



OUTCOME OF THE FIELD VISIT EXERCISE TO MONITOR IMPLEMENTATION PROGRESS OF THE MOMBASA PORT AND NORTHERN CORRIDOR COMMUNITY CHARTER

Objectives of the Field Visits)

The MPNCCC Secretariat carried out field visits between 3rd November and 10th December, 2020. A total of 53 signatories were visited and interviewed in the locations of Mombasa and Nairobi. The objectives of the field visits were to:

- 1) Confirm and establish status of implementation of the Charter commitments
- 2) Verify and validate data and reports received
- 3) Identify challenges of the Charter implementation
- 4) Disseminate relevant information/materials and on planned activities of the Charter
- 5) Meet new signatories
- 6) Identify focal points/liason and contact persons
- 7) Sensitize signatories on the establishment, activities and usefulness of the Charter
- 8) Explore opportunities for funding and support to Charter activities (resource mobilization)
- 9) Collect missing data
- 10) Finalize membership and signing of the Charter by the new signatories
- 11) Establish COVID 19 pandemic response interventions on congestion and delays at the borders (impeding movement of goods, services and trade generally).

NO	SIGNATORY	STATUS UPDATE ON IMPLEMENTATION OF COMMITMENTS	LIMITATIONS	OTHER REMARKS/ACTION POINTS
1.	Kenya Ports Authority (KPA)	<p>Measures taken to coordinate and support Joint verification of cargo;</p> <ul style="list-style-type: none"> • Receives information from Customs, which informs relevant stakeholders by email to make payments for verification. • Noted ongoing automations of the following documentation systems <ul style="list-style-type: none"> ○ Implementation of Truck Appointment Systems (TAS) to improve traffic management. ○ Automation of pick up orders. • KPA is in the process to acquire a new Terminal Operating System (TOS) aimed at enhancing efficiency and productivity in port operations, documentation and seamless interface with relevant port community systems. Other benefits include faster vessel productivity and turnaround, optimized yard, rail and gate operations; increased visibility of operations; planned workloads, control of operations and storage, enhanced workers' safety; timely and accurate billing; improved business intelligence and reporting. • Ongoing constructions at the new container terminal to reduce vessel turnaround time. <p>Measures taken to optimize port clearance operations;</p> <ul style="list-style-type: none"> ○ Road expansion project at Changamwe 	i. Delays for trucks at the borders affect port operations as truck turnaround time increases – impacts on evacuations	<ol style="list-style-type: none"> 1. Charter activities integrated in KPA Business Plan, Strategic Plan & Performance Contract. 2. KPA expressed willingness to mobilize resources in support of Charter activities. Charter Secretariat to develop a budget proposal for consideration. 3. KPA efforts to facilitate/set up covid-19 test centers at the ICD and border points. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Peter Masinde 2. Nicholas Tendwa 3. Weldon Korir 4. Samuel Kiptoo 5. Rukia Alawi 6. Mohamed Golicha

		<ul style="list-style-type: none"> ○ Automation of gates to facilitate cargo release ○ Implementing truck appointment systems to eliminate trucks at parking at port area <p>Measures to optimize Berth Efficiency</p> <ul style="list-style-type: none"> ○ Construction of Berth 22 at 70% completion. To be completed in one years' time. ○ Implementation of a balanced score card ○ Implementation of fixed berth window planning ○ Allocation of adequate resources to optimize operations at berth area. 		
2.	Kenya Railways (KR)	<p>Measures taken to Expedite evacuation of exports from ICD Nairobi & Naivasha</p> <ul style="list-style-type: none"> ○ Evacuation for both export and import has been enhanced by SOPs between KRC and Africa Star for the operations and managing the trains. ○ Ongoing works to Link SGR and MGR from Suswa to Longonot which are expected to be completed by end of April 2021 ○ Connectivity of meter gauge to Naivasha ICD is to ensure seamless transport and reduce cross border delays. ○ Kenya Railways has completed the port relief line at the port of Mombasa ○ Ex-hook loading from truck to rail at ICD Nairobi. ○ Nomination of last mile service providers at Mombasa by KPA has reduced clogging of containers at Port Reitz. ○ converting high sided wagon to containerized to increase capacity 	<ul style="list-style-type: none"> i. Shortage of finances to expedite extension of SGR railway lines from Naivasha to Kisumu, and from SGR terminus Miritini to Mombasa City. ii. KPA takes long hours in tallying operation for containers. iii. Loading takes about 4 hours in Mombasa though shunting is not automated to generate the data. It takes about 9 hours to haul the cargo from Mombasa to Nairobi Freight Terminal (NFT) and about 3 to 4 hours waiting at NFT depending on the congestions at the ICD. It takes about 4-hour offloading at ICD Nairobi 	<p>Actions</p> <ol style="list-style-type: none"> 1. KRC and Port Community Charter Secretariat jointly developed a template that will be used by the officers on the ground to effectively monitor the operations and efficiency of railways freight services. 2. KRC yet to provide adequate data to Secretariat for monitoring of performance and efficiency as provided in the Charter result framework. Delay in data submission also experienced. 3. KRC to establish mobilization of funds strategy for the development of the required railways infrastructure network. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Tom Ojijo-Mombasa 2. James Siele-Nairobi

		<p>Measures taken to speed up development of SGR/Mombasa city rail link</p> <ul style="list-style-type: none"> ○ SDMU engines to be acquired for commuter passenger trains from Miritini to Mombasa town rail station. <p>Measures taken to expedite remarshalling of wagons by SGR operator at Port Reitz.</p> <ul style="list-style-type: none"> ○ Purchase of more engines & wagons and increase of loading zones <p>Measures taken to extend SGR from Nairobi to Naivasha</p> <ul style="list-style-type: none"> ○ Construction completed and currently under operation ○ Two trains to Naivasha in a week.1 train carries 50-58 wagons equivalent to 100-116 TEUs. <p>Measures taken to expand SGR from Naivasha to Kisumu</p> <ul style="list-style-type: none"> ○ 23 km MGR rail connection from Naivasha to Longonot is currently revived to link logistics chain network of railway <p>Measures taken to increase proportion of corridor freight moved by SGR</p> <ul style="list-style-type: none"> ● There are a lot of ongoing projects to expand the facilities that support freight logistics and warehousing. Efficiency and lowest freight pricing is being implemented. Two grain bulk and fertilizer facilities are currently being expanded and developed in Athi River. <p>Measures taken to optimize speed of cargo</p> <ul style="list-style-type: none"> ○ Average of 9-10 hrs taken by freight train from port to Athi River <p>Measures taken to optimize train turnaround time</p> <ul style="list-style-type: none"> ● Depend on offloading speed at the Port and ICD ● Takes 1.5hrs for offloading at Mombasa for empties and 4-5 hrs for full export 		
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<p>3.</p>	<p>KENTRADE</p>	<p>Measures taken to speed up the completion of outstanding Single Window System modules</p> <ul style="list-style-type: none"> All modules are complete, only waiting maritime single window system under piloting stage that began on 23rd November 2020. <p>Measures taken to enhance capacity for stakeholder's systems integration with SWS</p> <ul style="list-style-type: none"> Most integration has been done, few institutions systems currently under development to be integrated on completion. <ul style="list-style-type: none"> Procurement process for the Business Intelligence (BI) system, funded by TMEA ongoing. Procurement evaluations to be finalized in January 2021. KENTRADE working on utilization of its system to be used in process permits for horticultural products <p>Measures to integrate SWS with key private sector players on cargo clearance.</p> <ul style="list-style-type: none"> KNCCI already have a system which will be integrated with the single window system. Marine Insurance portal to be developed in collaboration with IRA & AKI. Others are in the process of system development for integration. KENTRADE jointly working with SCEA on a study on cargo tracking systems. <p>Measures taken to facilitate private players without system to put systems in place for integration and facilitate electronic cargo monitoring from the origin to the end.</p> <ul style="list-style-type: none"> All these will be achieved taking cognizant of the full integration with KRA iCMS system. This is where cargo logistics approval and monitoring during movement will be achieved. 	<ol style="list-style-type: none"> Facing challenges of integration with KNCCI systems for processing certificate of origin There is no clear regulator for Marine Cargo Insurance Marine Cargo insurance not mandatory requirement for cargo processing. Full integration into the single window system with some institutions is slow due to inadequate resources and fear of data sharing. 	<p>Action</p> <ol style="list-style-type: none"> Port Charter Secretariat to institute a meeting with KENTRADE to help in the refinement of their commitments and KPIs for monitoring and reporting. KENTRADE to finalize the piloting of the remaining modules and provide a report within the shortest period of time. KENTRADE to collaborate with all the stakeholders whose systems aren't yet developed/finalized for integration. KENTRADE to engage KNCCI and have arrangement for system integration within the shortest time possible. This arrangement will also be extended to IRA & AKI to finalize the development of marine single window system. KENTRADE to finalize the procurement of BI system tool and development within the allocated time. KENTRADE to develop primary and secondary data sites to respond to system downtime upfront to minimize delays in cargo clearance and cross border trade KENTRADE was requested to provide resources for the Port Community Charter
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4.	Insurance Regulatory Authority (IRA)	<ul style="list-style-type: none"> • Not a signatory to the Charter • The purpose of the engagement with IRA was to introduce them to the Charter, confirm their critical role in transport and trade facilitation, and seek their willingness to join the Charter as a signatory. • IRA identified some areas they provide support as far as trade facilitation which includes; categorization of insurance companies to provide insurance covers for particular goods depending on the value of the goods; provision of approvals to insurance companies to provide customs bonds as a tool for facilitating international trade. • In collaboration with Association of Kenya Insurance (AKI), supported the formulation of the law that's currently guiding the provision of local insurance for exports and imports in the country • IRA indicated their interest to become Charter members. Secretariat confirmed critical role of IRA in the Charter. 	i. No contact established despite early communication (and follow ups) with IRA for the meeting.	<p>Action</p> <ol style="list-style-type: none"> 1. IRA and AKI with the support of the stakeholders to champion the establishment of a policy/regulation/law to use insurance as freight container guarantee instead of depositing cash with the shipping lines. 2. Both IRA and AKI were identified to play a critical role in the Charter and recommend their membership. 3. Secretariat will present IRA and AKI membership proposal to Steering Committee for consideration <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. James Muruthi Ndwiga-contact person 2. Eric Ndoria 						
5.	Agriculture Food Authority (AFA)	<p>AFA is an important cargo intervener through issue of permits and licenses to exporters and import of agricultural food products.</p> <p>Measures taken to regulate crops sector in Kenya.</p> <ul style="list-style-type: none"> • The authority has developed and formulated regulations that has been passed and incorporated in the Act of Parliament. The existing regulations guides eight Directorates with distinct roles in diverse crops that is exported and imported. <p>The following is a status report on the AFA regulations and Draft Bills.</p> <table border="1" data-bbox="426 1154 1864 1304"> <thead> <tr> <th data-bbox="426 1154 606 1190">Directorate</th> <th data-bbox="606 1154 898 1190">Regulations</th> <th data-bbox="898 1154 1864 1190">Progress Status</th> </tr> </thead> <tbody> <tr> <td data-bbox="426 1190 606 1304">Tea Directorate</td> <td data-bbox="606 1190 898 1304">The Crops (Tea Industry) Regulations 2020</td> <td data-bbox="898 1190 1864 1304">Published on 22nd May 2020 Gazetted on 29th May 2020 Pending accession by the Parliamentary Committee on Delegated Legislation</td> </tr> </tbody> </table>			Directorate	Regulations	Progress Status	Tea Directorate	The Crops (Tea Industry) Regulations 2020	Published on 22 nd May 2020 Gazetted on 29 th May 2020 Pending accession by the Parliamentary Committee on Delegated Legislation
Directorate	Regulations	Progress Status								
Tea Directorate	The Crops (Tea Industry) Regulations 2020	Published on 22 nd May 2020 Gazetted on 29 th May 2020 Pending accession by the Parliamentary Committee on Delegated Legislation								

		Sugar Directorate	The Crops (Sugar) (General) Regulations 2020	Published on 27 th May 2020 Gazetted on 5 th June 2020 Pending accession by the Parliamentary Committee on Delegated Legislation
			The Crops (Sugar) (Imports, Exports and By-products) Regulations 2020	Published on 8 th July 2020 Gazetted on 17 th July 2020 Pending accession by the Parliamentary Committee on Delegated Legislation
		Coffee Directorate	The Crops (Coffee) (General) Regulations 2019	Published on 1 st July 2019 Gazetted on 12 th July 2019 Operational
		Horticultural Crops Directorate	The Crops (Horticultural Crops) Regulations 2019	Published on 8 th July 2020 Gazetted on 17 th July 2020 Pending accession by the Parliamentary Committee on Delegated Legislation
		Food Crops Directorate	Crops Act (Food Crops) Regulations 2019	Published on 31 st December 2019 Gazetted on 24 th January 2020 Operational
			The Crops (Irish Potato) Regulations 2019	Published on 5 th April 2019 Gazetted on 12 th April 2020 Operational
		Fibre Crops Directorate	Fibre Crops Regulations	Published on 8 th July 2020 Gazetted on 17 th July 2020 Pending accession by the Parliamentary Committee on Delegated Legislation
		Pyrethrum & Other Industrial Crops Directorate	Pyrethrum Regulations	The Regulations were drafted and forwarded to Office of Attorney Generals for review and consideration. The AGs Office directed that the Pyrethrum Regulatory Act should first be repealed. In line with this directive AFA through the Ministry of Agriculture, Livestock, Fisheries & Cooperatives (MOALFC) drafted the amendments for repeal of the Pyrethrum Regulatory Act and these were forwarded to the National Assembly for debate and approval.
			Miraa Regulations	The Regulations were drafted in collaboration with the Miraa Taskforce Technical Implementation Team. Public participation on the Regulations has been finalized. Currently, AFA is in the process of conducting a Regulatory Impact Assessment in line with the Statutory Instruments Act.
		Nuts & Oil Crops Directorate	The Crops (Nuts & Oil Crops) Regulations 2020	Published on 20 th August 2020 Gazetted on 28 th August 2020 Pending accession by the Parliamentary Committee on Delegated Legislation
Ongoing Regulations				

