

## **CORRIDOR PERFORMANCE MEASUREMENT AND MONITORING ON THE NACALA AND BEIRA CORRIDORS**

The Nacala Development Corridor Management Committee (NDCMC) is a tripartite committee being established by the Governments of Malawi, Mozambique and Zambia. The purpose of the NDCMC is

- *facilitating the provision of safe, cost effective and efficient movement of goods and persons,*
- *developing, improving and maintaining the infrastructure and services of the Corridor, and*
- *collaborating on trade and transport facilitation and other development issues*

The NDCMC is developing corridor performance indicators to measure and monitor the performance of the Nacala and Beira corridors in order to assess progress in achieving its objectives. This effort is part of the Southern Africa Trade and Connectivity Project through financial support from the World Bank.

The team that developed the indicators looks forward to continued collaboration with all corridor stakeholders and appreciates any form of assistance from the stakeholders in providing required data with the aim of effectively measuring and monitoring corridor and NDCMC performance against set goals and objectives.

Note: These indicators will provide baseline values so that trends can be monitored with the annual or semi-annual collection of new data. New indicators will also be developed.

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## 1. VOLUME INDICATORS

### TRADE VOLUME

Volume of trade handled through the ports of Nacala and Beira (Metric Tonnes).

Total annual volume of trade through Beira and Nacala ports in 2021:

	<b>Beira</b>	<b>Nacala</b>
Exports	5,641,360	721,370
Imports	7,830,880	1,701,585
Total.	13,472,240	2,422,955

Annual volume of trade through Beira and Nacala to or from Malawi in 2021:

	<b>Beira</b>	<b>Nacala</b>
Exports	296,474	77,164
Imports	662,808	23,790
Total	959,282	100,954

1<sup>st</sup> January – 31<sup>st</sup> December 2021. Source: CFM (top) MRA, based on border volumes (bottom)

### TEU CONTAINER THROUGHPUT

Number of containers clearing the port in a specified period (TEUs).

	<b>Beira</b>	<b>Nacala</b>
International Cargo destined to/from Mozambique	132,532	64,599
Corridor Cargo (Malawi and Zambia)	70,620	4,943

1<sup>st</sup> January to 31<sup>st</sup> December 2021. Source: CFM.

## NON-CONTAINERIZED CARGO

Cargo shipped as bulk, breakbulk, large equipment, etc. (Metric Tonnes).

	<b>Beira</b>	<b>Nacala</b>
International Cargo destined to/from Mozambique	4,768,500	1,496,630
Corridor Cargo (Malawi and Zambia)	1,699,790	283,300

1<sup>st</sup> January to 31<sup>st</sup> December 2021. Source: CFM.

## NUMBER OF BUSINESSES

Total number of Malawian businesses using the Nacala and Beira Corridors.

Number of Malawian businesses importing or exporting through Beira and Nacala ports to or from Malawi in 2021 was as follows:

	<b>Beira</b>	<b>Nacala</b>
Exports	178	37
Imports	2,623	53

1<sup>st</sup> January – 31<sup>st</sup> December 2021. Source: Malawi Revenue Authority.

## 2. TIME INDICATORS

### SHIP TURNAROUND TIME

Time from ship's entry into the port to departure (days).

Beira	Coal Terminal (TCC8)	1.7 days
	Fuel Terminal	18.2 days
Nacala	Container Terminal	5.1 days
	Fuel Terminal	4.5 days

Average for 1<sup>st</sup> January to 31<sup>st</sup> December 2021. Source: CFM.

### CONTAINER DWELL TIME AT THE PORT

Time from the time exports pass through the port gate until it is processed and loaded on the vessel. Time from import container offloading from the ship until it is processed by required regulators and exits the port gate. (days)

Export from Nacala Port	20 days
Import through Nacala Port	32 days

Average for 1<sup>st</sup> January to 31<sup>st</sup> December 2021. Source: CFM.

### CORRIDOR TRAVEL TIME

Average cargo travel time from Nacala and Beira Ports to Blantyre (days). Delays include borders and check points.

	<b>Beira</b>	<b>Nacala</b>
Travel time without delays (one way)	1.5 days	1.3 days
Travel time with delays (one way)	3.1 days	2.6 days

August 2022. Source: Interviews of transporters of Road Transport Operators Association (RTOA) and clearing and forwarding agents of Clearing and Forwarding Agents Association of Malawi (CAFAAM).

