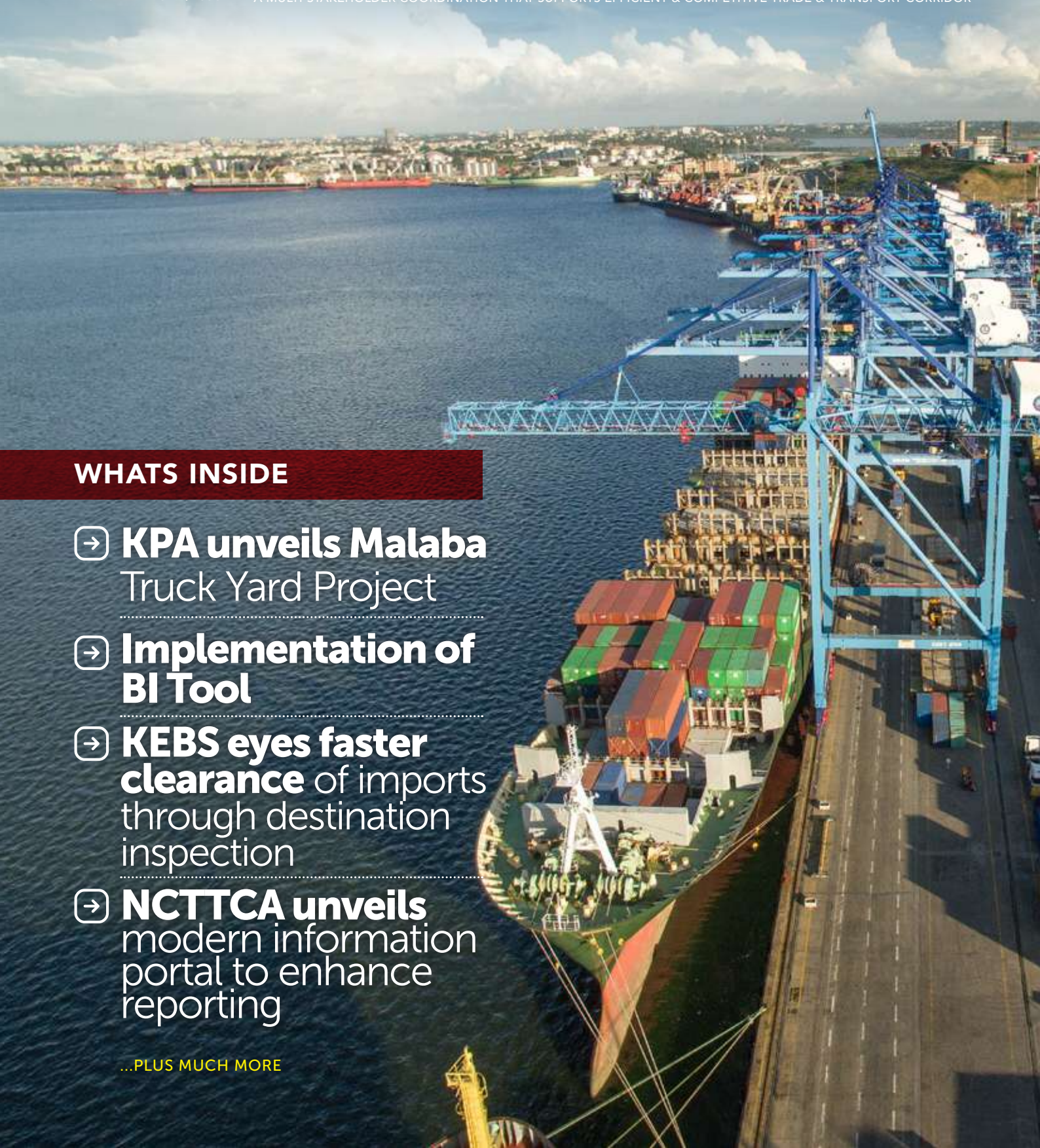
# NEWSLETTER

NOVEMBER 2022 / ISSUE 2 A MULTI-STAKEHOLDER COORDINATION THAT SUPPORTS EFFICIENT & COMPETITIVE TRADE & TRANSPORT CORRIDOR

## WHATS INSIDE

- **KPA unveils Malaba Truck Yard Project**
- **Implementation of BI Tool**
- **KEBS eyes faster clearance** of imports through destination inspection
- **NCTTCA unveils** modern information portal to enhance reporting

...PLUS MUCH MORE



# Contents



## P. 3

### From The Chair's Desk

.....



## P. 4

### Vision, Mission & Goals Of MPNCCC



The Mombasa Port & Northern Corridor Community Charter (MPNCCC)  
Moi Avenue, Mombasa  
P.O. Box 95076 - 80104 Mombasa, Kenya  
Phone: 020 - 2381204 / 020 - 2381203/4



## P. 5

### Implementing Agencies/Signatories

## P. 7

### The Mombasa Port And Northern Corridor Community Charter (MPNCCC)

## P. 8

### MPNCCC Achievements & Future Plans

## P. 9

### MPNCCC Sub – Committees activities

## P. 10

### Welcome To Trade Mark

## P. 11

### Pictorial Section

## P. 12

### The Democratic Republic Of Congo (DRC) Joins ISCOS

## P. 13

### KPA Unveils Malaba Truck Marshaling Yard Project

## P. 14

### Port Capacity at the Port of Mombasa hits 2.1 million TEUs annually

## P. 15

### Implementation Of Business Intelligence Tool by KenTrade

## P. 16

### Standard Gauge Railway (SGR) Meter Gauge Railway (MGR) Links To Spur Cargo Transport Along The Northern Corridor

## P. 18

### Kenya Bureau of Standards Eyes Faster Clearance Of Imports through Destination Inspection

## P. 20

### The Impediments to Trade Logistics and Possible Solutions

## P. 22

### Unclogging Supply Chain Bottlenecks: So, Truckers Connect Us To Our Favourite Things

## P. 26

### Impact Of Covid 19 Pandemic On The Maritime Supply Chain And The Challenges

## P. 27

### Enhancing Trade Facilitation Partnerships Between The Public & Private Sectors

## P. 28

### KenTrade Hosts Inaugural Trade Facilitation Summit

## P. 30

### Northern Corridor Performance Improves Post-Covid-19

## P. 32

### NCTTCA Unveils Modern Information Portal to Enhance Reporting

## P. 36

### Kenya Launches Maritime Single Window Operations To Standardize And Enhance Information Flow At The Port Of Mombasa

© 2022

All material is strictly copyright and all rights were reserved.

Reproduction in whole or in part without the written permission of KenTrade News is strictly forbidden.

The greatest care has been taken to ensure the accuracy of information in this magazine at the time of going to press, but we accept no responsibility for omissions or errors. The views expressed in the magazine are not necessarily those of The Mombasa Port & Northern Corridor Community Charter

# From the Chairman's Desk

**W**elcome to the second edition of the Mombasa Port and Northern Corridor Community Charter e-newsletter which serves as an effective medium for dissemination of information and engaging stakeholders. In deed as rightly acknowledged in the Charter Communication Strategy, "without adequate information regarding the Charter's implementation and its attending benefits, the process risks disengagement and/or non-participation of key stakeholder groups and communities that ought to be involved in its implementation and who could very well contribute to its success"

The implementation of the charter is well on course albeit some teething challenges some of which are occasioned by some of externalities such as the Russia and Ukraine conflicts and which has had serious ramification on the local and global economy. I am excited that in this second edition, key aspects of logistics including systems and innovation, the Single Customs Territory, Aspects of dry port, last but not least an update of the Port Charter Implementation Status are well documented in this edition. In the recent months, tremendous work has been undertaken by the Monitoring and Evaluation Committee Sub Committee Chaired by the Northern Corridor and which is re-looking at the reporting and performance by various signatories. The other objectives is making the KPIs smarter and sharp. The ICT sub-committee of the charter under the Leadership of Kenya Trade Net Agency (KenTrade) is developing a Business Intelligence (BI) Tool. The BI will automate the charter Key Performance indicators ensuring timely and credible data presentation devoid of any manipulation. The data can be analyzed to provide insights into areas that need improvement. These initiatives will undoubtedly result to improved credibility, timely and effective monitoring, and intervention thus leading to a more impactful results oriented (IRO) interventions. It is envisaged that ultimately the reporting and communication of the logistics environment shall be in sync ink with what is on the ground.

Whereas time remains one of the key indicators that is closely monitored, it is now become prudent that costings of this key performance indicator be part of what needs to be monitored and reported. For example, the costs of delays occasioned by systems down time, delayed border crossing, port exits etcetera ought to be known. As the known adage goes "time is money". The Shippers Council of Eastern Africa Statistics, estimated that shippers paid over Kshs. 2.2 billion as being storage charges and millions in detention charges in 2021. This costs, as you are probably aware are all transferred to the prices of products in the local markets and also in the export prices. Our focus should be on reducing the unnecessary cost to reduce the costs of logistics and which are reflected in the prices of products.



*Gilbert Langat*

**Chairman, Mombasa Port & Northern Corridor Community Charter.**

Stakeholders and signatories are implored and urged to engage and participate in making the Charter deliver on its promise. The latter are especially requested to remain faithful and deliver on their commitments. The Steering Committee liaising with respective government agencies and ministries commits to shepherd the process of the Charter implementation.

Finally, we appreciate the great support accorded towards the Charter implementation by TradeMark East Africa (TMEA), Kenya Private Sector Alliance (KEPSA) and the Kenya Maritime Authority (Charter Secretariat). I wish to commend the charter Communication Sub-Committee for organizing and publishing the second edition of the Mombasa Port Community Charter Newsletter.

**Happy Reading.**

# Vision, Mission, & Goals



## VISION

An efficient, effective, reliable and globally competitive Mombasa Port and Northern Corridor.



## MISSION

To streamline and accelerate port stakeholders' efforts aimed at realizing the port community's vision through the promotion of inclusive dialogue.

## STRATEGIC GOALS

### Quality primary infrastructure and its related ICT

Accelerate and coordinate the deployment of a modern, automated, handling system for efficient Mombasa Port and Northern Corridor infrastructure; to include berths, storage yards, ICDs, rail tracks, cargo handling port equipment and facilities, bulk liquid storage, pipeline, inland waterways, truck gate systems, underlying ICT systems and electronic single windows, all aiming to strengthen the transformation into an efficient, effective and globally competitive port and corridor.

### Globally competitive logistics services

Promote the abilities of service providers such as terminal operators, railway operators, road haulage operators, and clearing and forwarding agents to offer efficient, effective and globally competitive logistics services.

### Efficient and effective cargo inspection, verification and clearance processes

An efficient, reliable and globally competitive Mombasa Port and Northern Corridor.



# Implementing Agencies/Signatories

## LOGISTICS SERVICE PROVIDERS

Container Freight Station Association  
CFSA

Empty Container Depots Association  
ECDA



Kenya Long Distance Truck Drivers Association  
KLDTDA



REPUBLIC OF KENYA  
MINISTRY OF HEALTH  
Port Health Services Unit  
PHSU



## POLICY AND OVERSIGHT



Government Chemist



State Department for Trade



State Department for Transport



The National Treasury



Republic of Kenya



MINISTRY OF EAST AFRICAN COMMUNITY AND REGIONAL DEVELOPMENT

## CIVIL SOCIETY

Mombasa Port Civil Society Network



East Africa Civil Society Organisations' Forum

*Strengthening Civil Society in the Integration Process*

## REGULATORS



Kenya  
National  
Energy  
Regulatory  
Authority

**KENRA**



National  
Public  
Laboratory  
**NPL**



**TRANSIT  
AUTHORITIES**



## SHIPPERS



## TRADE AND COMMERCE ASSOCIATIONS



Car  
Importers  
Association  
of Kenya  
**CIAK**



## REGIONAL ECONOMIC COMMUNITIES & DEVELOPMENT PARTNERS



# The Mombasa Port And Northern Corridor Community Charter (MPNCCC)

The Mombasa Port and Northern Corridor Community Charter (MPNCCC) is a framework of collaboration that binds the port community to specific actions, collective obligations, targets and time lines, whose vision is to transform the Port of Mombasa and the Northern Corridor into an efficient, reliable and globally competitive trade and transport corridor.