		<ul style="list-style-type: none"> • Miraa Regulations • Pyrethrum Regulations • Horticultural crops Regulations <p>Measures taken to expedite license processing</p> <ul style="list-style-type: none"> • The Authority developed a new automated system (Forty Client System) that's currently being used to approve and submit issuance of permits and license as guided by the service Charter and service level compliance of the Authority. <p>Challenges</p> <ol style="list-style-type: none"> 1. Some approval given by KEPHIS have to be revalidated by AFA <p>Action</p> <ol style="list-style-type: none"> 1. AFA to provide time stamps for imports and exports. 2. KEPHIS & AFA to streamline the approvals and issuance of the permits and license. Both to have a system integration to enhance communication and information exchange. 		
6.	Ministry of Health (MOH)	<ul style="list-style-type: none"> • Not a signatory to the Charter but considered to be very critical as health is increasingly considered as a Non-Tariff-Barrier (NTB). Though indirectly represented by Port Health Unit, MOH plays a critical role in policy matters. • The purpose of the visit to MOH was to introduce them to the Charter and seek their inclusion as a signatory. • The Director of public health at MOH agreed to work together with the stakeholders on areas that may enhance trade investment and facilitation through policy interventions. 	i. No challenges experienced during the exercise.	<p>Action</p> <ol style="list-style-type: none"> 1. MOH expressed willingness for inclusion to the Charter. 2. The Port Community Secretariat to make a formal communication to the MOH, indicating commitment on policy issue related areas that require port operations efficiency, and cross border trade clearance process. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Jackson Muriithi 2. Michelle Sagala
7.	Eastern Africa Grain Council (EAGC)	<p>Measures taken to promote 24/7 operations</p> <ul style="list-style-type: none"> • Not fully operational since the authorities providing clearance also do not operate in the same time zones. However, they have extended operations times/durations of their members. 	i. Only one bulk handling grain facility in the country at the port of Mombasa handled by GBHL, which creates a monopoly	<p>Action</p> <ol style="list-style-type: none"> i. EAGC to sensitize members on Charter commitments ii. EAGC to create a link to Charter materials in their website

		<ul style="list-style-type: none"> • Meanwhile, members who are grain traders and processors are the ones working on 24/7 hours. <p>Measures taken to increase efficiency in shipper's operations</p> <ul style="list-style-type: none"> • Developed a software, G-Soko as a trading solution in organizing food end to end logistics. • Inspection and certification of warehouses • Training and capacity building of members on particular special courses related to port logistics and cross-border trade. • Developed a special course in international trade procedures & processes (ITPP) in partnership with KENTRADE, KRA, and SCEA among others. • Measures taken to promote greater compliance of shippers in maritime standards. • Standards not set and relevant state holders are yet to be engaged. KMA to share Maritime standards. <p>Measures taken to promote grain exports</p> <ul style="list-style-type: none"> • EAGC has profiled grains & cereals considered to be competitive and can be exported. • EAGC partnered with research organizations to improve on parent seed breeding • EAGC has supported companies that do seed multiplication e.g. via MOU's with Kenya seed through G-Soko. • Policy advocacy leading to opening up of export markets for Kenyan cereals • Developed a training curriculum for cereal exports (ITPP) skewed towards promoting export of cereals and palsies. • Lobbied for removal of customs warehouse charges. • Appealing to the national government to drop VAT on imported seeds for the local farmers. 	<p>ii. There has not been Charter interaction with EACG since the signing of the Charter. The signatory recommended more interactions, information exchange, invitation to meetings, and participation in the Charter committees among other activities.</p>	<p>iii. EAGC & Cereal Millers Association to initiate consultations aimed at harmonization of commitments in the Charter - CMA was identified as EAGC focuses on milling.</p> <p>iv. Mr. Masila (EAGC CEO) to communicate with Cereal Millers Association CEO and update MPNCCC Secretariat on streamlining commitments</p> <p>v. Existing maritime service level standards to be shared with EAGC.</p> <p>vi. EAGC to send a write up on markets to MPNCCC Secretariat.</p> <p>vii. MPNCCC Secretariat to avail a soft copy of the Charter to EAGC.</p> <p>viii. MPNCCC Secretariat to organize meetings and activities inviting EAGC</p> <p>Persons Interviewed</p> <p>1. Gerald Masila-CEO</p>
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		<p>Measures taken to Profile local grains that are potential for export</p> <ul style="list-style-type: none"> • Working with partners such as KALRO to produce seeds using advance technology. • Organize seed value chain amongst their members for more production <p>Measures taken to promote greater compliance of shippers in customs and other government organizations regulations</p> <ul style="list-style-type: none"> • Signage of code of conduct by prospective members of EAGC. • Organized Workshops for paid-up members focusing on capacity building for EAGC members. • Promotion of a good working relationship between EAGC and the government through partnership approach. 		
8.	Kenya National Chamber of Commerce and Industry (KNCCI)	<p>Measures taken to issue certificates of origin in a timely way.</p> <ul style="list-style-type: none"> • Automation of the process to enable issuance of Certificates of Origin through an online process. <p>Impacts</p> <ul style="list-style-type: none"> • Reduced time and associated costs. Takes 10 mins from lodging of application to verification and approval. This is a major improvement from the earlier 3 days. However, the target KPI's were projected to remain the same until 2024 as the process is controlled by the system • Minimized forgery. • Able to reach out to more traders. <p>Measures taken to advocate for MPNCCC implementation.</p> <ul style="list-style-type: none"> • Sensitization to members on standards for export procedures through a program The Switch Africa 	<ul style="list-style-type: none"> i. Some countries require stamping of the Certificate of Origin. ii. Experiencing Compatibility challenges in integration of KNCCI portal and KENTRADE SWS. 	<p>Action</p> <ol style="list-style-type: none"> 1. KNCCI to work together with KENTRADE on the integration of their automated system with the single window platform. 2. KNCCI and KENTRADE to have a joint meeting to develop an action plan for the integration. <p>Persons Interviewed</p> <p><u>Mombasa</u></p> <ol style="list-style-type: none"> 1. Stephanie Mbaaabu 2. Cynthia Murithi 3. James Kitavi <p><u>Nairobi</u></p> <ol style="list-style-type: none"> 4. Caroline Kosiom 5. Fredrick Mukilya

		<p>Green project to enable exporters understand export procedures, phytosanitary standards. The agency also analyses and evaluates export process and establish where there's a challenge, propose and advocate the intervention required.</p> <p><u>Gender</u></p> <ul style="list-style-type: none"> • There exists an association of KNCCI women in Business whose main purpose is to encourage women participation in economic activities. Representation is cascaded down at all county levels. There exists a master card programme whose purpose is to support women in business through borrowing. • KNCCI expressed its willingness to collaborate with WOMESA in its survey for participation of women in the Maritime Sector at a reasonable fee. 		6. Abubakar Abdi
9.	Kenya Coffee Traders Association (KCTA)	<p>Kenya Coffee Exchange located in Nairobi</p> <p>Most coffee is transported from Nairobi to Mombasa for export by SGR</p> <p>Most coffee is transported by sea (coffee is a bulky commodity suitable for sea shipping).Very little is transported by air.</p> <p>Measures taken to promote containerization of coffee exports</p> <ul style="list-style-type: none"> • 99% of export coffee is containerized (sold on 60Kg bags). • This is achieved through warehousing packaging that's best suited with freight containers for easier multimodal transport logistics since major percentage of export is through international shipping transport. In addition, grading aspect makes it easier and more necessary to use freight containers for export. <p>Benefits of containerization</p> <ul style="list-style-type: none"> • Efficiency 		<p>Persons Interviewed</p> <p>1. Benson Kibicho</p>

		<ul style="list-style-type: none"> • Coffee sensitive to humidity and bad weather. • Prevents losses through pilferages <p>How interests of coffee sector are represented:</p> <ul style="list-style-type: none"> • Advocacy in different forums and other events organized by the association. Member's interests are addressed in different platforms, e.g. Nairobi coffee exchange. Member's interests are also addressed through fair regulations and the government policy. • Seat/represented in various platforms e.g. NSE, Kenya Coffee Producers Association, Coffee Directorate (Regulator), County Government <p>Measures taken to promote 24/7</p> <ul style="list-style-type: none"> • Some members like shipping lines operate 24/7. Also roasters <p>Measures taken to promote AEOs</p> <ul style="list-style-type: none"> • No information availed to enable them enroll 		
10	Kenya Revenue Authority (KRA)	<p>Measures taken to accelerate DPC processes towards eventual completion.</p> <ul style="list-style-type: none"> • DPC is put under the risk management division. To eliminate the DPC process upon full implementation of iCMS. • iCMS roll out has covered Air Freight, Bulk convention cargo and Motor Vehicles. Containerized and petroleum products still pending. • Contract with SIMBA system ending on 31st December 2020. Might be extended to June 2021. • Implementing iCMS for sea shipment per vessel. Have successfully implemented iCMC for air manifests. <p>Measures taken to ensure efficient manifest approval</p> <ul style="list-style-type: none"> • Manifests rolled out and approved electronically. • Implementing online issuance of manifests • Initiated process of implementing Pre-Arrival Processing (PAP). Sensitizing traders towards increased utilization of PAP. PAP currently on voluntary basis. Review of EACMA Regulations to provide for PAP. 	<p>i. Experienced ICT teething challenges in the implementation of iCMS</p> <p>Interventions</p> <p>A support team deployed to Mombasa and Nairobi to assist with solutions to system-challenges.</p> <p>ii. Implementation of AEO facing budgetary challenges.</p> <p>iii. Experiencing challenges with transporters Association on which party to bear the costs of testing drivers.</p> <p>iv. Experiencing shortage of seals due to inefficiencies in the turnaround of trucks especially at the border</p>	<p>Actions</p> <ol style="list-style-type: none"> 1. Share a copy of AEO document containing recommendations on AEO programme with MPNCCC Secretariat. Action: KRA 2. KRA sought collaboration with the MPNCCC in identifying resources for implementation of AEO programme 3. KRA committed to sponsor the MPNCCC newsletter, MPNCCC workshops, meetings, and relevant surveys upon request. 4. KRA to prepare analysis comparing benefits derived when using AEO programme and vice versa. 5. KRA to review Charter document for better understanding on implementation.

		<ul style="list-style-type: none"> Developed PAP programme in SIMBA system Training of AEO programme ongoing. <p>Measures taken to improve ICT infrastructure to minimize system downtimes.</p> <ul style="list-style-type: none"> The Authority is dependent on service providers, Safaricom (main). A support team deployed in Mombasa and Nairobi to assist with solutions related to system challenges. <p>Measures taken to optimize AEO programme</p> <ul style="list-style-type: none"> Acknowledge existing limitations associated with the implementation of AEO programme. A committee constituted to review AEO activities. The outcome, a document containing recommendations for successful implementation of the programme (attached for reference). <p>Measures taken to coordinate joint verification of cargo</p> <ul style="list-style-type: none"> Joint verification of cargo implemented upon demand/under circumstances of mis-declaration/undervaluation whereby KRA organizes and notifies interested parties. 	<p>points. KRA exploring options for an alternative service provider.</p> <p>v. Numerous transfer of KRA officers makes it difficult to identify dedicated staff to Charter matters.</p>	<p>6. MPNCCC Secretariat called upon to increase sensitization of Charter activities and extend it to Kenya School of Revenue Administration (KESRA) for incorporation of the Charter (MPNCCC) the curriculum. More arrangements on the same to be initiated</p> <p>Persons Interviewed</p> <p>KRA, HQs)</p> <ol style="list-style-type: none"> Pamela Ahago Anne Nyaboke Bernard Matube Peter Ng'ang'a Ian Koletit Judith Momanyi <p>KRA, Mombasa</p> <ol style="list-style-type: none"> Abdi Malik Hussein
11	Kenya Bureau of Standards	<p>Measures taken to expedite KEBS testing services.</p> <ul style="list-style-type: none"> Local testing is carried out on consignments imported without CoC, which currently stands at 11%. This follows legal notice by government to allow goods to come without CoC. This has increased quantity of goods tested locally, and hence increased testing time. The testing time at times experienced delays that originate from upstream (the suppliers side), where goods at times comes without CoC, which is dealt with locally, this also increases the testing time at the port and the ICDN. <p>Measures taken to promote exports</p>	<ol style="list-style-type: none"> Number of goods arriving with CoC declining. More goods imported to the country without CoC - COVID 19 contributed to higher goods coming in without testing. Endurance tests conducted to establish standards causes delays COVID – 19 also contributed to the testing delays because many 	<p>Actions</p> <ol style="list-style-type: none"> KEBS to expedite setting up of cross border equipment for testing, and expand testing effectiveness for other products to improve clearance at the borders. Categorization of samples for testing to be incorporated in the Charter results framework KEBS requested for a sitting with MPNCCC Secretariat to review reports sent on a monthly basis.

