

TECHNICAL WORK PLANNING
MEETING FOR ACCELERATED
TRANSIT EFFICIENCY
IMPROVEMENTS ON EAST
AFRICAN CORRIDORS

**“Work Planning Meeting” 14th -
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Serena Beach Hotel, Mombasa,
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Transporters Perspective on Challenges in Transit Trade on the East African Corridors

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The Corridors

- The Northern Corridor
- The Central Corridor
- The Southern Corridor

The Corridors

- Regional arrangements are not cascaded to domestic laws and therefore not entrenched locally – TGL
- No adequate communication from Regional forums on new laws
- Conflicting laws – Clearance at Mombasa Port and Clearance at Malaba/Busia borders

Agenda

- Congestion at Weighbridges
- Highway Check Points and Road Blocks
- Road Conditions
- Safety
- Security
- Weighbridges Reliability

Congestion at Weighbridges



Congestion at Weighbridges

Weighbridges on the NC

- Mariakani, Mlolongo, Mai Mahiu, Gilgil, Eldoret, Webuye, Amagoro, Busitema-m, Lukaya-m & Mbarara-s.
- Mandatory weighbridges for transit trucks include but not limited to Mariakani, Mlolongo, Webuye, Amagoro, Busitema, Lukaya & Mbarara
- The most time consuming are weighbridges in Kenya

Congestion at Weighbridges

Downtime at Weighbridges

- Trucks leaving Mombasa for LLC (Landlocked Countries) on the NC should only be weighed at the Mariakani - provisions of a 2005 gazette notice.
- Trucks have pass through seven weighbridges between Mombasa and Malaba, spending between 3 minutes – 339 minutes per weighbridge depending on port throughput
- Uganda has shown significant improvement in weighbridge related downtime while Rwanda and Burundi are yet to commission their weighbridges

Congestion at Weighbridges

Downtime at Weighbridges

- Transporters loose an avarage of 6 hours per truck per day between Mombasa and Nairobi and up to 6 ½ hours between Nairobi and Malaba
- Assuming a throughput of 120 transit trucks from the port of Mombasa, the industry suffers a combined downtime of 12.5 hours per truck between Mombasa and Malaba

Congestion at Weighbridges

Cost of Downtime

- The cost of downtime today is averaged at about Kshs. 25,000 per truck per day
- Overall downtime cost for the industry between Mombasa and Malaba is 1.5m a day and 0.5B a year all attributed to weighbridge delays
- Some 22,812 days are lost at weighbridges every year

Highway Check Points and Road Blocks

- Mazeras, Mariakani, MacKinnon Road, Maungu, Voi, Man Eaters, Sultani Hamud, Salama, Konza, Machakos Junction, Small World, Rironi, Mutarakwa, Kijabe, South Lake, Dalamere, Gilgil Junction, Mbaruk, Soilo – Pipeline, Ngata, Salgaa, Sachangwani, Total Junction, Kamara, Ravine Junction, Hill Tea, Burnt Forest, Cheptiret, EATEC, Maili Tisa, Turbo, Kipkaren, Webuye, Kanduyi, Malaba, Tororo, Busitema, Naluwerere, Mukono, Iganga, Jinja, Mabira Forest etc etc.

Highway Check Points and Road Blocks

- On average Transporters encounter 6 and 5 road blocks for every 100 km on the Northern Corridor
- The road blocks are too many, have unfriendly police checks coupled with corruption mainly in the form of bribery.

Highway Check Points and Road Blocks

- Road blocks improve security along major highways however the cumbersome clearance at such roadblocks is time wasting. As such, they add to the cost of doing business. In addition, these road blocks have been identified as key to road wear and tear. Roads tend wear most at police road blocks.

Highway Check Points and Road Blocks

- Harmonized load limits are yet to be fully enforced through the Region hence impossible to benchmark standards.
- All Countries have not yet implemented harmonized road user charges.
- Check list of documentation in order of priority lacking thus it takes law enforcement officers a longer time to peruse documents.

Highway Check Points and Road Blocks

- Technical inspection of vehicles not yet harmonized and the modalities for mutual recognition of the certificates of road worthiness are not yet in place
- Specific Police Check list not established

Highway Check Points and Road Blocks

- USD 100 – Thro Uganda
- USD 190 – Thro Rwanda
- USD 190 – Thro Burundi
- USD 50 – Thro Kenya to Nrb
- USD 100 – Thro Kenya Msa - Malaba
- USD 380 – RDC in and out
- USD 50 – Drivers Visa - DRC

Road Conditions

- Shorter lead times due to improved road development in the Region
- Mombasa – Nairobi 80% good roads
- Nairobi – Malaba good progress
- Malaba – Kampala – Completed
- Kampala – Katuna Under repairs/construction
- Katuna – Kanyaru – Excellent
- Kanyaru – Bujumbura – Good

Safety

- Drivers are not fully aware of safety requirements.
- Dubious importation of used vehicles that expose drivers and other road users
- Drivers are not particular about PPE or never bother to use PPE
- Narrow Roads
- RHD in French speaking Nations

Safety

- Training of crew lacking in most Road Transport Companies
- No existing syllabus/ Criteria of Training crew
- Very limited knowledge of Environmental conservation

Security

- Organized Crime
- Poverty
- Post Election violence
- Drivers with Questionable backgrounds
- Most affected areas are Mazeras, Man Eaters, Mtito Andei, Kambuu, Salama, Kinoo and Sachangwani.

Weighbridges Reliability

- Handover from Government to the private operator was unceremonious.
- No calibration evidence since handover took place
- Bribery is more rampant
- Intimidating presence of Policemen inside the weighing office;

Weighbridge Reliability

- Refusal to reweigh whenever there is a dispute between the driver and the weighbridge personnel.
- Drunk and disorderly staff on Night shift.
- Manual reporting of weights which is prone to human error/manipulation;
- Worn-out weighing plat-form and uneven approaching lanes;
- Lack of calibration certificate bringing up the question of efficiency of the machines;
- Overworked staff, evidenced by fatigue due to stretched shifts.

THE END