Prior to the launch of the Charter in 2014 by then H.E President Uhuru Kenyatta, most agencies worked on their own and the industry experienced lack of responsiveness and proper coordination amongst Government and Trade Facilitation agencies. The Charter was therefore as a result of the culmination of extensive consultations among Port Community stakeholders on improvement of service delivery at the Port of Mombasa and along the Northern Corridor. The Charter has today become a critical framework for enhancing the efficiency, effectiveness, reliability and global competitiveness of the Port and Northern Corridor. Through its implementation, there has been tremendous improvements in areas such as port infrastructure, transport connectivity and automation, which has reduced cargo clearance times, ship turnaround times, transit time along the Northern Corridor and the overall logistics cost.

The administration of MPNCCC comprise the Port Community Plenary, Council of Signatories, Steering Committee and the Secretariat. Port Community Plenary is composed of representatives of all the signatories and is the Charter's apex organ. The Plenary provides a unique forum for stakeholder deliberations on the full spectrum of issues covered by the Charter. The Council of Signatories (The Council) is a high-level organ of the Charter and acts as the ultimate decision-maker in handling political, legal, organizational, technical, cost, management, cultural and personnel issues.

The Steering Committee is also a high-level technical entity that makes strategic decisions concerning the realization of the Charter's goals. It is responsible for managing and monitoring the Charter's goals and verifies that the Charter activities are in accordance with established objectives. To ensure proper implementation of activities the Steering Committee formed three Sub – committees namely ICT Sub - Committee, Monitoring and Evaluation Sub - Committee and Communication Sub - Committee who report to the Steering Committee on a Quarterly basis. The Kenya Maritime Authority as the industry regulator is the custodian of the Charter, hosts the Secretariat and facilitates the monitoring and evaluation of the Charter implementation.

The Charter Signatories comprises of 54 members organized in eight (8) sub-categories, depending on the nature of their responsibilities. These include Cargo interveners and inspectors, Logistics service providers, Shippers, Regulators, Policy and Oversight, Trade and Commerce Associations, Regional and Economic Communities and the Civil Society.

The Charter further provide for the oversight and engagement mechanisms, the conveners, working groups, and stakeholders' forums and is premised on principles of inclusivity, equality of stakeholders, effective and efficient communications, ethics, continuously collect stakeholder feedback, private public partnership, transparency, focus on outcomes, champions and sustainability

Full realization and effective implementation of the Charter will definitely have a positive effect on the cost of doing business, which will enhance Kenya's attractiveness as an investment destination and will require the concerted efforts of all the signatories, who solidified their commitments by appending their signatures on the Charter.

**For more details please contact:**

Kenya Maritime Authority,  
White House, Moi Avenue, Mombasa  
P.O. Box 95076 - 80104 Mombasa, Kenya.  
Phone: 020 - 2381204 / 020 - 2381203/4  
Email: [info@kma.go.ke](mailto:info@kma.go.ke) & [portcharterkma@gmail.com](mailto:portcharterkma@gmail.com)

# MPNCCC Achievements & Future Plans

Under the first edition of the Charter the following achievements were realized:

- ➔ Actualized trading through single window system
  - Over 40 Partner Government Agencies linked to National Single Window Systems
  - Over 10 000 registered users
- ➔ KRA launched the new customs systems (iCMS)
- ➔ Construction of Phase I & 2 of SGR from Mombasa to Nairobi and Naivasha
- ➔ Reduction of interventions through joint verification processes
- ➔ Weekly dissemination of information through Northern Corridor Performance Dashboard
- ➔ Increased capacity for port and inland channels
  - Completion of phase two of the second container terminal
  - SGR (Mombasa-Nairobi)
  - Pipeline (Mombasa-Nairobi) & storage tanks
- ➔ Improved road infrastructure both around the port area and along the corridor
- ➔ Launch of initiatives /schemes for quick cargo clearance (Authorized Economic Operators –AEOs and Pre-Arrival Clearance – PAC).



The below table depicts progressive improvements recorded under the second edition of the Charter on respective KPIs among the front line port operators.

AGENCY AND KEY PERFORMANCE INDICATOR	JUN-19	JUN-20	MAR-21
<b>KPA</b>			
Container dwell time (Port), Hours	91.2	119.0	83.9
Ship waiting time (container) (days)	0.3	0.3	0.1
Ship turnaround time (total), Hours	78.4	93.2	96.0
Berth Productivity, moves per ship hour	34.8	36.0	38.9
Train turnaround time (Port), hours	10.3	13.3	12.0
Truck turnaround time (Port), hours	13.3	5.4	5.5
<b>KEBS</b>			
Average time taken to complete KEBS inspection and testing	8.0	7.0	7.0
Average time from sitting cargo for inspection until cargo is passed for inspection	2.0	2.0	2.0
Clearance of cargo upon submission of Certificate of Conformity data and inspection	2.0	1.0	1.0
<b>KRA</b>			
Average time to submit manifests (under iCMS), minutes	30.0	99%	99%
Automation of DPC process (Under iCMS)	instant	instant	instant
Number of AEO recruits in customs	215	232	259
<b>AVERAGE IMPORT CONTAINER DELAYS AFTER CUSTOMS RELEASE (PORT)</b>			
Average time (Pass-Release)	120.6	83.5	48.9
Average time (Release-Removal)	149.9	136.2	25.9
<b>KRC</b>			
SGR unloading performance: Time from train arrival at the port to the time the last container is unloaded (hours)	1.3	1.4	1.5
Average SGR trip time: Time out of the port to the time train arrives at Nairobi Terminus (NTS) hours	9.1	8.8	10.8
Average SGR trip time: Time out of NTS to the time train arrives at the port of Mombasa (hours)	8.8	8.6	10.5



# MPNCCC

## Sub – Committees activities

### ICT Sub-Committee

The role of the ICT Sub - Committee is to implement the e-Charter by modernizing activities of the Charter using information technology. These includes automation of data collection, dissemination, and communication to stakeholders and the industry. The committee has developed e-methodologies for data collection, which includes e-templates, windows, dashboards based on the Charter Result Framework for data entries. With regards to automation of the e-charter, the committee has developed a short strategy that involves submitting data electronically from the KenTrade's TradeNet System (Single Window System), which already hold most of the data required in the Charter KPI automation. Long term strategy will be to utilize the TradeNet for implementation of Data warehouse and Business Intelligence system (DW & BI). The implementation of DW & BI is being funded by the TMEA.



### Monitoring & Evaluation Sub -Committee

The Monitoring and Evaluation (M&E) Sub-Committee's role is to mainstream the M&E activities guided by the Charter Result Framework. The Committee reviews and harmonizes methodology on performance data collection relevant to the Charter; continuous review of Key Performance Indicators (KPIs) for clarity, relevance, and enhancement of the Charter Result Framework. The -Committee has identified data requirements to be collected and submitted electronically using existing information system. Guided by use of the Charter Result Framework (RF) as a strategic management tool on M&E activities, the expected results are articulated at outputs level of results monitoring and implementation log frame that focuses on intermediate and long-term outcomes.

### Communication Sub - Committee

The Communication Sub-Committee's role is to enhance awareness and understanding of the MPNCCC by providing timely, targeted and adequate information to the publics as well as to promote and sustain stakeholder engagement for successful implementation of the Charter. The team has done a number of activities including creation of the charter logo, digital tools for the charter for dissemination of information, reviewed and currently implementing the second communication strategy, continuous engagement of stakeholders, produced newsletter, undertaken baseline survey with more activities lined up .





*Welcome to Trademark!*

Join us in welcoming our new Chief Executive Officer, David Beer, to the TradeMark East Africa family.



Senior diplomat and development professional, former United Kingdom High Commissioner, adviser at World Bank and IMF boards to lead one of the world's largest Aid for Trade institutions. Mr. David Beer has been appointed the new Chief Executive Officer (CEO) for TradeMark East Africa (TMEA), and succeeds Mr. Frank Matsaert, TMEA's founding CEO. He assumed the position on 1st September 2022 and will be based in Nairobi, TMEA's headquarters.

David Beer has recently completed his tour as High Commissioner for the United Kingdom (UK) in Malawi.

The TMEA Board conducted a rigorous selection process to select a CEO with strong experience of the nexus of aid for trade, Governments and diplomacy, multilaterals, and development, positioning him to provide continuity of purpose. Mr. Beer has over 20 years' senior international experience within these sectors. He previously represented the UK, advising respective UK Executive Directors to the Boards of the World Bank and International Monetary Fund on areas such as institutional risk management, adaptive programming and disaster risk financing, alongside macro-economic management and development programming. This builds on many years of leading development efforts for the British Government and other organisations across Africa, including Uganda, Sudan, Burundi, and Ghana.

Mr. Beer joins TMEA at a time when the organisation is expanding to the rest of Africa and scaling up support for the implementation of Africa Continental Free Trade Agreement. TMEA has innovated its programming to not only reduce trade barriers through improved transportation and logistics systems, digitalisation of key trade processes, enhanced standards and SPS compliance and targeted interventions supporting women, youth in Small and Medium Enterprises in critical sectors; but also developing a US\$220 million Green Corridors programme that will ensure climate resilient infrastructure and transport models are adopted. Additionally, TMEA has secured funding for start-up its new commercial arm – Trade Catalyst Africa – that will catalyse commercial capital into the organisation's infrastructure and digital workstreams.

As founding CEO of TMEA, Mr. Frank Matsaert has led the institution for more than a decade through periods of momentous growth, strong delivery, and external challenges. The most recent being the COVID-19 pandemic which inflicted a global recession and in response TMEA created its award-winning Safe Trade programme that helped mitigate the impact of the pandemic on Eastern, Southern and Horn of Africa trade. Mr. Matsaert spearheaded expansion beyond East Africa to now include the Horn, Southern and West Africa, and raising TMEA funding from an initial US\$42 million to US\$1.2 billion by April this year. Mr. Matsaert has worked tirelessly to develop TMEA's strategy and implementation model to achieve large scale impact; champion staff welfare, inclusion, and diversity; and promote TMEA beyond its traditional donors to now include Foundations. Consequently, David will be inheriting an organisation with an excellent record for achieving results, with a professional and dedicated management team which displays all the values on which TMEA prides itself.

TMEA Board Chair Ambassador Erastus Mwencha said, "David's extensive government and trade development skills should help TMEA strengthen its programming, develop strategic alliances, and roll out fit for purpose products that respond to market needs at macro and micro level so Africa can maximise its trade potential. We believe his strong leadership experience will help focus TMEA during these turbulent economic times and stabilise its funding base."

# Pictorial Section



*The Chairman, MPNCCC Steering Committee with KSAA and KIFWA at a panel discussion on emerging issues in shipping and maritime During ISCOS' Stakeholders' Forum for Shipping Lines on the Facilitation of shipping & Trade for Eastern & Southern Africa*

*The Steering Committee members during the Mid year Meeting to review the implementation of the MPNCCC*



*The Shippers Council of Eastern Africa Launches The 2021 Logistics Performance Survey and the Study of Article 6 of the WTO Trade Facilitation Agreement on Fees and Charges. This is in line with The Council's commitment to the charter to Undertake evidence-based advocacy.*



# The Democratic Republic Of Congo (DRC) Joins ISCOS

By Mwanaulu Issa

**T**he Intergovernmental Standing Committee on Shipping (ISCOS) is a Regional Maritime Organization operating in Eastern, Central, and Southern African regions. It was formed in 1967 by four member states Kenya, the United Republic of Tanzania, Uganda, and Zambia with key mandates to Promote, Protect and Coordinate the Shipping and Maritime Interest of its members and the region at large. Over the past years, ISCOS has remained a focal point of reference for Shipping and Maritime matters in the greater EAC region.

ISCOS has been instrumental in conducting activities that promote efficient shipping and maritime activities such as facilitating forums for cross-sector engagements between different players in the shipping and Maritime Sector and engaging Regional, Multinational, and overseas shipping services providers on ways to mitigate adverse shipping costs and developments among other activities.

ISCOS offers support to Shippers through various initiatives such as providing them with information on best business practices in International Trade; assisting the Member State Shippers in sorting out issues with service providers; advocating for the seamless flow of cargo across the logistical chain, and through the multi-modal transport network.