		<ul style="list-style-type: none"> • Ensuring locally manufactured goods are competitive by putting into place the Standardization Mark (SM) (enable wider reach within the EAC region) • KEBS is working to promote the SM to promote trade. • Import/export samples testing given a priority including at regional levels. <p>Measures taken to raise compliance to the enriched PVoC programme.</p> <ul style="list-style-type: none"> • It was reported that the level of compliance normally depends on effectiveness of the KRA iCMS. Therefore, the KRA's system must be up and running uninterrupted if the compliance required is to be achieved. It was reported that the iCMS/Simba system has created some double work for KEBS inspectors. Though the goods come with a CoC, KEBS must have an officer tasked to generate a local CoC from the transitional IDFs. This creates delays and causes KEBS to default on timelines • Also important is the standardization mark of compliance with quality for locally manufactured goods - an area the Agency has given attention, considering the compliance needed. • Penalties due to non-compliance reduced to 5% of CIF for local inspection in a bid to encourage small/medium scale traders. This has further been reduced to 0.6% for small traders importing under the consolidators banner • KEBS encourages importation of consignments with CoC under the PVoC program <p>For Resource Mobilization, KEBS is identifying and planning for workshops where it will request to partner with the Charter stakeholders. KEBS</p>	<p>importers brought in goods without CoC.</p> <p>v) Kenya Bureau of standards noted that it would be difficult to raise compliance to the Pre-Export Verification of Conformity (PVoC) program target to 98%. Currently, local certificate of conformity (COC) is allowed and the charges reduced to 5% down from a high of 20%, thereby encouraging more use of Local COC hence limiting the attainment of the PVoC target. This also means that physical inspections will have to be done</p>	<ol style="list-style-type: none"> 3. KEBS confirmed commitment to participate in Charter activities including sub-committees where already participating. 4. KEBS further indicated will evaluate and consider requests that may come to support the Charter. 5. KEBS is working on a more precise risk framework that will be shared with the Stakeholders, 6. KEBS plans to improve its testing infrastructure including equipment and personnel to enhance its efficiency. <p>Persons Interviewed at KEBS HQ:</p> <ol style="list-style-type: none"> 1. Lt Col (RTD.) Bernard Njiraini, MD KEBS 2. Bernard Nguyo, Ag. Director QAI, KEBS 3. Martin Masibo, Technical Personal Assistant to, KEBS MD <p>KEBS Mombasa</p> <ol style="list-style-type: none"> 1. Makan Peter 2. Patrick Kiptoo 3. Rayons Owino <p>KEBS ICDN Stakeholders Meeting</p> <ol style="list-style-type: none"> 1. Mathew Yegon
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		has also proposed to produce a newsletter in partnership with the Charter. The Charter implementation is a component in the KEBS PC.		
12	National Police Service (NPS)	<p>Measures taken to Promote traffic flow along the corridor</p> <ul style="list-style-type: none"> This is an ongoing assignment on a daily basis. Traffic police officers are spread along the corridor from the port of Mombasa to the borders to enforce traffic flow for trucks flow. <p>Measures taken to enhance port and corridor security</p> <ul style="list-style-type: none"> Security is provided along the corridor especially in areas with security threats, at the port and at the train stations. Patrol officers are also available 24/7 hours. Have 9 sectors of police patrols. <p>Measures to apprehend and enhance security</p> <ul style="list-style-type: none"> Protecting life and properties along the corridor by the police stations that spread along the route <p>Measures taken to maintain law and Order</p> <ul style="list-style-type: none"> The patrol police officers are always on surveillance duty to every day. Enhanced by having police officers on mobile vehicles Special unit (Northern Corridor Transit Patrol Unit) put in place <p>Measures sensitization</p> <ul style="list-style-type: none"> Ongoing with transports – where Traffic Commandant responsible and organizes sensitization along the corridor. 	<p>i. The Kenya Police Service experience acute shortage of resources to execute their services effectively.</p> <ul style="list-style-type: none"> Several stations without vehicles Road blocks brought back to enforce COVID 19 protocols – weren't before March 2020 (before COVID 19 pandemic) 	<p>Action</p> <ol style="list-style-type: none"> An appeal to be made through the Port Community Charter to the institutions supporting trade facilitation to sponsor/fund/provide resources to the Kenya Police Service. <p>Persons Interviewed</p> <ol style="list-style-type: none"> Edward Njoroge Mbugua Joseph W. Ndirangu
13	East Africa Civil Society Forum (EACSOFF)	<ul style="list-style-type: none"> EACSOFF to review a brief of the status of implementation of their commitments in the Charter and prepare for a meeting with the Charter Secretariat 	<ul style="list-style-type: none"> The officers were not available for the scheduled meeting due to other engagements. 	<p>Action</p> <ol style="list-style-type: none"> Meeting rescheduled. Secretariat to communicate with EASCOFF and agree date for an online meeting EACSOFF to review their commitments and prepare status of implementation

				Person Interviewed 1. Ms. Wawira Nyaga
14	East Africa Online Transport Agency (EAOT)	Measures taken to drive the Agenda on Trucks Achieving 120,00 Km per Truck per Annum <ul style="list-style-type: none"> Working with Kenya Railways to support the linkage of trucks for last mile delivery. Support linkage of trucks to destinations previously not covered e.g. Kolwezi in DRC, Lusaka in Zambia, Lokichar in Turkana, and Moyale for transshipment to Ethiopia etc. The most significant progress has been completion of the new platform which aims to open up East African trucks to destinations beyond the region. This means not only can they cover the last mile for the SGR but enable countries further inland to use the Mombasa Port and have their goods transported seamlessly without having to visit Kenya. This will not only ensure that trucks begin to increase the KMs they cover towards the target of 120,000 Kms/Truck/Year, but will also support the implementation of the Africa Continental Free Trade Area (AfCFTA) by ensuring that logistics is available in support of the trade. Measures taken to provide data to enable monitoring of Charter targets, both quantitative and qualitative <ul style="list-style-type: none"> EAOTA has been providing both quantitative and qualitative data as well as key industry updates and information to key Port Community Charter agencies e.g. Kenya Ports Authority – ICDN, KIFWA, SCEA and KeNHA. 	i. Inadequate resources to achieve some of its automation process. ii. Laxity of some government institutions in establishing collaboration needed on trade facilitation matters.	SYSTEM FEATURES FOR INCREASED KMs Africa wide coverage. 1. The system can be used by anyone within the African continent to move cargo from one country to another. This means trucks in East Africa now have access to onward and return cargo from any part of the continent 2. Last Mile Coverage (Multimodal): While the Charter has identified a multimodal approach to transportation of cargo, it is important to note that efficiency of last mile delivery is critical to the success. The system has been created such that even with the use of the Port in Kisumu to link to other Ports in Mwanza and Jinja, last mile trucks will be available in all those locations. The system also supports both first mile and last mile for rail, sea and air transport. Next Steps for EAOTA

		<ul style="list-style-type: none"> • Most notably EAOTA conducted an exercise for ICDN to check on the amount of time trucks were taking at the ramp both on entry and exit. This was aimed at reducing entry and exit time in order to reduce truck turnaround times at the ICDN. The same was presented to the ICDN Stakeholders meeting. • EAOTA has been providing support in reporting any delays and malfunctions at weighbridges through a collaborating WhatsApp platform between KeNHA and EAOTA transporters. This has been instrumental in reducing delays for trucks heading to both Busia and Malaba border. • EAOTA has also worked with truck driver groups particularly the Trucking Network Galore (TNG) in updating authorities on any incidences along the corridor again in relation to truck transit time. • EAOTA sits on the Technical Committee of Road Safety - HCV hosted by the NTSA. These engagements are aimed at reducing HCV related accidents on our highways with the effect of also reducing delays caused by road closures from such accidents. <p>Measures taken to support integration processes into the KNESWS</p> <ul style="list-style-type: none"> • The new EAOTA system is now ready for integration of last mile transportation for the KNESWS users. As the KNESWS had originally envisioned that a shipper could complete all processes online including booking a truck, the new EAOTA system is ready for integration to support end to end service by Kenya's Single Window. • Further, this EAOTA system not only provides access to trucks but can also enable all parties 		<ol style="list-style-type: none"> 3. While EAOTA has made significant progress on the areas allocated in the Charter, it is important to have Government support to provide confidence to transporters, shippers and clearing agents to use the system. 4. An official introduction by the Port Charter Team to KNESWS to present the system and engage on how to integrate it. 5. Opportunities by the Port Charter Team to increase collaboration amongst the signatories instead of separate efforts. E.g. Increasing truck Kms requires movement of goods continuously and also further, engaging the Export Promotion Council can open up opportunities for Kenyan exporters to move their goods to more countries while increasing the Kms covered by the trucks. <p>Action Points</p> <ol style="list-style-type: none"> 6. Well-coordinated efforts in capturing and providing data for example a collaborative engagement with KTA, KPA
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		<p>including KRA, Shipping Line, Clearing Agent and Shipper to know the status of the truck's movement and completion of delivery. This is through a unique tracking number provided by the system.</p> <p>Measures taken to use online platform to disseminate Charter information.</p> <ul style="list-style-type: none"> • The new EAOTA system has provided a news and information section where Charter relevant / related information can be disseminated. • During the time prior to the system, EAOTA has used its bulk SMS platform to disseminate key information surrounding Mombasa Port and other Charter relevant/related information. • EAOTA has also used its social media for the same purpose 		<p>and KeNHA to provide data on truck transit times.</p> <ol style="list-style-type: none"> 7. Better coordination with KR and KPA on provision of last mile transportation. 8. It would also be good to be provided physical space at key points (Mombasa Port, ICDN, Kisumu Port, KPA Regional Offices etc) to ensure port users can access critical support services at these points. 9. The agency made a proposal to the port Charter Secretariat to spearhead the establishment of Multi-stakeholders Huduma Centers for transport, port and logistics issues as point of information sharing and service provision at the port and at the borders. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Ms. Sofia Getambu - CEO 2. Ms. Wanja Kiragu – Operations Director
15	Pest Control Products Board (PCPB)	<p>Measures taken to provide efficient and effective pest control services for imports and exports as well as to expedite processing of pest control permits for export and import cargo.</p> <ul style="list-style-type: none"> • Processing of permits done through KENTRADE system for both imports and exports. The process involves the below 	<ul style="list-style-type: none"> • PCPB, listed as cargo interveners to exit Kilindini port vide a Government Circular issued in 4th June 2019. This has created a risky gap at the port, and much fake and harmful pest 	<p>Persons interviewed</p> <ol style="list-style-type: none"> 1. Dr. Esther Kimani 2. Lawrence I. Kalawa

		<ul style="list-style-type: none"> ○ Confirmation of submission of complete set of documents ○ Verification of the documents received ○ Verification of payments (0.4% of FOB value paid to PCPB, 0.4% paid to agrochemicals). ○ Approval process. <ul style="list-style-type: none"> ● Samples picked from imports and exporters warehouses ● List of registered pesticides available in PCPB website. List reviewed every 3 months ● Standard Operating Procedures (SOPs) prepared for port process on inspection, verification, and clearance of imports at the port or points of entry in Kenya 	control chemicals have been intercepted. The responsibility was left to KEBS at point of loading and at point of exit. However, KEBS has not been able to effectively handle it. This has resulted in increased entry of unregistered pesticides.	
16	Port Health Services (PHS)	<p>Measures taken to accelerate port health surveillance procedures</p> <ul style="list-style-type: none"> ● Port Health facilitates premises inspection for hygiene standards through organized schedules Working on 24/7 basis ● Port Health workers operate on a 24/7 basis. National holidays are excluded. <p>Measures taken to establish online cargo clearance system-Online of cargo clearance documents done at 100%</p>	<ul style="list-style-type: none"> i. Inability to quantify various Port health deliverables ii. Inadequate communication/collaboration between port health and other stakeholders in the cargo clearing process. iii. Inadequate coordination and commitment for concerned stakeholders' compliance 	<p>Action</p> <ul style="list-style-type: none"> i. PHS advocating for testing of truck drivers at Miritini to avoid long queues at cargo loading points. Expressed need for more sensitization to drivers on aforementioned issue <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Mr. Zealot Naphtally
17	Northern Corridor Transit and Transport Coordination Authority (NCTTCA)	<p>Measures taken in hosting the Northern Corridor Performance Dashboard.</p> <ul style="list-style-type: none"> ● Transport observatory has below components ● Dashboard KPI's whose reports are done on a weekly basis. ● Transport Observatory KPI's currently at 47 ● Geographic Information System(GIS) whereby indicators are mapped 	<ul style="list-style-type: none"> i. Inadequate stakeholders' systems, which are not integrated. ii. Various indicators lack baselines and targets that are subjected to agreements between stakeholders. 	<p>Actions</p> <ol style="list-style-type: none"> 1. Initiate negotiations with organizations providing data to shift towards Application Programming Interphase from FTP with a main purpose of minimizing physical intervention.

		<ul style="list-style-type: none"> • Hosting of all documents produced. • NCTTCA carrying out performance dashboard upgrade for indicators that have been visible since 2012. Additional indicators will also be included. • The following reports as agreed by the Secretariat are generated periodically. <ul style="list-style-type: none"> ○ Weekly Report Dashboard ○ Quarterly Report as per calendar year ○ Biannual Report provided in July and December. ○ Annual Report-Joint with Central Corridor and analyzed. • NCTTCA has provided a monitoring and Evaluation Coordinator to support data Secretariat on a regular basis. Other initiatives • NCTTCA working to ensure each Charter indicator is monitored by other member states for comparative analysis 	<ul style="list-style-type: none"> iii. Some organizations resisting to share data to avoid competition. 	<p>Persons interviewed</p> <ol style="list-style-type: none"> 1. Justus Nyarandi 2. Aloys Rusagara 3. Alex Ruzindana 4. Noah Kiptoo 5. Gideon Chikamai
18	ISCOS	<p>Measures taken to develop a real time monitoring system on performance of logistics service providers.</p> <ul style="list-style-type: none"> ○ Ship-Link, an advanced system of M-ship enhanced <p>Measures taken to monitor quality of logistics services, conducting shippers' capacity building and awareness workshops in Kenya and Regional partnership with other stakeholders.</p> <ul style="list-style-type: none"> • Stakeholders forum for shipping and trade facilitation across Lake Victoria • Forum on Shipping Maritime affairs and trade facilitation held in May 2019 and September 2020. • Regional forum held in Arusha in September 2019. 	<ul style="list-style-type: none"> i. Marketing of the system inadequate ii. Limited resources for marketing the system and for undertaking regular activities. 	<p>Persons interviewed</p> <ol style="list-style-type: none"> 1. Alex Kanyawa Zulu 2. Aderick I. Kagenzi 3. Fred Olali

		<ul style="list-style-type: none"> National Trade Facilitation workshop held in Kisumu, Mombasa and Nairobi in 2020. 		
19	East Africa Tea Trade Association (EATTA)	<p>Measures taken to promote containerization of cargo.</p> <ul style="list-style-type: none"> Tea auction takes place in Mombasa. 100% of tea is containerized as per requirements from KRA (customs). Tea stored in warehouses in Mombasa amounting to 78%. <p>Measures taken to promote AEO uptake</p> <ul style="list-style-type: none"> Tea through blue/green channel not yet realized. 500-700 containers exported per week. <ul style="list-style-type: none"> Time Table <ul style="list-style-type: none"> Mon-Tuesday-Buying tea Wednesday-looking for order Thursday-Friday-Staffing & Exports <p>Measures taken to promote awareness of trader's requirements.</p> <ul style="list-style-type: none"> Ministry of EAC programme on ease of doing business aimed at increasing efficiency by reducing bureaucracy. Sensitization of members on new directives, procedures and routines Forums with the Regulator, KMA on SOLAS has enabled trade facilitation and ease of doing business. 	<ul style="list-style-type: none"> All containers have to be witnessed during staffing yet warehouses sparsely located. Benefits from AEO not experienced as earlier envisaged. This is attributed to lengthy procedures, numerous delays, and traders subjected to similar treatment in the clearing process irrespective of their AEO membership status. Delays experienced at the port entry points attributed to breakdown of equipment's, and ICT systems. Inadequate customs resident officers in Bonded warehouses. Experiencing system downtimes especially with KRA SIMBA systems Scanning undertaken on consignments already verified by customs verification officers. KEPHIS inspection charge of Ksh. 5,000 per consignment imposed on tea but exempted on other 	<p>Actions</p> <ol style="list-style-type: none"> EATTA to share proposal made by EATTA to reduce lengthy clearance procedures by KRA. <p>Persons Interviewed</p> <ol style="list-style-type: none"> Edward Mudibo-CEO Brian Ngwiri

			produce e.g. coffee, spices & herbs.	
20	Kenya Ships Agents Association (KSAA)	<p>Measures taken to build capacity of ships agents to deliver quality services.</p> <ul style="list-style-type: none"> ○ Encouraging members to finance employees to undertake maritime and related training courses. <p>Measures taken to promote preclearance by ensuring that documents for preclearance are submitted 48 hours prior to arrival of vessels at port.</p> <ul style="list-style-type: none"> ● Facing challenges with the pre-clearance process mainly attributed to KRA failure to accept partial manifest. <p>Measures taken to adopt 24/7 economy practice among members.</p> <ul style="list-style-type: none"> ● Availability of member's operation at the port on 24/7 basis. However, office operations are not on 24/7 basis due to inadequate demand. However, shipping lines agreed to extend working hours for picking of Delivery Orders (D. O's). 	<p>i. Customs entry on transshipment goods causing delays.</p>	<p>Recommendations by KSAA</p> <ol style="list-style-type: none"> 1. The need for government agencies to collaborate in tackling issues affecting traders at large. 2. Actions on implemented projects to be expedited. <p>Actions</p> <ol style="list-style-type: none"> 1. Work to ensure manifests are submitted in time. 2. Expressed willingness to cooperate on methodology of data preparation and dissemination <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Roger Dainty 2. Juma Tellah 3. Giusepp Fedele 4. Aziza Mwanthi
21	Empty Container Depot Association (ECDA)	<p>Measures taken to promote 24/7 operations</p> <ul style="list-style-type: none"> ● Operate on a 24/7 basis on below activities <ul style="list-style-type: none"> ○ Offloading units/containers ○ Repatriation-empties ○ Handling Exports-Container interchange activities ● Use of EDI for reporting the movement of containers <p>Measures taken to increase efficiency in storage and return of empty containers to the port: storage offered free of charge. However, storage fees charged to leasing companies. Depot generates revenue through</p>	<p>i. KPA ICT systems breakdown remains a challenge to achieving 24/7 basis.</p> <p>ii. ECDA system is not automated. No integration with KPA and KRC systems</p> <p>iii. Congestions at the port, which causes delivery and evacuation delays</p> <p>iv. Poor condition of access roads to and from the port.</p>	<p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Ahmed Mohamed 2. Isaac Muriuki

		<p>handling operations including lifts, repatriation to/from the port.</p> <ul style="list-style-type: none"> ○ Measures taken to decongest port-ECDA offer transfer services of containers from port to the depots. ● Measures to promote the use of a truck appointment/scheduling system - ECDA has own truck appointment system for dropping containers to empty container depot. However, system manual and not automated. System also not integrated with KPA or KRC systems. 	<ul style="list-style-type: none"> v. Ongoing construction of roads around the port leading to traffic congestions. vi. No truck parking or marshaling yard for holding trucks before/after entry to Mombasa Island/Port area vii. ECDA needs more sensitization on Charter issues, which includes establishment of efficiency indicators. 	
22	Mombasa County Government (MCG)	<p>Construction of truck packing/marshalling yard and system connection to the port and corridor.</p> <ul style="list-style-type: none"> ● Mombasa County Government working closely with KENHA to set a truck marshalling yard in Miritini - Mariakani Road expansion project. However, this is a KeNHA project, the county government will only provide the land for development. ● Next steps towards effective maintenance of the truck marshalling yard <ul style="list-style-type: none"> ○ Set regulations to drive traffic ○ Managing of traffic & the marshalling yards. ● Measures taken to create destination marketing plan for MPNCCC- The County in collaboration with Kenya export promotion and brand agency and Kenya tourism teamed together to bring the aspect of Port Community Charter in the County activities for implementation. ● Measures taken to develop infrastructure connecting the city to the port and corridor. 	<ul style="list-style-type: none"> i. Railways roundabout traffic remains a challenge caused by poor drainage systems during rainfall period. ii. Limited finance to finalize a lot of development to put the required infrastructures to support the logistics services and trade facilitation. 	<p>Action</p> <ol style="list-style-type: none"> 1. A team will be constituted that will focal points of the County Government to Charter activities. 2. The County Government to provide training to their traffic enforcement officers on logistics issues on trade facilitation and the importance of supporting trade flows. 3. The County Government has intentions to develop an Integrated Marine Spatial Plan. 4. Mombasa County Government collaboration with KENHA on construction of truck packing/marshalling yard and system connection to the port and corridor. <p>Persons Interviewed</p>

		<ul style="list-style-type: none"> ○ Infrastructure development currently ongoing is supported by the National and County Governments jointly. ○ Procurement process towards construction of Mbarai-Nyerere road in partnership with TMEA completed. Funds released. ● Measures to monitor and advocate for the removal of Non-Tariff Barriers have been identified and marked for review through collaboration between County and National Government. All physical barriers along the roads have been removed and minimize weighing /or time taken to weigh the trucks. <ul style="list-style-type: none"> ○ A standard committee set to look at issues of Non-Tariff Barriers (NTB) established ○ Regular meetings on NTB's from port to County exits. Areas of focus to be road blocks; security checks; weighbridges and Cess charges. <p>Measures taken to manage Traffic-Existence of a fully-fledged unit under Department of Inspectorate to effectively manage the flow of traffic along Makupa-Kibarani-Changamwe road and beyond.</p> <ul style="list-style-type: none"> ● Evening & Morning Plan (001 Express) to facilitate morning and evening rush hours. ● Zone Logistics Services within Mombasa County-Existence of an Integrated Urban Development Plan (not successfully achieved as envisaged). 		1. Dennis Lewa Mganga, MCG County Secretary
23	Car Importers Association of Kenya (CIAK)	Measures taken to represent car Importers - There is a forum for dialogue meetings held on Saturdays, once in 2 months. The forum focusses on effective implementations of laws and regulations towards a smooth way of running businesses.	i. Experiencing challenges with KRA on concerns of Current Retail Selling Price (CRSP).	CIAK Recommendations <ol style="list-style-type: none"> 1. That CRSP should be a CIAK and not KRA document. 2. For a CRSP committee to be formed, its membership to be derived from CIAK and KRA

		<p>Measures taken to advocate on policies on car importation</p> <ul style="list-style-type: none"> ○ CIAK has been influencing policy makers in ensuring the existing laws/policies do not infringe on the rights of importers. ○ Measures taken to promote the use of pre-clearance of motor vehicles by its members - this commitment can only be undertaken if KRA allows for partial lodgment of manifests. <p>Measures taken to create awareness for pre-clearance for motor vehicles-implementing the commitment a challenge as KRA only allows single full manifest only within 48 hours.</p> <p>Measures taken to promote transparency of car valuation in calculating the CRSP and customs value</p> <ul style="list-style-type: none"> ○ Lack of transparency in the calculation of CRSP. ○ CIAK attributes challenges to KRA in overvaluing vehicles while calculating CRSP values. 		<p>to agree on methodology/framework of key issues involving CRSP.</p> <ol style="list-style-type: none"> 3. Expressed the need for policy makers to participate in public participation forums. 4. CIAK to sit with KRA in a bid to come up with a common agreement on CRSP values. 5. It is recommended that vehicle values used for calculating CRSP should be obtained from dealers. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Peter Otieno
24	Women in Maritime in Eastern and Southern Africa (WOMESA)	<p>Measures taken to advocate for gender inclusivity in maritime affairs</p> <ul style="list-style-type: none"> ○ WOMESA quarterly trainings held in February 2019 and November 2020. ○ Webinar meetings both local and at regional levels ○ Participation of WOMESA during the World Maritime Day ○ No existence of a delegated gender committee on MPNCCC matters <p>Measures taken to develop the Charters gender programme within the maritime sector</p> <ul style="list-style-type: none"> ● The commitment yet to be realized. 	<ol style="list-style-type: none"> i. Facing financial challenges in implementation of its commitments. ii. Gender Sub-Committee yet to be established in the Charter, where WOMESA can take lead/champion 	<p>Action</p> <ol style="list-style-type: none"> 1. Awaiting response from the MPNCCC steering committee on review of WOMESA terms of reference. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Fiona Mbandi 2. Winnie Maina 3. Penina Chao

		<ul style="list-style-type: none"> • Success of commitment (i) will determine implementation of commitment (i) in the long run. • Previews on gender policy underway at KPA • A survey for women in maritime industry planned. However, there is no resources for funding. 		
25	Kenya Long Distance Truck Drivers Union (KLDTDU)	<p>Measures taken to Support Charter on implementation of Charter goals along the corridor.</p> <ul style="list-style-type: none"> • The truck drivers' Union has supported the implementation by training the drivers on behavior change and educate them on handling cargo and timely delivery to the destination. • The drivers were to self-regulate themselves and avoid parking on road shoulders which inconvenience other road users. <p>Measures taken to Provide input in traffic flow planning and zoning around the port and along the corridor.</p> <ul style="list-style-type: none"> • The Union has sensitized the drivers not to park their trucks on the road side and at the weighbridges to avoid long queues. Trucks which breaks down on the road should be towed immediately and parking should be only be done at designated areas. <p>Measures taken to Encourage improved transit times along the corridor by influencing driver behavior.</p> <ul style="list-style-type: none"> • The Union has encouraged the drivers to use their time properly and should not waste time on the road. The road blocks were reduced and time spent at the weighbridge has been reduced after the Union advocated for the problems faced by the drivers. • Engaged the employers to clear with the driver's mileage and giving them enough fuel so that they do not stop on the road unnecessarily. <p>Measures taken to Provide platform to influence driver behavior.</p>	<ol style="list-style-type: none"> 1. The main challenge is reaching out to drivers who may not be on the existing networks. 2. Ahmed Omar and Roman Waema are not current (but former) members of KLDTDU posed as the correct officials. 	<p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Nicholas Mbugua 2. Samuel Githire