ISCOS held a successful 7th Assembly of ministers at the beginning of this year (2022) in Entebbe Uganda, which attracted regional ministers from 12 countries including the four ISCOS member states (Kenya, Tanzania, Uganda, Zambia), and the Democratic Republic of Congo, Ethiopia, Seychelles, Burundi, Rwanda, Mauritius, Malawi, and Mozambique.

In line with one of the resolutions of the ISCOS 7th Assembly which emphasized the need for greater collaboration in Shipping and maritime activities across the region, the DRC being one of the present members during the assembly, felt the need of collaborating with other member states to equally reap the benefits of advocating for efficient Shipping and Maritime activities.

The DRC through the Head of the delegation Mr. Bienfait Manegabe Mushobora, who represented the Minister, Mr. Cherubin Okende Senga, Ministry of Transport, Communication & Opening up (Ministere de Transport, Voies de Communication & de Desenclement) presented their submission to ISCOS Secretary General, Mr. Daniel Kiange, to formally join ISCOS as a full member on 19th August 2022, at the Lake Tanganyika Stakeholders' Forum organized by ISCOS at Roca Golf Hotel, Bujumbura, Burundi. The admission of DRC adds ISCOS further momentum to discharge its key mandates of promoting, protecting, and coordinating Shipping and Maritime activities across the region. ISCOS still envisages bringing more new member states on board, as it's only through collaboration that the region can attain its desire for Seamless Trade Facilitation.



# Kenya Ports Authority Unveils Malaba Truck Marshalling Yard Project

By Jones D. Buchere

**K**enya Ports Authority has unveiled plans to construct a marshalling yard at Malaba in Busia County, aimed at eradicating the incessant heavy traffic congestion at the border town.

The project estimated to cost 1.81 billion shillings is expected to significantly improve cargo movement from the Port of Mombasa transiting along the northern corridor into the hinterlands.

Acting Managing Director Amb. John Mwangemi revealed the Authority's plans for the project when he made a tour of the 22-acre piece of land owned by KPA, in the company of General Managers Eng. Vincent Sidai and Capt. William Ruto of Infrastructure Development and Kisumu Port respectively.

The MD reiterated the Authority's commitment towards facilitating trade and offering a permanent solution to conquer the heavy traffic gridlock which is witnessed at the Malaba border extending to approximately 50 km towards Bungoma.

The anticipated marshalling yard's facilities will include an administration block, a welfare center, ablution block, a clinic, boundary wall and security gate. A design drawing of the pavement of the yard has already been produced.

The Clinic shall offer the mandatory COVID-19 testing which shall also be undertaken in liaison with the Ugandan medical personnel, to fast-track the process and reduce waiting time for the drivers.

Upon completion, the marshalling yard will remove the trucks from the road, improve efficiency at the border point while improving the welfare of the drivers.

Teso Deputy County Commissioner Mr. Peter Karanja, Samia Deputy County Commissioner Ms. Esther Kungu, Eng. Paul Atelu (in-charge of roads), Dr. Osia Mwanje (County Executive Committee member for agriculture and water) and Mr. George Okwara (County Executive Committee member for infrastructure and energy) were also present.

Earlier the MD toured the small ports of Victoria and Sio Port where the local provincial Administration, County Government Executives and the community assured the Authority of utmost cooperation during the planned port developments.

**1.81  
Billion**

*estimated cost of shillings that is expected to significantly improve cargo movement from the Port of Mombasa transiting along the northern corridor*

**22 Acres**

*piece of land owned by KPA along the Malaba Boarder*

# Port Capacity at the Port of Mombasa hits 2.1 million TEUs annually

By Annastacia Mwakio

Capacity at the port of Mombasa now stands at 2.1 million TEUs annually following the completion of phase two of the second container terminal.

The second phase of the project which was recently handed over to KPA is currently operational and brings an additional 450,000 TEUs annual capacity at the port. According to the Kenya Ports Authority Acting Managing Director Amb. John Mwangemi, with its total 2.1 million TEUs annual capacity, currently the Port of Mombasa remains among the top five ports in Africa.

Ambassador Mwangemi thanked the Governments of Kenya and Japan for the investments towards the modernization and expansion of the Port of Mombasa. "I wish to commit here that we shall put our best foot forward to ensure optimal utilization of this facility for the benefit of Kenya and the region," Amb. Mwangemi added. The phase two of the project entailed construction of civil works and buildings; comprising a 300 m length berth capable of handling panamax and post-panamax ships, yard space, and port terminal buildings for administrative work.

Modern cargo handling equipment namely four Ship to Shore Gantry (STS) and 12 Rubber Tyred Gantry (RTG) cranes were also delivered at the new terminal. Of this equipment, one SSG and 12 RTGs were delivered and commissioned in Phase one of the project while three STSs were delivered in January of 2022.

The project also involved the installation of an integrated Port and Terminal Security system to comply with IMO's International Ship and Port Facility Security code (ISPS) According to Mr. Takeshi Miyagawa, the project consultant working with Japan Port Consultants (JPC) and BAC Engineering, the completion of the project marks another milestone for Kenya's maritime sector, signaling a continuation in the development of Kenya's ports and their capacity to facilitate the region's international trade as a gateway.

The project is part of the Mombasa Port Development Program (MPDP) which was started in early 2000s as one of the country's Vision 2030 flagship projects which aimed at decongesting the port of Mombasa by developing the infrastructure to enhance capacity, efficiency and competitiveness of the port in the region.

The first phase of the three-phased project which was completed in 2016 and commissioned for operations in September 2016, increased the port's annual capacity by 550,000 TEUs. Already, KPA management has begun feasibility studies for the construction of the third and final phase of the terminal expected to bring a further additional capacity of 450,000 TEUs annually.



Captain of MV Valence receiving a certificate of first call

# 450<sup>000</sup>

Number of Annual capacity of TEUs brought in after completion of the second phase.

# 12

Number of Rubber Tyred Gantry (RTG) cranes that were delivered at the new terminal

# Implementation Of Business Intelligence Tool by KenTrade

By Edwin Wanyama

Since go-live over six years ago, Single Window System (Trade Facilitation Platform) has amassed over 200GB trade data. The data sets that are collected via the Single Window are so voluminous that traditional data processing software can't manage them. These massive volumes of data can be analyzed to provide insights into areas that are ripe for improvement and even provide predictive information that can be used to mitigate future problems.

Key Performance Indicators such as cargo dwell time, vessel turnaround, container traffic among other metrics can be analyzed using a BI tool to discover areas of improvement and opportunities that can be further exploited to provide better services to stakeholders.

Currently generating reports is a major challenge in the Trade Facilitation Platform system, the process is manual and time consuming. Reports can only be run after working hours as they run from the transactional database, an approach used to avoid negative impact on system performance. Stakeholders do not have access to generate ad hoc reports on a need basis. To get a report, a request is sent to the Data Analyst or KenTrade CEO (for external users) who then assigns it to ICT for data extraction. The extracted data is then forwarded to the Data Analyst via email for analysis and dissemination of the requested report. This report generation process takes a minimum of two working days.

To address these challenges, KenTrade with support from Trade Mark East Africa (TMEA) sought to establish a Data warehouse, an Integration Layer and a Business Intelligence toolkit (BI) for the Trade Facilitation Platform. This tool is expected to automate the reporting processes and provide analytics useful for KenTrade, Partner Government Agencies (PGAs) and stakeholders and support business decisions and policy making.

## BENEFITS OF BI TOOL

The implementation of a BI tool, data warehouse and integration layer will radically transform how the Agency collects, analyses and manages its data. It is expected that the Agency will realize the following benefits upon completion of the project.

- **Data/trade statistics will be easily accessible to internal staff and authorized stakeholders.**
- **The BI tool will improve the accuracy and quality of reporting**
- **The Agency will be able to generate customized reports based on user requirements. This will ultimately increase customer satisfaction for Trade Facilitation Platform users and stakeholders.**
- **The BI tool will provide opportunities to create additional revenue streams for the Agency.**
- **It will provide a centralized database for all trade statistics & transactional data on Trade Facilitation Platform and integrated systems**
- **The Agency will be able to take advantage of emerging technologies such as artificial intelligence and blockchain**
- **The BI tool is expected to enhance data protection controls through audit trails and data access controls.**
- **The tool will help the Agency identify market trends that can be used for strategic decision making.**
- **It will spur innovations by allowing external stakeholders to develop solutions that will interact with KenTrade data APIs.**
- **The solution will enable the Agency explore opportunities for monetization of trade data. e solution will enable the Agency explore opportunities for monetization of trade data.**



Over Trade Data

# 200GB

Amount of Data amassed by TradeNet system

# Standard Gauge Railway (SGR) – Meter Gauge Railway (MGR) Links To Spur Cargo Transport Along The Northern Corridor

By Phina Magara

**T**he Ugandan Finance, Planning and Economic Development Parliamentary Committee visited the Naivasha Inland Container Depot (NICD) on March 12, 2022 for a bench-marking tour to understand the operation of cargo transportation from Mombasa to Malaba via NICD and explore modalities to facilitate and improve trade between the two countries.

The objective was to get insights into how the operating systems put in place will help ease the cross border trade right from the Port of Mombasa, through the Naivasha Inland Container Depot (NICD), to the Malaba Railway Yard and onward transportation to the final destinations in Uganda. The team whose tour started in Mombasa visited the Port of Mombasa where they witnessed the logistics involved in cargo transportation of cargo beginning with offloading by the Kenya Ports Authority, clearance by the Kenya Revenue Authority and loading and transportation by Kenya Railways via the Standard Gauge Railway line.

The second stop was the NICD where they witnessed the transshipment of cargo from the Standard Gauge Railway line onto the Metre Gauge Railway line and onward transportation to Malaba. The delegation from Uganda expressed their satisfaction with the systems in place saying that they guaranteed the Ugandan customers efficiency and safety of their cargo especially given that cargo arrives at the final destination in 36 hours.

Hon. Henry Musasizi, Minister of State General Duties, Ministry of Finance, Planning and Economic Development, Uganda said that Kenya and Uganda were undertaking railway infrastructure improvement initiatives with a view of facilitating cross border trade and enhancing economic development.

“Linking the Standard Gauge Railway line and the Metre Gauge Railway line at the Naivasha Inland Container Depot is a game changer for the two countries. It is now possible to transport cargo exclusively via rail from Mombasa to the end destination. This development serves to show the type of commitment the two countries have as far as trade is concerned. The end product as witnessed to date since operations at this facility commenced is that cargo arrives at the end destination so fast,” he said.

## The trip's main objective

To get insights into how the operating systems put in place will help ease the cross border trade right from the Port of Mombasa, through the Naivasha Inland Container Depot, to the Malaba Railway Yard and onward transportation to the final destinations in Uganda.





# 36 HRS

cargo arrive at there final destination.



cargo throughput at the Port of Mombasa increasing over the past decade, investments in railways will go a long way in easing the pressure brought about by the increased trade volumes.

“The traders are elated because the benefits of using rail transport are quite obvious and known to everyone. Given an option between railways and other modes of land transport for bulk cargo transportation, your guess is as good as mine. Railway is the way to go,” he added.

On his part, the Kenya Railways Managing Director Mr. Phillip Mainga informed the visiting delegation that Kenya Railways is relentless in pursuit of the set targets regarding transportation of cargo between Mombasa and Malaba border. He said that improvement initiatives are underway to make the facility serve customers better.

*We have received Rail Mounted Gantries in the country and we shall soon install and operationalize the Gantries. We are also acquiring more locomotives some of which will be deployed to this operation. This will further enhance the operations and we are confident that the future is bright.*

**MR. PHILLIP MAINGA**

Improvement initiatives such as the Naivasha Inland Container Depot have gone a long way in mitigating deep seated bottlenecks that were associated with cargo transport in the region. With the cargo throughput at the Port of Mombasa increasing over the past decade, investments in railways will go a long way in easing the pressure brought about by the increased trade volumes.



# Kenya Bureau of Standards Eyes Faster Clearance Of Imports through Destination Inspection

By Lee Mwiti



The import-export business is an interesting affair. Here in Kenya, we do import a huge number of commodities from cars, machinery to fertilizer among other products.

But as someone who wants to import perhaps a family car to lessen the travelling burden for your family, have you tried to understand what would be expected of you if perhaps you are importing from a country like Japan?