		<ul style="list-style-type: none"> • The union has put up offices at the truck stops which are easily accessed by the drivers to get information they require through the unions peer educators and coordinators stationed in Mlolongo, Mai Mahiu, Salgaa, Busia and Malaba and have VCT facilities where they are tested. <p>Measures taken to Support the Charter's efforts in reducing accidents and loss of cargo along the corridor.</p> <ul style="list-style-type: none"> • The Union has been engaging the drivers to be very careful while they are driving to avoid accidents especially at night and on areas which are risky. • The Union has also engaged the police to provide security by patrolling the highway because of highway robbers who attack the drivers during the night. <p>Measures taken to Lobby government and employers to improve working conditions.</p> <ul style="list-style-type: none"> • The union has engaged the employers and negotiate Collective Bargain Agreements (CBA) to improve working conditions and terms of service for the drivers. For those employers who refuse to improve the working conditions of their drivers the union reports the dispute to the ministry of labor which conducts necessary interventions in adherence to existing labour laws. <p>Measures taken to Prepare position papers to be used for lobbying employers and government to improve work conditions.</p> <ul style="list-style-type: none"> • The Union uses the labour laws to lobby employers to improve the working conditions and where necessary engage the ministry of labour. <p>Measures taken to provide feedback on corridor safety and security</p>		
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26	Ministry of Foreign Affairs (MFA)	<ul style="list-style-type: none"> Not a signatory to the Charter Purpose of the field visit to MFA was to sensitize on the usefulness to the Charter and to invite them to be a Charter signatory. <p>Outcome</p> <ul style="list-style-type: none"> Ministry of Foreign affairs expressed its willingness to be a signatory with the bellow commitments. The ministry reiterated that the Port Community Charter can be used to enhance economic and diplomatic relations with the neighboring countries, and other countries. The Ministry also promised to use the Port Community Charter as a working tool for engagement on matters related to building partnership for bilateral cooperation on transitional infrastructure development. The foreign affairs ministry to build a synergy with the Ministries of Trade, Transport, Treasury and EAC on matters related to trade facilitation and transport logistics. The ministry will also build a bilateral agreement on LAPSSSET and Northern Corridor with Ethiopia and Southern Sudan. The Ministry of Foreign Affairs to establish cooperation with the foreign countries on areas related to training and capacity building, particularly to Port Community Charter Secretariat and the Charter members/institutions. 	i. No challenges were reported	<p>Actions</p> <p>The following commitments were proposed by MFA for inclusion to the Charter.</p> <ul style="list-style-type: none"> Development of economic and commercial diplomacy pillar Promote Mombasa Port as a regional freight hub and a globally competitive transit port Build regional and international partnerships/frameworks for Kenya's role in transnational infrastructure projects and easing of intra-regional and continental trade in line with the commitments of the Africa Continental Free Trade Area (AfCFTA). Engage development partners to support the implementation of key development projects including implementation of Bilateral Memoranda of Understanding and Agreements on key realization of the deliverables under the Mombasa Port and Northern Corridor Community Charter Promote Kenya's role and contributions to the actualization of the potential of the Blue

		<ul style="list-style-type: none"> A follow up of the progress on the implementation of the Blue Economy resolutions through the Port Community Charter by the Ministry. 		<p>Economy in line with the outcomes of the Nairobi Sustainable Blue Economy Conference 2018</p> <ul style="list-style-type: none"> Seek international programmes to support capacity building for the Kenya Maritime sector including training and transfer of technology for specialized institutions such as Bandari Institute Support to the National Trade Negotiations Committee on regional and international trade. The above commitments to be subjected to further discussions. <p>Other Actions</p> <ol style="list-style-type: none"> MPNCCC to initiate the process towards inclusion of MFA to the Charter. Action: MPNCCC Secretariat <p>Interviewed persons</p> <ol style="list-style-type: none"> Amb. Moi Lemoshira Abel Njuguna
27	Kenya Nuclear Regulatory Authority (KENRA) - former Radiation Protection Board	<p>Measures taken to promote use of radiation free certificate.</p> <ul style="list-style-type: none"> Currently use KENTRADE system platform to enhance cargo clearance. Plan to establish a system by collaborating with KENTRADE to enable clearing agents print radiation certificate automatically from their system once approval is granted by the Agency. The agency has also developed an SMS platform where clients can send their consignment document for ease of clearance. 	<ol style="list-style-type: none"> KENRA has not fully operationalized its services to 24-hour basis; this is attributed to lack of enough human resource and finance capital. KENRA has not implemented its home grown ICT platform for cargo clearance but 	<ol style="list-style-type: none"> KENRA to officially engage KENTRADE within the shortest time to come up with a joint plan of establishing its system for integration into the single window system. The agency to seek for financial resources to fund its system development and add more human resources in its operation.

		<p>Measures by KENRA to support efforts in efficient cargo clearance at the port of Mombasa and other ports of entry:</p> <ul style="list-style-type: none"> • Fully embraced KENTRADE ICT platform for cargo clearance, and endeavored to improve the system by corroborating with the system developers to address KENRA specific customs. The Authority is in advanced talks with KENTRADE to enable clearing agents to print a Radiation Safety report automatically from the system once the cargo is cleared by KENRA. • Cargo clearance turnaround time: The Authority has invested in personnel and coordination mechanisms which has greatly improved cargo clearance from previous 48 hrs to less than 12 hrs. • KENRA SMS platform: being cognizant of health challenges of our times and for efficient service delivery, has developed an SMS module where clients send consignment document numbers via SMS for ease of cargo clearance. This has greatly reduced human traffic at KENRA offices while at the same time improved efficiency. 	<p>has rather proposed customization of the KENTRADE platform to suit its needs. This has not only been economical but also has enabled the Authority to benefit from advanced technologies available at the KENTRADE platform.</p>	<p>Interviewed person</p> <ol style="list-style-type: none"> 1. Arthur Omondo Koteng 2. John Opar 3. Zubeda Gichana
28	Kenya Export Promotion and Branding Agency Limited (KEPROBA)	<p>Measures to develop and promote Kenyan exports - Commitment evaluated by contribution in;</p> <ul style="list-style-type: none"> • The ratio of exports value in USD versus imports value through the Port and Corridor by country. Statistics for the same is available. • Shown by activities undertaken in Lake Basin Economic Bloc-Featured in Report of the County Exports Development and Promotion Forum of the Lake Basin Region (Western Economic Bloc) Report available. • Measures taken to address bottlenecks facing exporters and producers of export goods. 	<ol style="list-style-type: none"> i. Slow adoption of technology locally ii. Stringent standards in the international markets iii. Inadequate market information and promotion iv. Unfair market competition and terms of trade v. Value chain weakness and raw materials inadequacy vi. Local restriction and bureaucratic regulatory requirement. 	<p>Actions</p> <ol style="list-style-type: none"> 1. KEPROBA to review existing KPI's to incorporate measurable ones as well as allocate relevant timelines by 15th January 2021. 2. Reporting of KPI's to be quarterly 3. MPNCCC Secretariat to get in touch with International Trade Centre in liaison with KEPROBA.

		<p><u>Pain Areas identified</u></p> <ul style="list-style-type: none"> • High cost business environment; local restrictions & regulatory requirements; value chain weaknesses and raw materials inadequacy; infrastructure challenges; market competition and terms of trade; inadequate market information & promotion; stringent standards in the international markets and slow adoption of technology • Mombasa Outreach programme undertaken in 2020: visited enterprises on the ground to assess export capacities to identify how better to serve them. Identification of exporters including potential ones, identifying issues through KNCCI and State Department for Trade and the County Governments. • Export readiness assessment undertaken in 2019: evaluating export capacities of enterprises on ground and identify issues and corresponding interventions • Activities to be undertaken in Malaba and the port of Kisumu: KEPROBA working in collaboration with border management agencies <p>Measures taken to provide a forum for dialogue between relevant public and private sector organizations for consensus building on issues affecting exports.</p> <ul style="list-style-type: none"> • Invites stakeholders involved in cargo clearance process. A number of forums have been held as below; <ul style="list-style-type: none"> ○ Kilifi exporters forum-2019 ○ Kwale exporters forum-2018 ○ Cross Border forums to be held in Lunga Lunga, Sirari, Busia and Malaba. 		<ol style="list-style-type: none"> 4. National Trade Facilitation Committee (State Department of Trade) to promote fair trade practices and export. 5. To undertake business process analysis of Kenyan export products and establish areas that requires regulatory and policy interventions. 6. identify bottlenecks that impedes export trade and recommend interventions and policy advocacy 7. Liaise (KEPROBA) with KNCCI to expedite on issuance of certificate of origin to promote export trade. 8. Liaise (KEPROBA) with KRA to optimize the AEO programme <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Frida Mbugua 2. Kenneth K. Murimi 3. Kelvin L. Nkai
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29	ICDC	<p>Not signatory to the Charter.</p> <p>Intention of visit was to seek ICDC membership to the Charter.</p> <p>Main areas of ICDC benefits/contribution to the Charter:</p> <ul style="list-style-type: none"> • identification of primary performance data/information in order to establish complete facts of efficient transport logistics for KPA, KRC, and KPC where ICD is the holding agency for Kenya Transport Network Logistics. • Translation of commitments to actions/policies by signatories • Available mechanisms for validating performance data and information received. • Translation of commitments by signatories to logistics costs reduction. • Availability of a central depository of data for monitoring and evaluation purposes. 		<p>Actions</p> <ol style="list-style-type: none"> 1. That KPA, KRC, and KPC which have key role on Port Community Charter implementation and objectives should formulate policies within their operations with a strategic approach to enhance their efficiency at port and along the transit corridor. 2. Thereafter comprehensive policies from all signatories to be put into one policy to establish the port logistics efficiency, and seamless facilitation of trade. 3. A need to establish an agreed framework by all stakeholders that the port Charter Secretariat use to validate the data/information shared by the signatories for effective monitoring and reporting. 4. Proposed for a single unified repository of data. This will do away with data/information that's doctored by some institutions before sharing with the port Charter Community Secretariat. (To be championed as a key deliverable). 5. Establishing framework of enforcing data sharing and accomplishment of the commitments. The proposed framework should have structures that are enforceable. 6. The Port Community Secretariat to establish areas of collaboration and commitments for ICDC to come in as a key player and a member of the Mombasa Port and
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				<p>Northern Corridor Community Charter.</p> <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. William Haggai. 2. Daniel Okoth Okwama
30	Shippers Council of East Africa (SCEA)	<p>Measures to undertake evidence based Advocacy</p> <ol style="list-style-type: none"> i. Advocacy has been done based on quarterly reports of the Charter, during SCEA participations in workshops/meetings and conferences. <p>Measures taken to represent shippers' interests and intervention with service providers</p> <ol style="list-style-type: none"> ii. The SCEA normally collate concerns of its members and share with responsible agencies to address. At times SCEA request for meetings with responsible agencies to discuss concerns for solution. Some of the concerns from members are normally raised in the port community meetings held weekly, where some matters/concerns are resolved. <p>Measures taken to monitor operational, regulatory and policy implementation relating to transport, logistics and trade facilitation</p> <ul style="list-style-type: none"> • Operational monitoring is undertaken daily through the data shared by the agencies in operations. Regulatory and policy monitoring on the other hand is a challenge due to existing gaps and political interference. • Undertake Research: SCEA have undertaken impact assessment of COVID-19 on logistics and analysis on the cost of TBL. <p>Measures undertaken to publish the annual Logistics Performance Survey</p> <ul style="list-style-type: none"> • Reports developed on an annual basis. However, the last issue report was for the year 2018/2019. 	<ol style="list-style-type: none"> i. Not held enough meetings with private sector signatories of the Charter. i. Institutions given the role to provide data to establish efficiency desired at the port and ICD not giving accurate data, which compromise interventions to be undertaken. 	<p>SCEA Recommendations</p> <ol style="list-style-type: none"> 1. SCEA suggested the Charter signatories should have a retreat, where the signatories will internalize the commitments in the Charter, agreed on the integrity of the information provided for monitoring, and discuss challenges, with a proposal of the solutions to the interventions, among others. 2. The Charter Secretariat to be invited to join a collaborative performance insights being undertaken by SCEA & KENTRADE. 3. SCEA proposed for a policy to be formulated to guide on railage of container transport between KPA & KRC 4. SCEA to share the research report on the impact of COVID-19 on logistics and efficiency of the port with port community members. 5. SCEA recommended more field visits to increase engagement with Charter members and the stakeholders on implementation of their commitments. 6. SCEA exploring partnership with KENTRADE on quantification of

		<p>The same to be reviewed to incorporate data sets earlier not updated.</p> <p>Measures taken to promote exports through information sharing, training and consolidation.</p> <ul style="list-style-type: none"> Supported the export of local avocado produce to the international markets. <p>Measures to coordinate and promote private sector participation in the Charter</p> <ul style="list-style-type: none"> Reported as area for improvement in terms of organizing more meetings with private sector signatories. However, ad-hoc meetings have been held with KEPSA. SCEA have also worked with private sector organizations on dwell time and issues of railage. <p>Measures taken to provide leadership to the Port Community Charter implementation</p> <ul style="list-style-type: none"> Chairman of MPNCCC hosted at SCEA It also has a representation in the Charter Committees, and regularly participates in meetings/workshops/conference organized by the Charter. 		<p>the impact of MPNCCC and MOC in terms of the cost impacts, the outcome of which will be a concept paper. SCEA will request KMA inclusion in the exercise.</p> <p>Action</p> <ol style="list-style-type: none"> SCEA to share data on cargo delays at the ICDN and the cost implications report and analyses SCEA to share with MPNCCC Secretariat, a matrix of cargo clearance issues affecting KPA, KRA & KRC <p>Persons Interviewed</p> <ol style="list-style-type: none"> Agayo Ogambi Pauline Ndoku
31	Border Control Operational Coordinating Committee (BCOCC)	<p>24/7-hour operation: border posts expected to operate on 24/7 basis. Only Busia and Malaba borders currently operating full time. Arrangement is being made for others to operate on the same way.</p> <ul style="list-style-type: none"> Need for a multiagency approach for effective activities at the border points <p>Measures taken to streamline border clearing processes at Busia Kenya/Uganda: technical officers deployed at border points</p> <ul style="list-style-type: none"> Planning to carry out assessment to establish actual performance in operations at border points Ensures effective Border Management Committees to streamline border clearance processes. 	<ol style="list-style-type: none"> Counterparts/neighbor ing country (Uganda) doesn't operate 24/7 making streamlining operations difficult. Inadequate capacity of the scanners at the borders - this compromises the quality of goods entering into the country. In addition, integrity becomes a challenge at the borders. 	<p>Action</p> <ol style="list-style-type: none"> BCOCC to work towards developing an M&E framework for implementation of MPNCCC commitments. National Government through the Ministries of Trade/EAC/Interior needs to intervene to ensure that the operations are streamlined uniformly. It was reported that KRA to fastrack the arrangement of putting up the scanners at the borders.