To import a product into the country, a trader must meet the standards that have been set by the Kenya Bureau of Standards (KEBS).

KEBS has mooted two procedures that guide how goods are inspected before entering the country. Pre-Export Verification of Conformity to Standards (PVoC) and Destination Inspection (DI).

PVoC is a conformity assessment program applied to products at the respective exporting countries, to ensure their compliance with the applicable Kenya Technical Regulations and Mandatory Standards or approved specifications. This means goods are assessed at their country of origin.

Destination Inspection (DI) on the other hand, is an inspection process carried out when goods arrive at Ports of Entry to the importing country (Kenya) without a certificate of conformity (CoC) as is the case under the PVoC program.

**5%** of the approved  
customs value is  
charged as Fees  
on the importer



Has come up with four destination certification options based on risks assessment



It involves document verification, physical inspection, and laboratory testing of products at the port of entry for example the port of Mombasa or at Jomo Kenyatta International Airport. KEBS has used PVoC since 2005.

According to Lt. Col. (rtd.) Njiraini, in a quest to address some of the challenges on the PVOC program that border on delays in inspection and certification of imported goods in the country of export, primarily resulting from the increased number of products subjected to PVOC, KEBS is now strengthening Direct Inspection to ensure faster clearance of goods making it easier to do business in Kenya.

"Others are abdication of the importers on their role of importation of quality products, hindrance in the growth of local quality infrastructure (our testing capability and capacity will only grow if there is need for testing) as well as export of job opportunities and revenues (local inspection promotes growth in quality infrastructure thereby creating job opportunities for our people)," said the KEBS managing director. Under the DI program, goods with Certificate of Conformity (COCs) are given first priority in the clearance process.

However, re-inspection may be undertaken at KEBS discretion.

"Goods without COC are subjected to a full physical inspection. The importer is charged destination fees of 5% of the approved customs value. Samples are taken to the laboratory to determine quality requirements. A KEBS Local COC is issued for those goods meeting the standard requirements. Those goods tested and not meeting the standard requirements, are re-shipped or destroyed at the owners' cost," said Lt. Col. (rtd.) Njiraini.

According to KEBS, all General Goods consignments shipped on Board on or after 1st April 2022 are subject to Destination Inspection until further notice.

***"To ensure minimal disruptions while ensuring that no substandard goods enter the country, KEBS has come up with four destination certification options based on risks assessment .Option 1 (Low risk) Option 2 (Medium risk) Option 3 (High risk) Option 4 (Consolidated goods),"*** said Lt. Col. (rtd.) Njiraini.

"In the same spirit, KEBS has bolstered the number of inspectors at the ports of entry, the market surveillance directorate and in the testing labs just to ensure timely inspection, sampling, testing and surveillance of all goods imported into the country to safeguard the health of consumers."

The managing director stressed that a lot of benefits will be derived from the bureau's decision to re-emphasize on Destination Inspection.

"I believe cross-border delays will be the first thing to be dealt with. Efficiency during clearance of imports will be improved and some costs pegged on pre-shipment inspection will be cut. I implore each of us not to listen to the falsehood that destination inspection will lead to substandard goods entering the market since our inspectorate team is fully capable and our procedures have been made watertight. I believe that it is time as a country we joined the community of nations which have developed strong import-export institutions and procedures and are now enjoying the fruits of economic prosperity from such initiatives."

# The Impediments to Trade Logistics and Possible Solutions

Juma Ali Tellah Chief Executive Officer Kenya Ships Agents Association

Trade Logistics entails the process of planning, implementing, and controlling the efficient, cost-effective flow and storage of raw materials, pre-products, in-process inventory, finished goods and related information from points of origin to points of consumption or processing. Logistics plays a crucial role in any economy. Well developed and maintained trade logistics infrastructure such as roads & highways, ports, railways, airports, including dry ports, warehousing infrastructure, labs & testing facilities are necessary for sustainable and balanced economic development for any country.



*PiMV Northern Valence a vessel operated by the Hapag Lloyd Shipping Line on a maiden call to the Port of Mombasa*

## Impediments To Trade Logistics

1) **Persistent trade disputes** – The EAC region is deeply embroiled in trade disputes with each country working hard to restrict goods from other member countries citing various reasons. Tanzania and Uganda once imposed a 25 per cent import duty on Kenyan confectionery such as juices, ice cream, chocolate, sweets and chewing gums, claiming Kenya had used zero-rated industrial sugar imports to produce them. On its part Kenya banned Tanzanian tour vans from accessing the Maasai Mara game reserve, arguing that Tanzania had also banned Kenyan operators from accessing Serengeti National Park. The list, regrettably, goes on and on. None harmonized regulations within the EA Community member states.

**Tariff Barriers** – prohibitive taxes on certain goods – a good example is that cited in item 1.

2) None harmonized regulations within the EA Community member states.

3) **Tariff Barriers** – prohibitive taxes on certain goods – a good example is that cited in item 1.

4) **Non-Tariff Barriers** – These are non-monetary barriers which include rules and regulations impeding trade or making trade more difficult, which include among others: -police roadblocks on the main highways:

Though the number have reduced, roadblocks still exist along the highways, resulting in longer truck turnaround times. It should however be noted that roadblocks can be minimized in number but cannot completely be eradicated for security reasons.

5) **Weigh Bridges** – Use of static weigh bridges increased truck turnaround time and therefore increased costs of operation and consequently transport costs. High speed motion weigh bridges were resorted to along the Northern corridor highways to reduce transit times. However, some trucks are still exposed

to weighing at some weigh bridges.

- 6) Inability to balance between revenue collection & trade facilitation. This can be explained through the: -
- High number of government agencies involved in cargo clearance procedures.
  - Penalties – high penalties imposed by the Revenue Authorities on account of inadvertent / human errors upon request to submit amendments.
  - Introduction of new procedures and fees without stakeholders' engagements.
  - Frequent policy changes by the government agencies creating unpredictable logistics and supply chain environment.
  - Quotas – Limits placed on imported goods or number of imports to protect local firms.
  - Subsidies – Government subsidizing local productions, through offering free agricultural inputs to enable local farmers to compete with the prices of imported goods.
- 7) Testing procedures on imports need to be swift to avoid unnecessary storage and demurrage charges. If at all possible, such tests should be done after importation has occurred.

## Possible Solutions: -

- 1) Infrastructure improvements.
- 2) Empowering small and medium logistics providers with skilled personnel, information on trade flow and access to infrastructure.
- 3) Reduction in border delays by constant consultation between countries prior to changing regulations.
- 4) Development of industrial parks – areas earmarked and dedicated to industrial development, promoting economies of scale in investments power, water, waste



management, security, and other infrastructure. The facilities should be located close to transport facilities, especially where more than one transport mode is available, including highways, railways, airports, and ports.

- 5) Reduction or elimination of truck delays by substituting static weigh bridges with high speed weigh in motion bridges.
- 6) Provide capacity building opportunities to improve the quality of logistics services.
- 7) Unlock constraints to value addition in export products that have growth potential for manufacturing and labour absorption to open new market opportunities for local producers.
- 8) Bilateral/Regional agreements between EAC Member states to end trade conflicts. Frequent meetings to monitor same and to include the private sector prior to all decision making.
- 9) Use of ICT and Bilateral agreements on information sharing between East Africa and her trading partners to create more transparent, efficient, and cost-effective ways of managing trade information across the borders. This will also create more trust and visibility in the trade supply chain.
- 10) Implementation of pre-arrival cargo clearance that is accessible to all cargo interests as opposed to Authorized Economic Operators limited to a few compliant operators.
- 11) Expediency and consultation with the private sector in approving amendments.
- 12) Rationalization and harmonization of regulations impeding trade or making trade more difficult.
- 13) Efficiently functioning border posts well equipped with reliable supply of electricity, water,

stable IT systems, adequate and well-trained staff, 24/7 working arrangement etc.

### **Conclusion,**

The way forward is to ensure that by linking governments and the private sector across the region it is possible to develop carefully thought-out concepts to ensure proper functioning trade logistics for industry and trade throughout East Africa. Only through monitoring and continuous development and change of individual logistics processes in trade and distribution channels can all customer requirements be met and thus the gains of trade may be realised.



# Unclogging Supply Chain Bottlenecks: So, Truckers Connect Us To Our Favourite Things

By Jackson Biko



The goods arrive at the Port of Mombasa in big, lumbering mysterious ships. They come with names like Kota Gadang, Si Hang Yun, Fox, Trammer. They come sailing under the flags of Singapore, Japan, India, Sierra Leone, Panama, China, bringing in palm oil, sorghum, kapok, coconut, sisal, cotton, vehicles, fertiliser, motorbike parts, sugar etc. They are offloaded at the berths by bigger cranes then more clearing happens as truck drivers await in their trailers in turns, shooting the breeze, watching YouTube skits from their phones as they await the call that will clear them for entry into the port for collection. "The port has changed," Jaffer Mukose- trucker says. He's done nothing else since he finished high school in Uganda seventeen years ago. "When I started, everything was manual. You'd run to this office with papers to be signed, then run to another office with the same papers for another signature, then go to another and wait for hours because the signer went for a long lunch." He chuckles.

***"The clearance process is much faster now with computers and automation of the processes."***

The different agencies seem to have reached an agreement and work more harmoniously without unnecessary delays in approvals. For some products destined to Uganda, I can find a Uganda Revenue Authority here, who will clear me such that the next stop is at the border crossing at Malaba. The roads out of the port are less congested as they have been expanded. I spend less time driving out." He is referring to some of the gains the Mombasa Port Charter combined with technological adoption and infrastructure development have contributed to, therefore greatly improving the efficiency of maritime, inter-terminal and hinterland connectivity and increased service level at the port; ship turnaround time, berth occupancy and cargo dwell time have all improved overtime thanks to investments at the port by various development

partners such as TradeMark East Africa (TMEA). TMEA has facilitated Mombasa port improvement with an investment of approx. US\$110Million over a period of 8 years to facilitate the Port of Mombasa improvement.

When the call comes, he drives to the port's entrance, producing a Port Pass that allows him entry. He then searches for his container using a Position Slip that contains information on the exact location of his cargo, and then loading ensues. Next comes a T1 slip from his clearing agent, and this slip enables him to obtain an electronic seal which prevents his luggage from being tampered with along the route. The electronic seal is the Regional Electronic Cargo Tracking System (RECTS). RECTS is crucial in avoiding dumping of goods, minimising travel delays, improving cargo security and boosting tax revenues for countries along the Northern Corridor. It was funded by the United Kingdom Agency for International Development (UKAID) and has Kenya, Uganda, Rwanda, South Sudan, DRC utilising it. Clearance lasts an hour and off he goes.



## US\$110Million

approx. investment made by TMEA for over a period of 8 years to facilitate the Port of Mombasa improvement.



## Faith Muiruri Works for Swan Carriers

One of the drivers driving out of the port is Faith Muiruri who works for Swan Carriers. She's a member of Kenya Transporters Association (KTA), an umbrella body that provides a common voice for road freight industry players. She wrestles the massive trailer, turning its big head north in the direction of Tororo, Uganda where her journey will lead her. It will be a two-day journey but with the road you never know; two-day journeys have turned into one-week journeys. Things happen, sometimes the cargo truck breaks down and at other times traffic snarl-ups or other non-tariff barriers on the corridor cause delays. There are only fifty female truck drivers in the region, Faith estimates.

This is a drop in the ocean in comparison to close to two million male drivers plying the Northern Corridor, a gateway and artery to an extensive economic hinterland stretching across Burundi, eastern Democratic Republic of Congo (DRC), Rwanda, Somalia, South Sudan, and Uganda. It also serves northern Tanzania and southern Ethiopia. The main cargo highway runs from the port city of Mombasa through Nairobi and Kampala to Kisangani in eastern DRC. Faith has ferried all manner of goods through this route to lands as far as Congo and Kigali, a journey that sometimes takes a week.

The Northern Corridor accounts for over 80% of all trade of cargo in the region both interstate and international traffic outside the region. For the external trade outside the region, over 30million tonnes of goods pass through the corridor and support economic development of the region and regional and continental integration. Gideon Chikamai of the Northern Corridor Observatory says, "The improvement in the Northern Corridor can be seen in terms of increase in volume and capacity of infrastructure, quality of infrastructure for instance International Roughen Index (IRI) for the roads has improved, the ease in doing business through automation of business processes, reduced transit times and reduction in delays at border points and weighbridges. Transit time from Mombasa to Kigali used to take about three weeks but now it's less than a week. It only takes 2-3 days to move from Mombasa to Malaba Border Non-Tariff Barriers(NTBs) have reduced over time."

To witness some of the improvements Chikamai talks about, and experience what it takes to haul critical supplies from the port of Mombasa to places like Uganda, I rode in Faith's cargo truck for three days as the turn boy. It was a journey of great solitude and sometimes unexpected peril. We started in Mombasa at dawn featuring a bruised sky over a coastal city that takes ages to stir. The urgent call of Muezzin rings out as the trailer bearing 30 tons of clinker makes its hasty exit [as hasty as a trailer can move] out of the city. In the cabin of the trailer are essentials that Faith needs for the journey; a gas stove, blankets, mattress in the bed behind, cutlery, salt, cooking fat, grains, antihistamines, painkillers, a live chicken in the toolbox (this will be turned into a meal at one point), a gallon of drinking water and a knife which could be for killing the chicken and for personal protection because the journey is long and the road is full of yahoos with ill intention.

Faith recalls a time when there would be multiple stops along the transport corridor, some (or many of them) ungazetted, attacks by robbers on the highway. She contrasts that with today, where governments continuously resolve Non-Tariff Barriers and technological innovations like Regional Electronic Cargo Tracking System (RECTS). To the naked eye, RECTS, which was funded by UKAID, is a seal attached at the back of a truck, however behind the scenes an eco-system of revenue officers sitting in command centres across the region, a rapid response team and a web of e-connectivity monitor trucks on transit and respond if the seal is broken before a truck reaches its destination. This deters theft, dumping and unnecessary stops, thus reducing time and cost related to transport.



**The Northern Corridor**  
*accounts for over 80% of all trade of cargo in the region both interstate & international traffic outside the region.*



There are check-points after every four hours of driving. Checkmate Afya Wellness Initiative (CAWI) are checkpoint centres where long distant drivers are offered health and wellness support to ensure road safety. There, Faith's vitals are checked; blood sugar, pressure, alco-blow to determine if a driver has been drinking and general alertness. The trailer is also inspected for roadworthiness. After fifteen minutes, Faith is swinging back onto the road again. Driving a slow-moving, heavy truck is a study in tedium. Nothing happens. The landscape moves together with the trees and the clouds, and she sits there alone, in this cabin that is her home for 25 days every month. She sits alone with her thoughts, wondering if her two-year-old son will grow up not knowing her, if her marriage will weather this job, this sound absence. Unlike in Uganda, the Kenya section of the Northern Corridor hardly has any stops that allow long distance truck drivers to use bathroom and shower facilities, a safe place where they can catch their breath. "For a woman you can imagine the number of challenges this presents to me," Faith said.

Dusk normally rushes at her windscreen like a wild bat. She finds a small safe town to sleep in. Normally a place where she's familiar, where she is called by name. She pays a guard to look after the truck as the lights go out. Literally. Her body is a clock unto itself. She can tell the time to wake up and the time to sleep.

There are sections of the Northern Corridor that are perilous, depending on what time of night you choose to pass them. For a woman, peril lurks in innocent places; you must be aware of situations. Faith, although hardened after 15 years of long-distance driving, knows when to push her luck and when to step back. She's a competent driver, a keen one as well. She says it too. She says things like, "male drivers would never drive this truck down a steep hill like I do. It takes the delicacy of a woman." Or it's not just about driving, because anybody can drive, it's about knowing the journey intimately."

# 80%

Number of women making informal cross boarder trading across East Africa.

# US\$1.05 MILLION

Finance agreement between The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) to enable the agency to collect and analyse data related to transport of goods and persons.



# 70%

Number of women making informal cross boarder trading across East Africa.





At the border of Uganda and Kenya, there is a long queue of trucks waiting for clearance into Uganda.

The border is a buzz of activity as thousands of traders and travellers move about their business. With the help of TMEA and its donors the UKAID and Global Affairs Canada, the One Stop Border Post (OSBP) brought under one roof agencies representing both countries and dealing with exit procedures, so that border users stop only once in the country of destination. An integrated border management system has reduced paperwork effectively reducing transaction time and costs to exit and enter the border by up to 70 percent. As part of OSBP implementation, TMEA rolled out targeted approach reaching women traders brings together border officials and women groups to resolve unique issues (such as sexual harassment) faced by women cross border traders. Further the OSBP has allocated the women with an office space where they access trade and market related information, as well as carry out lobbying efforts. Women make over 80% of informal cross border traders across East Africa. "It (the OSBP) is much better than it was before. We would be parked here for three days waiting to be cleared across the border. Now it takes about three hours. It could be more efficient than this by reducing the time further to one hour." Says Faith.

Faith's wishes could be achievable as TradeMark East Africa continues to support the Northern Corridor efficiency, recognising it as an important transit transport route. Recently, the aid for trade organisation signed a US\$1.05m finance agreement with The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) to enable the agency to collect and analyse data related to transport of goods and persons. The data will support governments and development partners to design and implement evidence-based interventions that will further enhance the corridor's efficiency.

As soon as she crosses the border, Tororo is only forty minutes away. Faith will offload the goods, sign the handover, and then find a place to sleep before getting on the road to do it all over again, only this time, in reverse. As our trip ended, I imagined, that all the things that I buy at the store, truckers bring them. Making trade efficient from the port, through the transport corridors has a bearing on life as we live it.



# Impact Of Covid 19 Pandemic On The Maritime Supply Chain And The Challenges

By Ellah Kiyangu

Maritimetransportplaysacriticalrole in the global supply chain linkages. Shipping is estimated to handle over 80% of global merchandise trade by volume and more than 70% by value. As a result, when disruptive factors such as pandemics occur, the sector works as a transmission channel that sends shockwaves across supply chains and regions. In the East Africa and its gate way i.e. port of Mombasa Covid 19 pandemic hit the maritime supply chain hard. There was no growth recorded in overall throughput at the port of Mombasa as cargo contracted by 1.2% in 2020 when compared to throughput performance of 2019. Covid-19 was a major reason behind the decline in 2020 performance for the following summarized reasons:

## External Factors

- A disruption of the supply value chains and trading patterns, reducing activities particularly in the manufacturing and transport sector among others especially
- Greatly affected was the importation of refined petroleum products, and goods from China leading to the overall marginal decline in Port Throughput.
- Shipping lines needed to adjust operations to cater for the suppressed demand across the globe leading to a decline in Transshipment and subsequently Containerized cargo.
- Cargo owners taking longer to process documents (cargo owners' documentation delays)

## Internal Factors

- Stringent measures introduced to protect the spread, such as curfew and social-distancing and a rising number of infections had a direct impact on labour availability.
- Inadequate labour on-hand and long vessel clearance procedures introduced before working led to an increase in Ship turnaround time.
- Equipment lacked operators at times, leading to transfer delays and a longer cargo dwell time within the Port.

## Other Factors

- The challenges of clearing of transit cargo by Uganda Revenue Authority and instituted changes in Uganda customs systems affected the fluidity of cargo gating out.
- Shortages of RECTS affixed on transit container had a negative impact on Container Dwell Time and Truck turnaround Time.
- A slight resurgence in the Chinese and global economy late 2020 led to increased vessel traffic, subsequent queuing and poor ship waiting time.

**80%**

Estimated shipping trade volume globally



# Enhancing Trade Facilitation Partnerships Between The Public & Private Sectors

By Anne Kisemba

**T**he primary goal of trade facilitation is to help make trade across borders (imports and exports) faster, and cheaper and more predictable, whilst ensuring its safety and security. Trade facilitation reforms improve a country's trade competitiveness and the effectiveness of border agencies. In addition, they can directly help advance development goals such as strengthening governance and formalizing the informal sector.

The Trade Facilitation Agreement (TFA) entered into force on 22 February 2017 after two-thirds of the World Trade Organization (WTO) membership completed their domestic ratification process. The TFA contains provisions for expediting the movement, release and clearance of goods, including goods in transit. It also sets out measures for effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues.

While businesses seek to reduce trade costs, governments are called upon to process increasing volumes of cargo with less reliance on physical interventions and with greater efficiency and speed—all of which needs to be accomplished without compromising on compliance, revenue, safety, and security.

To accomplish this, governments and the private sector need to collaborate to adopt policies and programs that are conducive to trade. Part of the solution to today's problems has been provided by Public-Private Partnerships (PPPs). The Mombasa Port and Northern Corridor Community Charter is a multi-stakeholder coordination mechanism that ensures a concerted approach towards transforming the Port of Mombasa and the Northern Corridor into an efficient, reliable and globally competitive trade and transport corridor. The charter brings together the private and public sector with an aim of improving trade.

Kenya completed its process of establishing National Trade Facilitation Committee (NTFC) in February 2016. NTFC is a body that can help establish a dynamic public-private partnership and assist governments to modernize and simplify trade procedures and discharge their mandate on trade facilitation in an efficient manner. The NTFC provides the opportunity for governments to learn as much as possible about business needs and expectations to respond to them effectively. The Shippers Council of Eastern Africa is a members of the committee representing the private sector.

In order to enhance trade facilitation partnerships the public sector need to be robust and active by: Participating in meetings to identify constraints and validate reforms; Providing transparency and input into solutions that work; being committed for the long term; Providing a platform for close and ongoing consultations; Contributing to the prioritization and implementation of TFA-related measures; Contributing to the private sector outreach effort on TFA. Regular consultation and discussions need to take place between government and the private sector not just at the apex of the NTFC level, but also in other local forums to help reduce possible anxieties and apprehensions of the business community. Traders and border officials should have the opportunity to discuss the most efficient and effective approaches to achieving regulatory objectives. The private sector needs to be involved in the agenda setting to make them more committed to the work of the public sector, this enables both to have a joint vision. Additionally, Consultations with public and private sector need to be well-prepared and conducted in a professional manner with rigorous follow-up.



Meaningful collaboration are not only a mechanism for joint collaboration, but they must be meaningful and functional. The consultations should be safe environments where all parties can exchange ideas, encourage each other to be ambitious, build trust, and understand and manage differences of opinion and interests. Key to this is ensuring that consultations are a two-way dialogue and based on mutual benefits. The Ultimate goal is a facilitative, responsive and efficient trade facilitation systems and competitive value chains.

There's need to build the capacity of businesses to better understand the WTO Trade Facilitation Agreement and other trade facilitation measures, how to use it effectively to reduce their transaction costs, and how to advocate for business friendly cross-border reforms. Some of the successes attributed to facilitation in The Port and Northern Corridor include, but not limited to: The scanning of containers and Non-intrusive verification of containers; continuous monitoring of performances through the charter result framework; solid Collaborative approach between public agencies and private sector; and Infrastructure for trade facilitation such as the TradeNet system by Kentrade.



*KenTrade Director, Florence Chemtai appreciates MPNCCC Chairman Gilbert Langat for attending the during the Trade Facilitation Summit*

# KenTrade Hosts Inaugural Trade Facilitation Summit

By Ann Odero



**YEARS**

**OF FACILITATING KENYA'S GLOBAL TRADE**

**2022**

As part of its 10th Anniversary commemoration activities, KenTrade hosted the inaugural Trade Facilitation Summit in on March 31, 2022 in Mombasa, Kenya which attracted over 200 stakeholders in the trade facilitation eco system. The summit aimed at building linkages between stakeholders in the region and reducing blockages that inhibit international trade.

The event was officially opened by the Principal Secretary, State Department of East African Community Dr. Kevit Desai, who represented the Chief Guest Cabinet Secretary, Ministry of Industrialization, Trade and Enterprise Development, Ms. Betty Maina, while the Cabinet Secretary The National Treasury and Planning was represented by the Director General, Public Investment and Portfolio Management, Eng. Stanley Kamau. The occasion was also graced by Principal Secretary, Shipping and Maritime Affairs Ms. Nancy Karigithu amongst other dignitaries.