		<ul style="list-style-type: none"> Engaged KENHA towards improvement of the roads towards border points Held meetings at Busia, Malaba with stakeholders and border management committees to ascertain the challenges faced at the border points and necessary interventions. 		<p>4. KeNHA was also reported to have been involved to improve infrastructures required at the borders.</p> <p>Persons Interviewed</p> <ol style="list-style-type: none"> Kennedy Nyaiyo Anthony Kuria David Gachoki Lydia M. Mwatata Stella W. Mbwiria
32	Anti-Counterfeit Authority (ACA)	<ul style="list-style-type: none"> ACA not a signatory to the Charter. However, ACA has been involved in meetings for revision of the Charter and submitted its Key Performance Indicators (KPI's) for inclusion. ACA's cargo intervention involves inspection of counterfeit goods which takes a maximum of 48hrs in the following manner. <ol style="list-style-type: none"> First 24 hrs involve cargo targeting and stoppage by lead agencies at the port The other 24hrs involve inspection or release for destination verification ACA continues to implement internal strategies aimed at enhancing efficiency of the port. 		<p>Actions</p> <ol style="list-style-type: none"> Secretariat prepare for ACA membership to the Charter Review for inclusion the KPIs submitted by ACA to the Charter. ACA commits to reduce the time it takes for cargo inspection to 24hrs (1 day) if provided with pre-arrival import manifest data. ACA and KMA to explore strategies to enable partnership in the area of public sensitization and education. <p>ACA categorically made following requests:</p> <ol style="list-style-type: none"> To be incorporated as a signatory to the Charter and developed KPI's for specific commitments Intelligence sharing of vessel manifests Enhanced collaboration in awareness and sensitization programs.

				Persons Interviewed 1. Fridah Kaberia 2. Casper M. Oluoch
33	Kenya Pipeline Company (KPC)	<p>Measures taken to enhance petrol capacity</p> <ul style="list-style-type: none"> The storage capacity has been added at the storage facilities in the country. LPG facility storage has been expanded to 25,000 metric tons in Mombasa which is connected to KOT. In addition, a new Kenya pipeline to be expanded that will take 48 months in this F/Y <p>Measures taken for Kisumu jetty expedition.</p> <ul style="list-style-type: none"> The Kisumu jetty was completed in 2018, and currently under operation delivering petroleum products to Uganda, with a plan to begin transport to Tanzania, Rwanda and parts of Congo through River Kagera through Lake Victoria. <p>Measures taken to enhance capacity of Eldoret Depot</p> <ul style="list-style-type: none"> The depot capacity in Eldoret has been improved with more loading facilities which is used only for export to the neighboring countries of Uganda, Rwanda, and DRC & Burundi. <p>Measures taken to Increase % of conveyed refined products This has been made by the completion of line 5, the same was reported in the last Charter.</p>	i. Diversion of waters and accumulation of dirt/dust caused by construction of SGR at the port is an environmental concern as its caused disruption of water channels. ii. The required adequate facilities on the side of Ugandan port has not been completed. This affect the turnaround time for the ship which also affects the amount tonnage to be delivered within a given time. The same applies to the Tanzania side.	Action 1. Work in progress to develop reporting framework on M& E for Kenya Transport Logistics Network (KTLN). 2. KPC to look at their KPIs against each commitments and advise where a review should be made to ease monitoring and reporting. MPNCCC Secretariat to generate reporting matrix for further discussion. 3. KPC highlighted that it has no plans to increase storage and loading facilities at the moment – despite the commitment in the Charter. 4. KPC’s main focus is construction of pipeline and storage facilities at Kipevu Oil Terminal. Persons Interviewed 1. Jane Tuiotek 2. Martin Wanyama
34	National Transport and Safety Authority (NTSA)	<p>Measures undertaken to facilitate timely processing of number plates of motor vehicles for new imports-</p> i. Processing of number plates reduced to 24hours from 5 days, mainly attributed to information systems upgrade and proper projections.	i. Mapping of NTSA system and KRA iCMS system remains a challenge. ii. Downtime system of KRA has been a concern	1. NTSA declared plans to introduce E-Logbook Persons Interviewed 1. Christopher Wanjau 2. Obisa Njoroge

		<ul style="list-style-type: none"> ii. NTSA have integrated their systems with KRA for facilitating duty payment and issue of customs procedure code iii. Registration of number plates is currently done at the port and at the CFSs whose process is seamless, from the registration to inspection and finally to licensing <p>Measures taken to develop an appropriate regulatory transport laws and policies.</p> <ul style="list-style-type: none"> i. Policy on new registration number plates is underway for finalization ii. Change of regulation of registration of digits for motor vehicles iii. Policy on digitization of logo i.e. e-logo book is also on pipeline. iv. There is a plan to mainstream road safety within NTSA. 	to NTSA since it affects processing of license and registration, but due to integration process being rolled out, downtime has been minimal	
35	Kenya Association of Manufacturers (KAM)	<p>Measures taken to promote containerization of cargo</p> <ul style="list-style-type: none"> i. KAM members used more than 80% for both imports and exports. 	<ul style="list-style-type: none"> i. KEBS yet to recognize AEO's leading to slow down of processes for manufacturers. ii. Intermediate products and raw materials not exempted by KEBS for PVoC as before iii. Mismatch of HS codes between KENTRADE (TradeNet) and KRA (iCMS) systems for airfreight. iv. Inability to claim VAT refund on behalf of manufacture's/cargo owners 	<ol style="list-style-type: none"> 1. KAM expressed its willingness to collaborate with MPNCCC on gender issues. 2. KAM to have a meeting with Kenya Maritime Authority to help them understand and streamline their process in implementation of new SOLAS Convention in force especially for the exportation of cement. 3. KAM to establish and develop a platform for information sharing and dissemination to Charter members. This however, can be undertaken through new Charter website developed. 4. KAM to establish initiatives of promotion and use of existing multimodal transport network

			<p>v. Pre-clearance of goods is not fully in operation since more challenges of documents submission for clearance due to delays experienced.</p>	<p>from the port of Mombasa to along the Northern Corridor.</p> <p>5. KAM proposed a documented process of engagement with clear role of each party on a number of issues address challenges their members are going through.</p> <p>Person Interviewed</p> <p>1. Jackson Wambua</p>
36	Government Chemist (GC)	<p>Measures taken to accelerate surveillance procedures</p> <ol style="list-style-type: none"> i. More government testing centers have been established at Kengeleni (Mombasa), Kisumu, Kenyatta National Hospital (Nairobi), and new upcoming one in Busia. ii. Developed an MOU with other testing agencies e.g. Customs Testing Services and National Public Health Laboratory. iii. Government testing centers located in Mombasa, Nairobi, Kisumu iv. Scheduled to open a GC testing center in Marsabit by end of FY 2020/2021. v. GC prioritize and conduct urgent testing's where importers are involved to avoid demurrages. vi. Status of test results updated in GC website every Fridays. vii. The following cases are prioritized <ol style="list-style-type: none"> a. Those involving businesses b. Those involving court cases c. DCI submitted cases. 	<ol style="list-style-type: none"> i. Shortage of reagents ii. Inadequate budgets for reagents and other testing materials. iii. Most of samples brought by police for testing takes long to be picked after the test. There is need to establish communication platform to release the results 	<p>Action</p> <ol style="list-style-type: none"> 1. GC to avail to MPNCCC its service Charter. 2. MPNCCC Secretariat to generate an M&E matrix for GC in cognizant of GC service Charter. 3. Government Chemistry to seek/allocate financial resources to establish an automated platform where all test results done could be uploaded and/or communicated without delay. <p>Person interviewed</p> <ol style="list-style-type: none"> 1. Ali Gakweli 2. Joyce Nyoike
37	National Public Health Laboratory (NPHL)	<p>Measures taken to accelerate NPHL testing procedures</p> <ul style="list-style-type: none"> • Have only one Lab in Nairobi • Existing plans for setting up of more labs in Malindi where all human testing samples will 	<ol style="list-style-type: none"> i. Labs constructed in Malindi and Busia facing budgetary constraints. 	<p>Action</p> <ol style="list-style-type: none"> i. Directed by The National Treasury to open up services for

		<p>be done; Busia County referral lab (set up already, pending equipment); Eldoret and Kisumu</p> <ul style="list-style-type: none"> • Receives samples from ICD, JKIA at the moment and specifically from Port Health Officers • All services offered free of charge to public health institutions. Charges made for samples from private institutions which constitute 1% of the samples. • Samples testing and reporting done by use of laboratory Information Management System and disseminated to client by email. • Turnaround time for testing constitutes testing and dispatch times. However, NPHL can only account for turnaround time only when samples are received and not before. • Working on a system (yet to be named) with African Union to enable posting of COVID 19 results for international flights for specific countries whom they have listed as member states. Both Apps to be functioning by Jan 2021. 	<ul style="list-style-type: none"> ii. Finance resource allocations for County Governments. iii. Some samples captured are beyond public interest 	<p>private sector whereby certain services will be offered at a fee</p> <ul style="list-style-type: none"> ii. An Application developed for uploading test results for COVID 19. iii. Issue cross-border certificates using App which assist in authentication of results electronically iv. Testing of drivers offered free v. NPHL working with African Union for Kenyans travelling abroad for posting COVID 19 test results to a global app for access and sharing with relevant authorities in AU countries. vi. Need more sensitization on Charter implementation vii. Summary of timelines for the turnaround times to be provided viii. MPNCCC to organize sensitization workshop for signatories ix. Application for Regional Electronic Cargo Truck Drivers System (RECTDS) to be developed in partnership with TMEA – used for online COVID 19 results for truck drivers. <p>Persons interviewed</p> <ol style="list-style-type: none"> 1. Mamo Umuro 2. John N. Wainaina 3. Lawrence Aloo 4. Nelson Akenga
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38	Kenya Plant Health Inspectorate Service (KEPHIS)	<p>Measures taken to accelerate plant health inspectorate services</p> <ol style="list-style-type: none"> i. Availing adequate staff at points of inspection. ii. Submit regulatory performance report iii. Import & export certification system, where use the KENTRADE Single Window System to execute approval and clearance of cargo at the port and at the ICDs iv. Reviewing KEPHIS Bill 2020 ongoing 	<ol style="list-style-type: none"> i. The Government Circular issued on 4th June, 2019 removed KEPHIS from operating inside the port. The inspection responsibilities of KEPHIS were tasked to KEBS. However, being overwhelmed, KEBS could not carry all the inspections effectively. 	<p>MPNCCC Secretariat participate in KEPHIS Bill 2020 stakeholders' engagement meetings</p> <p>Persons interviewed</p> <ol style="list-style-type: none"> 1. Thomas Kosiom 2. Festus Nyaga
39	ICT Authority	<p>Measures taken to support the Charter in the development and implementation of ICT.</p> <ol style="list-style-type: none"> i. Developed an Infrastructure Master Plan (for a national optic fiber) ii. Collaborating with KENHA for fiber route installation. iii. Use of smart infrastructure for detecting movement of goods, trucks and vehicles. iv. Created system integration in collaboration with Singapore. v. Working towards integration of ICT infrastructure with Telkom Kenya to enable seamless connectivity. vi. ICT Authority conducting in-house training for staff, online training for public servants and other specialized trainings e.g. on Internet security, as well as survey, which inform the areas of improvement in the sector. 	<ol style="list-style-type: none"> i. Some key cross border points still lack access of ICT infrastructure, which has affected the desired trade facilitation and efficiency. Institution that play trade facilitation to have collaboration with ICT Authority in establishing ICT infrastructure automation in those borders. 	<p>Action</p> <ol style="list-style-type: none"> 1. ICT Authority to provide a resource person to assist in ICT related issues of the Charter. 2. Plans to use Charter for collaboration with public sector and private sector in carrying out its activities. 3. Improve ICT Infrastructure facilities along the Northern Corridor to facilitate the automation of cargo tracking and geo-fencing of the transit routes. 4. ICT Authority to provide support to KRC, KRA, KPA, KENHA, Banks & other relevant institutions in the automation of internal system for integration with KENTRADE single window platform. 5. Establish a framework on how new technology such as internet of things and block chain technology could be applied in port operations and trade logistics. A call was made for its