In the speech read on her behalf, the Cabinet Secretary, Ministry of Industrialization, Trade and Enterprise Development that the realization of interconnectedness of trade economies and cross-border trade required a multi-stakeholder approach encompassing the national, regional and international trade arrangements. She added that as part of the value system Kenya's trade today is closely tied to regional and global trade agreements. "Kenya is an important regional gateway to the landlocked East Africa and wider Great Lakes countries. The northern corridor links Kenya's maritime port of Mombasa to Burundi, Democratic Republic of Congo, Rwanda, South Sudan and Uganda. This corridor mainly facilitates intra-regional trade and regional integration by ensuring the smooth movement of goods and persons across member states, she added.

KenTrade CEO Amos Wangora in his remark noted that although the COVID-19 pandemic created disruptions on an unprecedented scale and uncovered the vulnerability of many sectors including trade, it also spurred on a number of already visible trends, magnified some obstacles to development including opening up opportunities for trade. He challenged the industry to implement measures that will better equip them to deal with the crisis and build a more resilient industry.

During the summit, KenTrade launched the new Trade Facilitation Platform system, an enhanced and superior platform that will provide better user experience. The TFP has been built using modern technologies and incorporates best international practices and standards. Implementation of the TFP which began in August 2021, has already on-boarded about 23 Government agencies, and is set to be completed by the end of April 2022. "KenTrade has continued to rely on technology to provide unique products and services that are aimed at providing stakeholders with an opportunity to conduct business in a seamless, efficient and effective way hence reducing the cost of doing business within the country," KenTrade Chairman Mugambi Manyara noted.

Other speakers at the conference at the summit included representatives from development partners organization, African Alliance for e-Commerce (AAEC), World Customs Organization, West African Economic and Monetary Union (WAEMU) and other local and international experts. Also organised on the sidelines was the Africa Alliance for Electronic Commerce (AAEC) annual conference, a grouping of countries in Africa that champion for implementation of Single Window Systems. AAEC took the opportunity to launch the Africa Trade Hub Portal. Inaugural summit marked the culmination of KenTrade's 10-Year Anniversary



## Are you an Exporter/Importer, Customs Agent or Clearing Agent?

KenTrade invites you to **register** and **pay** for any of our Training Module Courses set for **2022**

Access the portal here:  
<https://soma.kentrade.go.ke/>

### For more Info. reach us on:

+254 709 95 0000  
contactcentre@kentrade.go.ke

### Follow us on



@KenTrade\_G2B | @KenTrade\_Care | @CEO\_KenTrade



@KenTradeG2B



Kenya Trade Network Agency

Simplifying Trade Processes for Kenya's Competitiveness



# Northern Corridor Performance Improves Post-Covid-19

By Mwangi Wangui

Global trade in years 2020 and 2021 was greatly affected by the emergence of the COVID-19 pandemic and the subsequent slump of economic activities. The Northern Corridor Transport Observatory quarterly report July to September shows an increase in cargo throughput at the Port of Mombasa compared to a similar quarter in 2021. Total cargo throughput at the port of Mombasa for the period July to September 2022 stood at 8.57 million MT. The throughput comprised 55% non-Containerized cargo, 38% containerized cargo and 7% transshipment cargo. The leading destination for transshipment cargo was: Dares-salaam, Pemba, Mogadishu and Mauritius.

Data shows that countries using the Port of Mombasa are net importers with imports accounting for 73.4% of total cargo throughput compared to 19.2% for exports in the quarter ending September 2022. Compared to a corresponding quarter in 2021, transit traffic posted a 12% growth, indicating a resurgence in economic activity in the Northern Corridor region. The increase has been attributed to a rise in liquid and containerized cargo, and the connectivity of Standard Gauge Railway to the Metre Gauge Railway at Naivasha Inland Container Depot. This increase reflects the expansion of trade in transit nations.

During the quarter under review, containerized cargo accounted for around 38.1% of overall cargo throughput at seaport of Mombasa. This performance demonstrates the port of Mombasa's growing importance in the Northern Corridor region.

However, the cumulative container traffic was 361,324 TEUs, out of which imports accounted for 43% and exports 57%. Further, out of the 156,944 TEUs exported, 69% were empty Containers. This shows that most of the trade along the export route is still low.

## Efficiency and Productivity

Analyzed data show increased ship turnaround times and vessel waiting times before berth, customs release time and dwell times. Ship turnaround time in the quarter ending September 2022 averaged 72 hours, an increase of 11 hours compared to a similar period in 2021 partly attributed to the spillover economic effects of the Russia-Ukraine war. Average vessel waiting time at the seaport of Mombasa increased from 10 hours to 13 hours in the quarter ending September 2021 and 2022 respectively.

Despite the increased times, the performance was within the Port Charter targets. This positive performance is attributed to berth planning and ship scheduling with channel restrictions, the dredging of the port channel with additional berths, and the construction of an offshore Single Buoy Mooring, the implementation of a fixed Berthing Window to allow shipping lines to plan their time, improved crane productivity and sufficient terminal capacity, the introduction of online exchange of documents by stakeholders, as well as the acquisition of modern tugboats and pilot boats that have boosted berthing operations at the port.

While some targets were achieved in the reporting quarter, the target of 60 hours for containerized cargo dwell time was not achieved. There is need to develop a parking yard outside the port with a proper truck calling system to the port. Currently, most truck owners do not have parking

yards prompting them to park alongside the roads, causing congestion or accessing the port to park and shop for cargo.

In line with the World Trade Organization (WTO) requirement for simplifying and harmonizing international trade procedures, integrate Customs Management System (iCMS) by Kenya Revenue Authority (KRA) promises to further simplify and optimize Customs processes. Under iCMS Document Processing Centre (DPC) processes will be instant and reduce systems downtime and disruption. Further, it is envisioned that clearance time for imports and exports will reduce by at least 60 per cent.



Aerial view of the Mombasa Port



Capacity at the Port of Mombasa is set to increase to 2.1 million TEUs annually once phase two of the second container terminal becomes operational, increasing the port's competitiveness in the region and along the Northern Transport Corridor.

©KPA

## Freight Rates and Charges

The expenses incurred by transporters to move cargo from one location to another are known as transport rates and costs. Such expenses comprise fuel expenses, expenses related to non-tariff barriers, fixed costs such as road user charges for freight operators, expenses related to administrative costs, among others. Distance, location, infrastructure status, administrative barriers, and energy, to name a few, have an impact on the cost. The Kenya Ports Authority (KPA) port tariff book defines port and marine charges while pipeline charges are published and gazetted by the Energy and Petroleum Regulatory Authority (EPRA) from time to time as per section 11 (b) of the Energy Act, 2019. Current railway freight charges are defined in Kenya Railways Tariff Notice No. 3 of 2021 (CAP.397 SECTION 51).

Road transport, which transports considerable cargo volumes through the Northern Corridor, is undeniably important to the economy. Road tolls, multiple border charges, and road conditions have been identified as some of the factors that cause cost escalations.

Road freight costs from Kampala to Mombasa were the cheapest at USD 0.86 per TEU per kilometre. From the port to the hinterland, Mombasa – Nairobi route was relatively cheaper than other routes at USD 1.6 per TEU per kilometre. Mombasa – Kampala was USD 1.9 per TEU/Km, Mombasa – Kigali USD 2.1 per TEU/Km, Mombasa – Goma USD 2.7 per TEU/Km and Mombasa –Juba averaged USD 2.6 per TEU/Km. These costs were on average 11% higher than 2021. Several factors have been identified as contributing to cost increases, including road tolls, multiple border charges, and the spillover economic effects of the Russia-Ukraine war.

As a result, policymakers must seek to eliminate any logistical or infrastructural bottlenecks. The region should work toward harmonization of road user charges as well as a review of terminal handling charges at the port to eliminate overlap of charges by shipping lines as well as the port authority. Trade is a crucial part of the Country's growth. The elimination of Non-Tariff Barriers (NTBs) will go a long way in improvement in trade facilitation among the Northern Corridor Member States.

**USD 0.86**  
**PER TEU PER KM**

**Amount in road  
freight costs  
from Kampala to  
Mombasa**

**USD 2.7**  
**PER TEU PER KM**

**Amount in road  
freight costs from  
Mombasa to  
Goma**



A truck hauls a container on the Northern Corridor roads in Uganda

# NCTTCA Unveils Modern Information Portal to Enhance Reporting

By Jean Ndayisaba



Government and Private Sector delegates from the Member States of Burundi, DRC, Kenya, Rwanda, South Sudan and Uganda during the Launch of the Northern Corridor Transport Observatory at Crowne Plaza Hotel, Nairobi, Kenya on 12th April 2022.

## Gains from the Transport Observatory

Through Transport Observatory recommendations, the region has witnessed among other things; the enhanced efficiency of the Port of Mombasa and expansion of the container terminals at the port; faster clearance of goods with the implementation of the Single Customs Territory (SCT) across the region; development of the Standard Gauge Railway in Kenya and Inland Container Depots (ICDs) in Kenya, Rwanda and Uganda increasing the uptake of cargo into the region; installation of the High-Speed Weigh in Motion (HSWIM) improving the weighbridge crossing time; and establishment of one stop Border Posts to facilitate easier cross border movement of goods.. Furthermore, the region has also seen the implementation of the Regional Electronic Cargo Tracking System (RECTs) and automation of business processes; improved quality of transport infrastructure; monitoring the implementation of the Vehicle Load Control (VLC) Charter; establishment of Sustainable Green Freight Transport Programme to promote environmentally sustainable development; and the implementation of Common Market for Eastern and Southern Africa, (COMESA) Trade Facilitation Instruments, among others. Additionally, informed policies and decisions from liable data enabled the improvement of infrastructure and reduction of Non-Tariff Barriers (NTBs) to transport and trade which has led to enhanced efficiency of the Northern Corridor.

The region has also recorded gains in safety promotion along the Corridor. Safety Indicators on the Transport Observatory enabled NCTTCA to map out black spots along the Corridor and lobby Institutions in Member States to consider ways of improving road safety. At the moment, the NCTTCA is promoting the development of roadside stations to enhance safety, security, and driver wellness during transit.

Transport and transit information along the Northern Corridor is now available at a touch of a button following the launch of the Northern Corridor Transport Observatory Portal by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) on 12th April 2022 in Nairobi Kenya. The upgrade, which commenced in July 2020 has seen the development and enhancement of the Mobile Application, Data Management and Query Tools, Business Intelligence component, Geographic Information System (GIS), Document Management tool and an Application Programming Interface (API) for data exchange. The upgrade has automated data exchange processes, transformed to intuitive platforms through new information delivery components, and improved on the database design by adopting the latest data management technologies.

The automation of the portal will dramatically improve development and increase access of various metrics needed by policy makers to facilitate to better transit, trade facilitation and cooperation between Northern Corridor Member States. It was funded by UKAID, USAID and Denmark through TradeMark East Africa (TMEA) at a cost of US\$ 1.15 million.

The Transport Observatory houses over 48 key indicators grouped into six categories displaying; trade volumes and capacity, transit times and delays, transport costs and rates, efficiency and productivity, Green House Gas emissions and Intra-regional trade. It measures these indicators using raw data collected from the stakeholders in all the Member States of Burundi, DR Congo, Kenya, Rwanda, South Sudan, and Uganda. The data provides clear picture on various indicators, enabling to identify bottlenecks and challenges that need to be resolved to improve on the efficiency and sequentially improving in the trade and operations.

Users will also be able to access newsletters and performance trackers such as weekly, monthly, quarterly, bi-annual and annual reports and Greenhouse Gas emission updates. Also available is the Geographic Information System (GIS) module that allows users to view the status of various infrastructure along the Northern Corridor including border posts and weighbridges.

Transport and logistical inefficiencies are among the biggest impediments to intended performance, in turn leading to high transport costs that are a barrier to trade and investment. Transport Observatory tool was initiated as a critical operational tool for monitoring of the Northern Corridor performance and was expected to provide continuous and up-to-date information on trends, transport cost and capacity, and infrastructure quality. It is estimated that because of issues related to inefficiencies, freight costs represent 35-40% of import values to the region, as compared to 8% in Europe and China.





The Director Northern Corridor Development, Ministry of EAC and Regional Development, Maina KIONDO on behalf of the Principal Secretary Dr. Belio R. KIPSANG, CBS, launched the NCTO portal. NCTTCA Executive Secretary, TMEA Kenya Country Director, UKAID officials and other TMEA Directors present during the launch.