				<p>participation and development of Maritime Data Bank.</p> <p>6. The ICT Authority accepted participation of the Authority in the implementation of Port Community Charter activities, and where possible will give needed support upon request.</p> <p>7. The ICT Authority will participate in the ICT Sub-Committee of the Charter. A representative to be nominated by ICT Authority.</p> <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Ms. Katherine Gitau 2. Paul Kiprono 3. Lucy Marangu
40	Petroleum Institute of East Africa (PIEA)	<p>Measures taken to promote professionalism in the petroleum industry through best practices.</p> <ul style="list-style-type: none"> • Capacity building programs to train persons responsible for enforcement of petroleum standards on a number of areas related to safety, security, transport, logistics, and code of conducts of handling petroleum products by truck transporters. • Existence of a compliance system for hazardous waste management as per regulations prescribed by NEMA in 2019. • PIEA have ensured there is an updated code of ethics for all its members. <p>Measures taken to draft a petroleum policy, statutes, regulations and standards.</p> <ul style="list-style-type: none"> • Nominated employees to form technical committees which participate in policy and regulations drafting 	No challenges reported.	<p>Recommendations</p> <ol style="list-style-type: none"> 1. PIEA recommends each county government to designate parking areas for tankers as a safety measure. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. Alfred Mungai 2. Wanjiku Manyara 3. Vivian Ayuwa

		<ul style="list-style-type: none"> Participated during drafting/formulation of Petroleum Act 2019. In addition, 16 regulations, both new and old that exist, a review has been planned with the help of a consultant where their support and collaboration will be required. The Act further requires petroleum truck drivers to be certified and trained on safety handling of the commodity. <p>Measures to establish environmental, health, and safety standards</p> <ul style="list-style-type: none"> PIEA made input submissions of Environmental Act to NEMA. PIEA has focused on harmonization of standards in the EAC region Engaging with the private sector with regard to relocation of KOT. 		
41	Kenya Private Sector Alliance (KEPSA)	<p>i. Measures taken to escalate Charter issues to the Presidential Round Table and other KEPSA forums</p> <ul style="list-style-type: none"> Not much has been done on this commitment since not aware of KEPSA involvement in the Charter. Has not been involved directly in Charter despite actively engaged on activities in roads, railways, port, ICDs, Ministries of transport, trade and EAC. As way forward, KEPSA to form a sub-committee of transport to deal in monitoring of the MPNCCC targets. The Sub-Committee will engage various members on Charter issues for inputs and implementation 	<p>ii. Some senior officials not aware of KEPSA being signatory to the Charter, where tasked significant role of leadership</p> <p>iii. KEPSA not organized Presidential Round Table for Charter. No issues on Charter escalated at any forum KEPSA have participated.</p> <p>iv. Weak link between the KEPSA and Charter</p>	<p>Action</p> <ol style="list-style-type: none"> KEPSA increase its involvement and participation in the Charter activities KEPSA expressed its willingness to work with MPNCCC Secretariat in terms of co-hosting & co-branding of its forums and also in activities towards advocacy for the gender and youth. <p>Persons Interviewed</p> <ol style="list-style-type: none"> Auni Bhajji Martha Cheruto Peter Thairu Patrick Maingi Nathan Kivuva

42	<p>ICD Stakeholders Meeting.</p> <p><u>Present</u> KPA KRA KR KIFWA NCTTCA MPNCCC Secretariat</p>	<p>The following issues were raised by the various stakeholders;</p> <ul style="list-style-type: none"> • KRA -Charter has not captured emerging issues/pain areas. • Requested KPI's on turnaround time for rail scanners to be developed. • KPA -Facing manning challenges resulting from COVID-19 intervention measures which have caused reduction of manning levels. Reported that effective operations at the port have been affected by measures against Corona virus pandemic, following the Government directive that staff to work from home. • Expressed dissatisfaction with the coordination of PGA's as well as enforcement mechanisms of issues. Stressed on the existing gap in coordinating PGA at the ICDN to enhance needed enforcement towards achieving implementation of the Port Community Charter commitments • Suggested enhanced sensitizations/awareness programs on the Charter implementation so as to focus on common objectives. • KEBS – target for the 96% compliance to PVOC programme not attainable at the moment due to local inspections allowed. • KRC-Freight charges not increased even in post COVID period. 		<p>Action</p> <ol style="list-style-type: none"> 1. Proposed to harmonize Port Community Charter with service Charters of the signatories. <p>Stakeholders present</p> <ol style="list-style-type: none"> 1. Daniel Gathira-KPA ICD 2. Martin Otieno-KRA ICD 3. Edward Langat-KRC 4. Mathew Yegon, KEBS 5. Samuel I. Kiura, KRC 6. Rachel Kiruri – KPA ICD 7. W. Wanda - KIFWA 8. Anne Nyaboke – KRA ICD 9. Bernard Matube - KRA
43	<p>Cereal Millers Association (CMA)</p>	<p>A member but not signed the Charter</p> <p>Measures taken to represent member's interest:</p> <ul style="list-style-type: none"> • Representation made in forums where policy discussion, port operations and transport logistics issues are discussed. <p>Measures taken to deal with policy issues relating to Government</p>	<ol style="list-style-type: none"> i. Not signed the Charter. To inform the management and prepare for signage ii. Monopoly in the grain industry. Few grain millers are favored in the industry at the 	<p>Action</p> <ol style="list-style-type: none"> 1. CMA to liaise with The Treasury and AFA on addressing cereal shortages and the required infrastructures for the production and processing of cereal products in the country.

		<ul style="list-style-type: none"> Noted application of government policies done selectively, thus affecting the operations and performance of some members and their sustainability. <p>Measures taken to provide safe and affordable food to consumers.</p> <ul style="list-style-type: none"> The CMA members were reported to strictly applying the required standards provided by the KEBS and MOH for the production of food. The food prices depend on the behavior of the market forces and laws of the government such as taxation and other fees charges. A lab developed in Busia and Malaba (Uganda side) and another one in Namanga border post (Tanzania side) to conduct aflatoxin tests in food. CMA have also collaborated with Agriculture Sector Network (ASNET) in issues on agricultural produce. 	<p>expense of their competitors. This has caused cyclical challenges and shortage in the provision of adequate grains in the country.</p> <p>iii. Monopoly in grain handling facilities – monopoly granted to GBHL in Mombasa. Government should open market for other operators</p> <p>iv. Unfair application of policy by the government on the importation and approval of the license to the cereal millers.</p> <p>v. CMA facing challenges of double taxation of customs warehouse rent which is charged even when goods are in CFS.</p>	<ol style="list-style-type: none"> CMA to champion and advocate for the establishment of multipurpose cereal milling plants facilities at the ports and across the country for competition. CMA to Enforce a strict rules of food safety particularly on cereal food to the consumers. MPNCCC to liaise with Ms. Paloma Fernandes for signage of the Charter and status update of implementation of the commitments. <p>Persons interviewed</p> <ol style="list-style-type: none"> N. M. Salim Mohamed Islam Munir Thabit Sadikin Khamis Salim Sadiki
44	Kenya Freight Forwarders Association of Kenya (KIFWA)	<p>Measures taken to build capacity for members.</p> <ul style="list-style-type: none"> KIFWA provide training in liaison with KRA & FEAFFA jointly on specific programs for their members and the industry professionals. <p>Measures taken to promote AEO scheme for its members.</p> <ul style="list-style-type: none"> Very few of their members have been granted AEO certification by KRA. Application for AEO takes long to be processed, and many applications made fail to get approval from the KRA. <p>Measures taken to Achieve 70% customs processing for pre-clearance.</p> <ul style="list-style-type: none"> This has never been achieved due to the delay that comes from the KRA since its only partial 	<p>i. Importers from the regional neighboring countries experience challenge from the Kenya police at the weighbridges. Other challenge with shipping lines and Revenue Authorities.</p> <p>ii. KIFWA raised concern on delay experienced by its members on the application approval for the AEO which take long.</p>	<p>Action</p> <ol style="list-style-type: none"> KIFWA to provide the number of trainings they have conducted to their members since it began the implementation of their port Charter commitments. This will be done as well in their quarterly reporting to the port Charter Secretariat. KIFWA to provide the number of approvals granted, and approvals not granted on applications made by their members on AEO from KRA.

		<p>manifest issued. Full manifest approvals also takes long and at times approved manifest availed upon vessel discharge or left.</p> <p>Measures taken to promote 24/7 hour operations for their members.</p> <ul style="list-style-type: none"> This has been a challenge to their members. Becomes difficult to achieve if agencies with responsibilities for discharging clearance of goods doesn't operate on 24/7 hour basis. Only KPA was reported to be working on a 24/7 hour basis. 	<ul style="list-style-type: none"> iii. AEOs approvals said to be skewed towards the multinationals operating in the country. A level paying ground needed. iv. Challenges for KRA demanding the shipper, clearing and forwarding agent and transport all issued with AEO accreditation for benefit of AEO to be realized. v. Efficient manifest approval is lacking, hence pre-arrival processing by clearing agents becomes difficult. vi. KIFWA also indicated that bond cancellation is still done manually by KRA, which is causing more delays and logistics cost. 	<ul style="list-style-type: none"> 3. Appeal made to KRA to review AEO implementation and increase participation 4. An appeal and advocacy by the industry players for the KRA to speedily expedite the processing and approvals for the AEO which is considered a tool that promotes efficient trade facilitation. 5. As indicated by KIFWA, there's need for KRA to provide partial lodgment of manifest to allow pre-arrival processing and clearance. 6. KRA to expedite automation of its bond cancellation processing and approval the way other revenue agencies from the regional EAC does. <p>Persons Interviewed</p> <ul style="list-style-type: none"> 1. Roy Mwanthi 2. Jennifer Mwangi 3. Andrew Ochieng 4. Ronald Omwoyo
45	State Department for Transport	<p>Measures taken to Manage transport policy for policy oversight</p> <ul style="list-style-type: none"> Currently under review; a plan is underway to anchor it under integrated transport policy. The review is at the final stage. The phase I of the review is complete. The State Dept. is seeking funding from the World Bank for phase II. Monitoring and evaluation of implementation of MPNCCC along with public participation and sensitization to be factored in phase II. Point ii, iii & iv, all are dealt with under the policy and Act of transport policy that's strictly monitored by mandated agencies. Point's v, vi, 	<ul style="list-style-type: none"> i. Not clear which State Department from MOTIHUD is tasked with overall leadership and oversight for the Charter. Instead, Charter leadership and oversight responsibility seems to be shared among departments. Recommend review by Steering Committee ii. A concern was raised to have one State department 	<p>Actions</p> <ul style="list-style-type: none"> 1. Establish clear communication protocol on Port Community Charter, especially on issues/ activities going to the State Departments for action, attention, support. The Steering Committee should review and establish clear communication protocol. 2. State Department of Transport to review the M&E framework provided for reporting on implementation of Port Community Charter

		<p>and vii are also undertaken by mandated institutions regularly and in a routine manner for compliance and standards required.</p> <ul style="list-style-type: none"> • Civil aviation policy is under review. <p>Measures taken to manage Maritime Transport Policy</p> <ul style="list-style-type: none"> • Kenya Ports Authority (KPA) Act is being reviewed to embrace Land Lord Policy. • Review of Kenya Railways Corporation Framework is being done to embrace; <ul style="list-style-type: none"> - Integrated Transport Policy - Seamless Transport - Intermodal Transport - Commuter transport - BRT <p>Measures taken to Manage national roads development policy.</p> <ul style="list-style-type: none"> • Review of roads development plan is ongoing and managed by Kenya Roads Board. <p>Measures taken to manage Mechanical and transport services</p> <ul style="list-style-type: none"> • This is under department of infrastructure. NB: The department also deals with capacity building and training <p>Financial support The Transport Secretary, to request the Chief Finance Officer and the Treasury to finance/make allocation for Northern Corridor Transport Logistics and Port Community Charter in the Supplementary Budget for the Financial year, 2020/2021</p>	<p>identified as the lead coordinating agency for the Charter activities in the Ministry</p>	<p>commitments and analyses of the sector.</p> <ol style="list-style-type: none"> 3. The State Department to allocate budget for the activities related to Port Community Charter implementation activities. Esther Gachanja from SDOT requested for follow up the allocation. 4. SDOT to increase participation Charter activities. Accordingly, will facilitate its officials to attend the Port Community Charter activities. 5. Port Community Charter Secretariat to provide SDOT with reviewed soft copy of the Charter for upload in their website. <p>Persons Interviewed</p> <ol style="list-style-type: none"> 1. D. G. Hundah 2. Julius Segera 3. Lucy Musau 4. Beatrice Nyamoita
46	State Department for Trade	<p>Measures taken to develop and implement trade policy.</p> <ul style="list-style-type: none"> • Trade policy developed. Currently on implementation • Existing local and foreign trade policies are reviewed where necessary, however currently the implementation is ongoing particularly on areas that promote business in the port sector and transport services. 	<p>Inadequate participation in the Charter, including weekly Port Community Meetings</p>	<p>Actions</p> <ol style="list-style-type: none"> 1. State Department of Trade committed to increase participation in Charter activities 2. Requested for representation in port community meetings. Secretariat to facilitate 3. State Department establish budget that will include support to MPNCCC