The feasibility study for roadside stations was conducted by TMEA in collaboration with NCTTCA. Further, the Observatory informed the need for stakeholders' engagement and Public Private Partnership, paving way for the Northern Corridor Public-Private Partnership Committee Meetings.

During the launch, the Principal Secretary State Department of Regional and Northern Corridor Development, Ministry of EAC and Regional Development, Dr. Belio R. KIPSANG, CBS, noted that since 1985, the NCTTCA Secretariat has spearheaded initiatives to enhance cooperation, improve performance of the Corridor and deepen integration among Member States.

"The NCTTCA with support from TradeMark East Africa implemented the Transport Observatory to assess the Northern Corridor's transportation and logistics chain's performance, foster the transparency of the sector, and monitor pertinent developments. The information provided in the Transport Observatory enables to diagnose bottlenecks along the transport and transit supply chains, and to assess the performance of the corridor at system level or at component level – modes and nodes, services, and procedures," he said.

**Upgraded system is flexible and adaptable to accommodate data changes.**

The increased importance of data-driven transport and trade facilitation necessitated the upgrade of the portal with support from TMEA to include more functionalities and make it more informative, user friendly, dynamic, and interactive.

Speaking at the launch event, NCTCCA Executive Secretary CPA Omae NYARANDI appreciated the partnership with TMEA over the past decade.

"The NCTTCA Permanent Secretariat appreciates the partnership and support from TMEA over the past decade," said Mr Nyarandi.

The Executive Secretary said that the system would support the mandate of the NCTTCA. He added that data from the Northern

Corridor Transport Observatory has informed initiatives to address transport and logistical inefficiencies, ranging from infrastructure to systems and processes.

"The robust system will greatly support the commitment by the NCTTCA, to transform the Corridor into an efficient, smart and green corridor through continued advocacy for full automation of systems and processes, and interfacing systems, infrastructure developments and improvement, simplification of procedures and processes to reduce barriers to transport and trade, harmonization of transport and trade-related policies and infrastructure to ensure a resilient and developmental corridor and implementation of the green freight programme that seeks to make the Northern Corridor an environmentally safe development corridor."

Expanded toolkit includes a data collection tool running on mobile devices and a data warehouse consisting of data storage, Extract Transform Load (ETLs) technology to blend data from multiple sources, and a database for processed data.

It comprises an enhanced dashboard has a customized GIS with the ability to spatially feature selected indicators on the map at various nodes along the corridor as well as indicators components. The tool supports data mining capabilities and business intelligence features that will provide decision-making support to different corridor participants. It also incorporates a universal data exchange tool to automate data exchange from the sources and a report and recommendations module as the repository for all reports and publications on the Corridor performance.

**SINCE 1985**

the NCTTCA Secretariat has spearheaded initiatives to enhance cooperation, improve performance of the Corridor and deepen integration among Member States.

**US\$1.15 MILLION**

cost of funds made by UKAID, USAID and Denmark through TradeMark East Africa (TMEA) for automation of the portal.

# LAUNCH OF THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY



## Information available through the observatory/system?

1 Information on more than 48 indicators grouped into 6 categories to include:



Volumes of transactions.



Transit times.



Cost of Services.



Efficiency & Productivity.



Green House Gas emissions.



Safety.

Among these categories, specific indicators include the Ship Turnaround Time, Transport rates, Volume of cargo to various destinations, Weighbridge compliance, etc.

2



Greenhouse Gas Emission updates.

3



A Geographic Information System (GIS) module that allows users to view the location and status of various infrastructure including weighbridges, border posts and more.

Funded by



MINISTRY OF FOREIGN AFFAIRS OF DENMARK  
Danish



USAID  
U.S. Agency for International Development

Through



## Policy makers relied on

manual collection and verification of data that was costly and time consuming, resulting in delayed resolution of issues and publication of various reports.

The new system is expected to track and report performance on the expanded infrastructure from the development of the Standard Gauge Railway in Kenya and Inland Container Depots (ICDs).

Also, the system is scalable and flexible enough to support data changes from many sources, future additions in terms of monitoring indicators, additional data sources, and any new data analytics and reporting features.

Prior to the now automated portal NCTTCA and policymakers relied on manual collection and verification of data that was costly and time consuming, resulting in delayed resolution of issues and publication of various reports. The system lacked modern features such as a robust Geographic Information System (GIS) lowering the ability to easily filter information based on location.

TMEA Kenya Country Programme Director, Ahmed Farah, noted TMEA's support in development of online systems in various agencies as part of its contribution to the digitization agenda. He congratulated the NCTTCA on the achievement of the key milestone in performance monitoring and reporting.

He said, " I congratulate NCTTCA on this key milestone of launching the portal.

With the new portal, it is expected that more data will be collected, and much better-quality and informative reports shall be generated to assist key stakeholders like policy makers, traders, and investors in making timely decisions that shall positively affect the performance of the corridor."

In addition to improved efficiency, the robust system is expected to greatly support the commitment by the NCTTCA, to transform the Corridor into an efficient, smart and green corridor through continued advocacy for full automation of systems and processes, and interfacing systems; infrastructure developments and improvement; simplification of procedures and processes to reduce barriers to transport and trade; harmonization of transport and trade-related policies and infrastructure to ensure a resilient and developmental corridor; and implementation of the green freight programme that seeks to make the Northern Corridor an environmentally safe transit corridor. The upgrade will also serve as an impact tool for Developments Partners including SSATP/WB, AfDB, UNECA, JICA, TMEA, UNCTAD on their development interventions in the region.

## WHAT INFORMATION WILL YOU BE ABLE TO ACCESS THROUGH THE OBSERVATORY/SYSTEM?

 <p><b>KEY PERFORMANCE INDICATORS</b></p> <p>Information on more than 48 indicators grouped into 7 categories to include:</p> <ul style="list-style-type: none"> <li>• Volume and Capacity</li> <li>• Tariff and Rates</li> <li>• Time and Delays</li> <li>• Efficiency and Productivity</li> <li>• Intra-regional Trade</li> <li>• Road Safety</li> <li>• Green Freight</li> </ul> <p>Among these categories, specific indicators include the Ship Turnaround Time, Transport rates, Processing Times at the port, Volume of cargo to various destinations, Transit time to various destinations, Container dwell time, Truck turnaround time at the port of Mombasa, Volume of Intra-regional trade etc.</p>	 <p><b>GIS MODULE</b></p> <p>A Geographic Information System (GIS) module that allows users to view the location and status of various infrastructure. The GIS module with assistance from GPS data allows for the automatic compilation of time taken by Northern Corridor users at various key locations including weighbridges, customs checkpoints, border posts and more.</p>	 <p><b>PUBLICATIONS</b></p> <p>Access to periodical reports published by NCTO and special features on the performance of the Northern Corridor including annual reports, biannual reports, quarterly reports, weekly reports, newsletters, Joint Northern &amp; Central Corridor reports and Green House Gas Emission updates.</p>	 <p><b>DIGITIZED RECOMMENDATION MATRIX</b></p> <p>A digitized recommendation matrix tracker which provides for listing of all recommendations and findings with the provision to view statuses, make follow up as well as allow generation of stakeholder specific status reports. The tracker also provides for listing of feedback as well as sharing with relevant stakeholders.</p>
---	---	---	--



## THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY

Get Information on the Northern Corridor's performance at the click of a button!



## ABOUT THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) with support from TradeMark East Africa (TMEA) and funding from UKAID, USAID and Denmark, set up the Northern Corridor Transport Observatory (NCTO) aimed at monitoring the performance of the logistics chain along the Northern Corridor. The Transport Observatory provides reliable and timely information to policy makers in the region, facilitating formulation of policies that lead to better transit, trade facilitation and cooperation between Northern Corridor Member States.



Prior to the existence of the Transport Observatory Portal, various challenges were faced by NCTTCA and its stakeholders, some of these include:

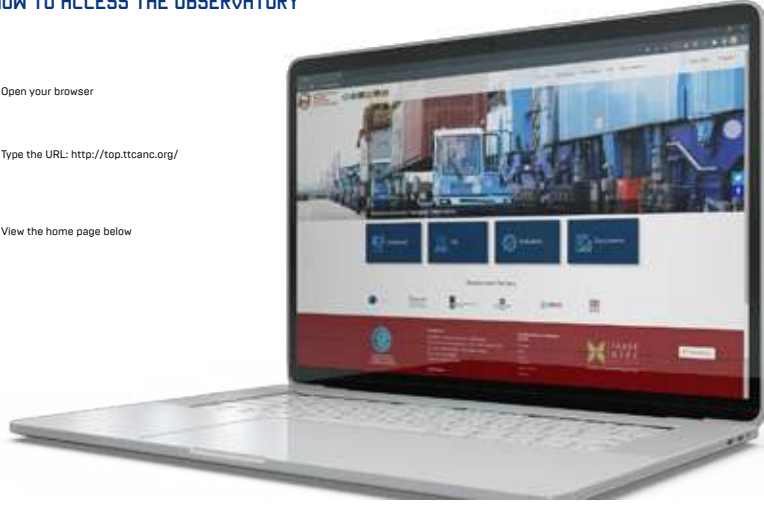
- 1.** Manual collection and verification of data that was costly, time consuming and led to delayed publication of various reports.
- 2.** Lack of a timely, credible, and reliable source of data on logistics, trade, and transport leading to dependence on unreliable sources by stakeholders who include policy makers, investors, transporters.
- 3.** Lack of modern infrastructure presenting limitations in collection and processing of crucial information from various sensors like the Global Positioning System (GPS), used to compute metrics including transit times.
- 4.** Slow resolution of inefficiencies plaguing the Northern Corridor caused by lack of adequate information needed by policy makers.

## BENEFITS OF THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY PORTAL

- Automated collection of transport data from multiple sources and stakeholders using various tools and technologies including mobile phone surveys and Application Programming Interfaces (APIs).**
- Increased efficiency that enables storage, analysis and processing of the trade data using modern tools like Business Intelligence (BI), Data warehouse and the Geographic Information System (GIS). The portal is hosted on a modern tier 2 server room which ensures the portal is available and accessible online more than 95% of the time per year.**
- Seamless dissemination of trade reports and processed data as the portal is linked to social media channels and emails for subscribers. The processed data can also be displayed in a Geographic Information System (GIS) which helps to visualize the location (and status) of several trade infrastructure like roads, railways, and ports on an online digital map.**
- Increased access to information through the online recommendation matrix published on the portal, enabling various stakeholders across the entire corridor to address challenges and improve trade in the region and their respective countries.**
- Supports the Mission of NCTTCA through:**
  - Identification of areas for improvement in relation to targets (or benchmarks)
  - Provision of a set of tools for diagnosing problems/bottlenecks of the corridor
  - Measuring the evolution of the corridor leading to the measurement of the effectiveness of programs designed to address problems/bottlenecks.
- Increased efficiency and dependability of the Northern Corridor as a source of reliable data used to inform policy decisions on improving infrastructure and reducing non-tariff barriers.**

## HOW TO ACCESS THE OBSERVATORY

1. Open your browser
2. Type the URL: <http://top.ttcanc.org/>
3. View the home page below



## BACKGROUND

From March 2018, Trademark East Africa (TMEA) has provided NCTTCA with financial aid worth USD 1,150,000 to support various efforts towards making the Northern Corridor Transport Observatory Programme a success.

### Some of these efforts include:

- Upgrade of the server room for NCTTCA so that the observatory can run on more reliable infrastructure
- Enhancement of the transport observatory toolkit/portal to incorporate more modern features like a Business Intelligence Toolkit, an Enterprise Service Bus and an improved Geographic Information System
- Support efforts in collection, analysis, processing and publishing of data on the performance of the corridor
- Development of a mobile application that will be used for collecting data from the field and uploading to the TOs servers in real time.

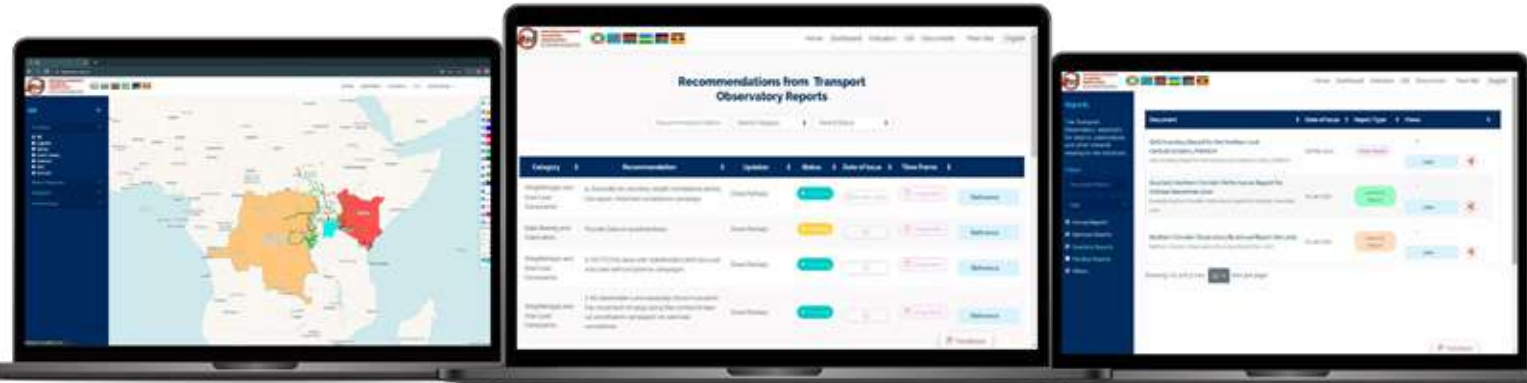


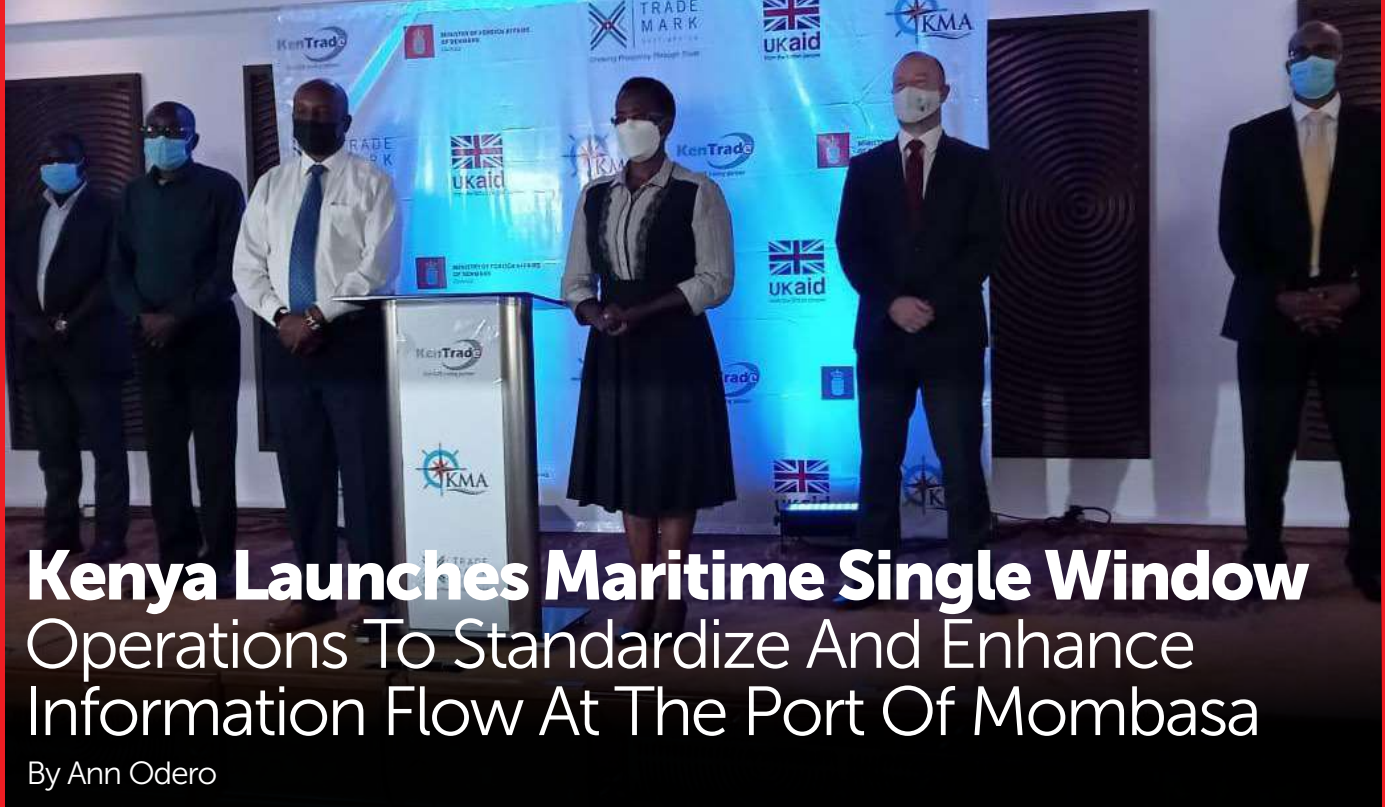
To date, over 180 publications have been made since 2018. Over this period, more than 115 issues facing traders along the corridor have been reported, among these, more than 80 have been resolved. The resolution of challenges has helped with reduction in cost and time of doing business along the Northern Corridor.

GIS page

Reports Module

Recommendations Tracker





# Kenya Launches Maritime Single Window Operations To Standardize And Enhance Information Flow At The Port Of Mombasa

By Ann Odero

The maritime stakeholders in Kenya are benefitting from enhanced efficiency at Port of Mombasa following the launch of the Single Window (MSW), meant to facilitate end-to-end information flow between the Shipping Agents, Port Authority, as well as other related government agencies. MSW which was launched on July 02, 2021 in Mombasa by Cabinet Secretary, the National Treasury Hon. Ambassador Ukur Yatani was developed jointly by Kenya Trade Network Agency (KenTrade) and the Kenya Maritime Authority (KMA) with financial support TradeMark East Africa (TMEA), complies with the International Maritime Organization (IMO) FAL Convention.

The FAL Convention contains standards and recommended practices and rules for simplifying formalities, documentary requirements and procedures on ships' arrival, stay and departure and recommends the use of the "single window" concept in which all the agencies and authorities involved in ship and passenger clearance should exchange data via a single point of contact. The MSW which has been developed by Crimonsoljic, has been integrated with the KenTrade's Single Window System (Kenya TradeNet) covers the vessel arrival and departure process of both cargo and non-cargo vessels, facilitates the processing of all associated documentation for a quicker turnaround time in handling maritime traffic. The integration entailed enhancing the Kenya TradeNet System by adding a module - Electronic Maritime Single Window (E-MSW) Module. It goes beyond by providing value added services, such as request for pilotage, tug, waste disposal, and so on, without the need for tedious over-the-counter operations that require physical visits.

The E-MSW allows Shipping Agents in Kenya to electronically submit vessel pre - arrival and predeparture FAL declarations to government agencies mainly Kenya Maritime Authority, Kenya Revenue Authority (KRA), Kenya Ports Authority (KPA), State Department of Immigration, Port Health, National Environment Management Authority (NEMA), Kenya Plant Health Inspectorate Service (KEPHIS) and the Kenya Coast Guard Service.

Presiding over the launch, the National Treasury Cabinet Secretary, Dr. Ukur Yatani said that implementation of the Maritime Single Window is part of the Government's initiative to facilitate trade in line with the IMO FAL makes it mandatory for Governments to introduce electronic information exchange between ships and ports with the aim making cross-border trade simpler and the logistics chain more efficient. "Kenya is among the 120 member states that have ratified to the International Maritime Organization Convention on Facilitation of Maritime Traffic commonly referred to as FAL Convention, which aims at promoting measures to bring about uniformity and simplicity in the documentary requirements and procedures associated with the arrival, stay and departure of ships engaged in international voyages.





Speaking during the launch, Principal Secretary, State Department for Shipping and Maritime Affairs, Nancy Karigiithu noted that as a member of the International Maritime Organisation (IMO), Kenya has signed about 26 conventions that have been domesticated through the Merchant Shipping Act, 2009 which is proof of Kenya's desire to grow its maritime sector and compete with global maritime nations. She added that the Kenya MSW will address the aims issue of numerous, non-harmonised reporting obligations in a more coordinated and harmonised way, and to improve interoperability between various systems, making it much easier to share and reuse data.

According to the Kenya Maritime Authority Director General Robert Njue, MSW will enable enhanced greater transparency to provide efficient end-to-end information flow for the Government Agencies officers to better ensure the safety of arriving and departing vessels, and their cargoes. For ship operators or Agents, the Maritime Single Window also helps with post docking and pre-departure operational needs to ensure they can be on schedule for their next leg of the journey. "The FAL / IMO initiatives are designed to simplify cross-border trade, reduce the administrative burden and create a more efficient logistics chain at that is exactly we have developed the MSW".

"It is important to continuously innovate and the MSW is one such innovation that we are able to partner with the Kenya Maritime Authority and CrimsonLogic to ensure marine waterways and operations stay efficient and safe for our stakeholders," said KenTrade Chief Executive Officer, Amos Wangora. He added that the development of the Maritime Single Window in Kenya was driven by the need to desire simplify the administrative burden for ships entering and leaving the Port of Mombasa.



The reporting requirements were extremely onerous and due to elements of overlapping legislations there is often a need to submit similar information to different authorities in different formats" he said

TradeMark East Africa's Chief Executive Officer, Frank Matsuert noted that reducing the barriers to trade so as to increase its trading opportunities internationally remains a key mandate for TMEA. He added that MSW complements TMEA's other work with government agencies including improving roads, the port, border posts and automation of key trade processes. Ultimately, these interventions will create a conducive business environment in Kenya, promoting job creation and reducing poverty.

Mr Saw Ken Wye, CEO of CrimsonLogic said: "Singapore as an island nation and regional trade hub, has always placed a strong emphasis on maritime activities and operations. The government emphasis has helped our company develop solutions that will help our global customers grow their operations in tandem with their economy. We are delighted to be part of Kenya's digital transformation journey and continue to be their technology partner of choice."

# 24:7:365 IT'S TIME FOR BUSINESS

The world never sleeps, neither do we. Indeed, we understand the needs of global economies and have upped our pace in the race against time to facilitate international trade.

Like clockwork we keep it moving; Importing, exporting, decongesting so that cargo moves in and out efficiently and timely to its final destination. Day and night we are open and ready for business.

**Kenya Ports Authority; Growing Business, Enriching Lives.**



KPA ON EFFICIENCY

KEBS ISO 9001:2015  
Certified Org, No. 087

GATEWAY TO EAST & CENTRAL AFRICA



For more details contact the Corporate Communication Division  
Tel: 254-041-2112999/2113999 or email: [ca@kpa.co.ke](mailto:ca@kpa.co.ke)

[www.kpa.co.ke](http://www.kpa.co.ke) | Kenya Ports Authority | @Kenya\_Ports | Kenya Ports Authority



**KENYA MARITIME AUTHORITY**

*For safe and efficient water transport*



Effectively regulate,  
coordinate and oversee maritime  
affairs in Kenya for sustainable  
development.

**FOR MORE INFORMATION**

Contact us through:

**THE DIRECTOR GENERAL, KENYA MARITIME AUTHORITY**


P.O. Box 95076 - 80104, MOMBASA

Telephone: +254 41 2318398/9, +254 20 2381203/4, 0724319344, 0733221322

Fax: +254 41 2318397 E-mail: [info@kma.go.ke](mailto:info@kma.go.ke); [complaints@kma.go.ke](mailto:complaints@kma.go.ke) Website: [www.kma.go.ke](http://www.kma.go.ke)



Follow us on:

 : [kmakenya@kmakenya](mailto:kmakenya@kmakenya)

 : Kenya Maritime Authority

**ISO 9001:2015 CERTIFIED**





**The Mombasa Port & Northern Corridor Community Charter  
(MPNCCC)**

Moi Avenue, Mombasa  
P.O. Box 95076 - 80104 Mombasa, Kenya  
**Phone:** 020 - 2381204 / 020 - 2381203/4