		<p>Key achievement supported on Trade Facilitation initiatives;</p> <ul style="list-style-type: none"> • Automated documentation of import and export procedures in the single window system under KENTRADE. • Pre-process procedures by KRA and new KRA iCMS system. • Establishment of reform trucker system for reporting TFA activities. • Coordinated the establishment of system with help of MOH & TMEA for the release of COVID-19 test results for truck drivers. • Electronic cargo trucking system undertaken by KRA along the transit corridor. • Capacity building, sensitization and creation of awareness undertaken • Commercial representation or attaché abroad • Kenya Trade Remedies Agency established (Kenya Trade Remedies Act 2017). Board members identified. Only awaiting appointment of the Chairman by President. • NTFC Technical Assistance, where government and private sector benefitted from training, sensitization and technical support. Same can be extended to MPNCCC Secretariat and its members (KIFWA. KTA other signatories). <p>Measures taken to Promote fair trade practices.</p> <ul style="list-style-type: none"> • This is being implemented with the help of government agencies having roles in trade facilitation and promotion. The private sector on the other hand has been of help in identifying bottlenecks that impedes trade, and unfair practices for interventions. <p>Measures taken to enforce international trade laws, regulations and agreement.</p> <ul style="list-style-type: none"> • This is a continuous undertaking by Trade Department with the support and joint coordination with other ministries that have an import role on trade matters. The State Department also work hand-in-hand with regional 		<ol style="list-style-type: none"> 4. Establish support for the Charter through NTFC 5. Recommended KMA to increase working relationship with State Department of Trade on trade facilitation issues. KMA to follow
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		<p>institutions such as COMESA, EAC, AU, EU, and many others in enforcing regulations and trade agreement.</p> <p>Measures taken to supervise/facilitation of the National Trade Facilitation Committee (NTFC) on Port Community Charter.</p> <ul style="list-style-type: none"> • Within the NTFC, there exist a thematic group (Mombasa Port Community and Transit Trade Committee) on Mombasa Port Community Charter chaired by SCEA on areas that deals with MPNCCC implementation activities. • The trade department also help in training and capacity building in collaboration with Kenya Institute of Business. <p>COVID 19 pandemic interventions challenges at the borders</p> <ul style="list-style-type: none"> • Developed guidelines for small scale traders on how to have their goods or wares go across the borders on both directions. This allowed cross border trading on border points that were shut or closed due to COVID 19 outbreak/crisis. • State Department of Trade participated in Task Force that established Electronic Cargo and Drivers Tracking System (ECDTS) established with support of TMEA. System established assists to avoid delays on relay and authentication of COVID 19 test results. • State Department requested Uganda agencies make exception on queuing for trucks with perishable commodities <p>Gender support</p> <ul style="list-style-type: none"> • Advised WOMESA to apply to be incorporated to membership of NTFC • That WOMESA can also get support of its activities, which includes conduction a survey on women in maritime <p>Financial Support</p>		
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		Will consider proposal to incorporate MPNCCC programmes during budget making and provision		
47	The National Treasury	<p>Considered to be a member of the Charter but yet to sign the Charter.</p> <p>The Treasury has not participated in activities of the Charter but keen to be an active member of the Charter.</p> <p>To enable effective participation, including signing of the Charter, the Treasury requested Charter Secretariat to prepare and avail detailed budget for the Charter based on Work Plan. The budget should indicate activities to share with The Treasury for funding (i.e. areas requested for funding), and activities shared with others (where other signatories are giving money or funding)</p> <p>Also avail KPIs for measurement of The Treasury implementation of the Charter commitments</p> <p>M&E Framework</p> <ul style="list-style-type: none"> The Treasury noted the existence of Charter M&E framework, that collect and analyze information on KPA, KRC and KPC, which are organizations in recently formed Kenya Transport Logistics Network (KTLN) Requested sharing of data collected by the Secretariat to evaluate importance of such data for performance monitoring of KTLN agencies. 	<p>Lack of legal entity for the Charter</p> <ul style="list-style-type: none"> Need for registration or incorporation of the Charter to have a legal entity so as to enable unimpeded government transactions or operations Lack of legal entity could limit transfer and allocations of government funds from The Treasury or any other government entity 	<p>Action</p> <ol style="list-style-type: none"> Port Charter Secretariat to develop and provide a detailed budget for MPNCCC activities work plan. To be shared with The Treasury. The Treasury to prepare to Sign the Charter The Treasury to prepare for the Charter budget allocations based on MPNCCC and Work Plan MPNCCC Secretariat share with The Treasury relevant M&E reports The Steering Committee to institute an action for making MPNCCC have legal existence to ensure funding allocation as well as auditing of use of the allocated resources. <p>Persons Interviewed</p> <ol style="list-style-type: none"> Festus Kingori
48	State Department for Shipping & Maritime	<p>Measures taken to Develop and review maritime policy.</p> <ul style="list-style-type: none"> Maritime educational and training policy has been initiated to unlock maritime investment opportunities. Other integrated maritime policy that was initiated by State Department of Transport have been taken over by the State 	<ol style="list-style-type: none"> Disjointed mandates across State Departments in MOTIHUD on implementation of the Charter activities. Lack of budget lines on for oversight and participation on Charter implementation 	<p>Action</p> <ol style="list-style-type: none"> Cross cutting Charter issues to be included in budgetary allocations for 2021-2022 FY for various MOTIHUD departments. MOTIHUD through various department participate in the

		<p>Department for Shipping & Maritime for finalization.</p> <p>Measures taken to Promote maritime industry</p> <ul style="list-style-type: none"> Initiated official request to concerned agencies on the reduction of taxes on shipbuilding equipment as a strategy of promoting and unlocking maritime opportunities in the industry. The Department has also been driving publicity and awareness on initiatives that support development of maritime industry. <p>Measures taken to Coordinate meeting for maritime players.</p> <ul style="list-style-type: none"> This has not been done, less attention has been given. <p>Measures taken to Provide Oversight role on Port Community Charter implementation.</p> <ul style="list-style-type: none"> The level of stewardship and participation on Charter activities by the State Department for Shipping and Maritime is very low and not felt. The Department indicated will plan and allocate resources for Charter activities for the year 2021/2022 for effective oversight, participation and implementation of the Charter. 	<p>despite the Ministry (MOTIHUD) accorded the leading role.</p> <p>iii. No budget allocations and MOTIHUD effective participation in the Charter despite the Charter included in the Ministry departments Performance Contracts</p>	<p>Charter Committees and forums</p> <p>Persons Interviewed</p> <p>1. Daniel Mwaura</p>
49	State Department for Infrastructure	<p>Measures taken to Create national roads policy.</p> <ul style="list-style-type: none"> The State Department normally reviews roads sector investment program policy in every 5 years. This anchored in Kenyan Roads Act. <p>Measures taken to Develop standards and maintain roads.</p> <ul style="list-style-type: none"> Standards exist that are normally reviewed in case there's a need for expansion of a particular road to serve a particular purpose. <p>Measures taken to Enforce Axle Load Control</p> <ul style="list-style-type: none"> This is normally done by KeNHA at the weighbridges along the transit corridor. KENHA installed weigh-in-motion weighbridges <p>Measures taken to Protect road reserves</p> <ul style="list-style-type: none"> This is normally done by regular patrol of the Ministry officers and the police. However, in case there's a road reserve to be used by public, 	<p>i. Protection of the road reserves facing a lot of political interference and interest.</p> <p>ii. Cross border trade is faced with the challenge of protocols that are different from both sides of the border.</p>	<p>Action</p> <ol style="list-style-type: none"> The State Department of Infrastructure to engage Ministry of Interior to be involved in the protection of roads reserve that currently facing a lot of challenges. The State Department of Infrastructure to engage Ministry of EAC to streamline the protocol issues that affect cross border trade facilitation. The State Department to give a directive and resources required to set up facilities at the port for the import containers be weighed at the port to deal with overload

		temporary occupational license is issued. Though road reserves protection are currently under the County Government.		upfront before the container is released. KPA, KTA, Kenya truckers Association to be involved to sensitize their members and the port community stakeholders. Persons interviewed 1. Eng. James M. Kungu 2. Denis Warui Gichuri
50	Container Freight Station Association (CFSA)	<p>Measures taken to promote 24/7 operations</p> <ul style="list-style-type: none"> Deliveries along with exits done on 24/7 basis upon clearance by customs subject to confirmation of payments <p>Measures taken to automate CFS business processes</p> <ul style="list-style-type: none"> Use of CFS's ARIF system to forwarding electronic delivery orders. Ongoing discussions whose expected outcome is a system mapping between CFS's and shipping line by KENTRADE. <p>Measures taken to introduce online truck appointment management system.</p> <ul style="list-style-type: none"> Nothing has been done on this deliverable. <p>Measures taken to integrate CFS system with KENTRADE SWS.</p> <ul style="list-style-type: none"> Ongoing works by consultant to integrate the systems. Progress of works currently at 60% completion. <p>Measures taken to transfer containers from Port to CFS within 24 hours</p> <ul style="list-style-type: none"> Achievement of this commitment stands at 60%. <p>Challenges</p> <ul style="list-style-type: none"> KPA not able to upload berth movements via the KWATOS system. System downtimes where scanners are down. <p>Measures taken to provide information of cargo dwell times</p>	<ul style="list-style-type: none"> Shipping lines reluctant on the processing of electronic delivery orders via the system due to cost implications involved. KPA not able to upload berth movements via the KWATOS system. System downtimes where scanners are down. 	<p>Action</p> <ol style="list-style-type: none"> CFS requested MPNCCC intervention towards funds to commitments that require investments. <p>Persons Interviewed</p> <ol style="list-style-type: none"> Daniel Nzeki

		<ul style="list-style-type: none"> 80% of cargo leaves the port within 4 working days and 15% within 10 days. <p>Challenges</p>		
51	Kenya Transporters Association (KTA)	<p>Measures taken to Build capacity of transporters to deliver quality services.</p> <ul style="list-style-type: none"> Signage of the code of conduct by transporter firms. All drivers trained to adhere to stipulated laws/regulations Organized capacity building programmes for drivers on quarterly basis. Existence of a framework to report errant drivers mainly involves in rogue driving and stealing cargo. Conducted an awareness workshop in 2019 on pertinent issues which include; Traffic Offences; Cargo clearance; Payments & licensing. KTA undertakes weekly field visits to members to evaluate the uptake of online services. There is increase in uptake of technology by drivers through increased use of smart mobile phones. <p>Measures taken to Promote AEO scheme among its membership in conjunction with KRA</p> <ul style="list-style-type: none"> It was reported that transporters have not fully benefitted from the programme. Challenges reported include <ul style="list-style-type: none"> i. Cumbersome requirements towards issuance of AEO's thereby leading to long waits. ii. Lack of a dedicated gate for transporters. <p>Measures taken to Promote the adoption of 24/7 economy practices among its membership</p> <ul style="list-style-type: none"> Efficient working in 24/7 operations 	<ul style="list-style-type: none"> i. Inadequate seals installation by KRA and KRA system downtimes affect transporters operations. ii. Lack of harmony in set rules and regulations at the borders between Kenya and Uganda. iii. Online systems downtimes at border points leading to mass delays at border points. iv. Unavailability by KRA officers working on 24/7 basis at the borders affect driver's operations. v. Breakdown of scanners at Busia border point during rainfall affecting transporters operations. vi. Drivers queuing waiting for COVID 19 testing at various testing centers. 	<p>Recommendations</p> <ol style="list-style-type: none"> KTA requested for additional COVID testing centers along the way to border points. Need to engage Ministry of Health for necessary interventions on issues affecting transporters. Uganda Revenue Authority (URA) to be issued with targets in the Charter to enhance performance at border points. <p>Persons Interviewed</p> <ol style="list-style-type: none"> Denis Ombok Mercy Ireri
52	State Department of	Purpose of visit explained as to strengthen the link with the signatories.	1. Aware about the Charter but not involved in Charter activities since signing	Visit important for sensitization and reminding signatories about their commitments

East African Community (SDEAC)		<p>EAC State Department was not aware of the expected role or commitments, but nevertheless performed following activities that support Charter implementation:</p> <ol style="list-style-type: none"> 1. The Ministry has promoted the harmonization of electronic Cargo Tracking System in the EAC and is currently fully operational. 2. Partner States Revenue Authorities are using different types of systems, i.e. iCMS in Kenya, TANCIS in Tanzania and ASYCUDA in Rwanda and Burundi. The systems are however not fully interfaced. The EAC is in the process of developing a regional system to be used by all partner States. It's after then that Region will go paperless. 3. The Ministry Monitors the resolution of NTBs and has operationalized an SMS reporting system for timely response. 	<ol style="list-style-type: none"> 2. Not aware of role played or commitments 3. Concerned that if the port and Northern Corridor is not efficient on transport and costs, this may cause the region to lose out due to high costs of doing business. 	<p>EAC State Department to prepare regular report on implementation of the Charter commitments.</p> <p>Secretariat invite EAC State Department on Charter activities including sub-committee meetings.</p> <p>Person interviewed</p> <ol style="list-style-type: none"> 1. Julius Mwabu
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Report prepared by

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