## AVERAGE PROCESSING TIME FOR MALAWI IMPORTS OR EXPORTS

Average time to complete transit formalities at the port and border in Mozambique as well as transit and import clearance formalities in Malawi. Average time to process exports at the Blantyre Inland Clearance Station and border checks in Malawi as well as transit formalities at the border and port in Mozambique. (days, hours and minutes).

	<b>Muloza/Milange</b>	<b>Mwanza/Zobue</b>	<b>Dedza/Calomue</b>
Average time to process Malawi imports [Definition: Mozambique transit formalities; Malawi transit and import clearance formalities]	6days 0hr 1 min	5days 4hr 3min	5days 8hr 6min
Average time to process Malawi exports [Definition: Malawi inland export formalities and border check; transit and port formalities in Mozambique.]	5days 14hr 40min	4days 16hr 32min	4days 16hr 7min

May and June 2021. Source: Malawi Revenue Authority and MCNET Single Window.

## AVERAGE TIME TO CLEAR A BORDER CROSSING

Decrease is measured by number of hours required to complete all formalities on both sides of the border upon arrival at the first border, including wait time and documentation time. (days, hours and minutes)

The crossing times in this baseline will be used each year to measure the decreases.

	<b>Milange/Muloza</b>	<b>Mwanza/Zobue</b>	<b>Dedza/Calomue</b>
Average time to clear border crossing (import) [Definition: Acquit transit from port; process transit to inland center for import clearance]	10hr 45 min	1hr 10min	3hr 44min
Average time to clear border crossing (export) [Definition: Check export docs and seal; initiate transit to port]	4hr 55 min	2hr 22min	2hr 12 min

May and June 2021. Source: Malawi Revenue Authority and MCNET Single Window.

### 3. COST INDICATORS

#### DECREASE IN LOGISTICS COSTS OF CONTAINERIZED IMPORTS/EXPORTS \$ PER TON AT DESTINATION (PERCENTAGE)

Reduction in the percentage of logistics costs for defined baskets of imported or exported products on the Nacala/Beira Corridors to/from Blantyre by road/rail as a percentage compared to the invoiced cost, including insurance and freight (CIF for imports) and (FOB for exports).

The logistics costs in this baseline will be monitored each year to determine reductions achieved in the share of logistics costs in the invoiced commercial value.

Sub-indicator	Logistics cost per container (US\$)	Logistics cost per Tonne (US\$)	Percentage of invoiced commercial value
Logistics cost of containerized imports from Nacala to Blantyre by Road (percentage).	5,064	191	23%
Logistics cost of containerized imports from Beira to Blantyre by Road (percentage).	5,264	199	24%
Logistics costs of a bulk import from Nacala to Blantyre by Rail (percentage).	-	226	23%
Logistics costs of containerized exports from Blantyre to Beira by Road (percentage).	5,075	192	26%
Logistics costs of containerized exports from Blantyre to Nacala by Rail (percentage).	3,797	143	18%

1st January to 31<sup>st</sup> December 2021. Source: Malawi Revenue Authority and clearing and forwarding agents of Clearing and Forwarding Agents Association of Malawi (CAFAAM).

## 4. OTHER INDICATORS

### CORRIDOR SAFETY

Number of fatalities caused by crashes on Nacala Corridor  
Includes only persons dying at crash site.

Road fatalities	133
Railway fatalities	11

1<sup>st</sup> January – 30<sup>th</sup> June 2022. Source: Malawi Directorate of Road Traffic and Safety and Department of Railway Services in Ministry of Transport and Public Works, National Institute for Road Transport (INATRO) and CDN-Corredeor de Desenvolvimento do Norte for the railway.

### CLIMATE RESILIENCY

Roads on the Nacala Development Corridor rehabilitated and/or upgraded to national climate resilience standards (kilometers).

Total distance in kilometers of roads on the Nacala Corridor rehabilitated or upgraded to climate resilience standards is 0 kilometers.

31<sup>st</sup> December 2021. Source: Malawi Roads Authority and ANE - National Road Administration in Mozambique.

### CARGO OVERLOAD CONTROLS

Percent of overloaded cargo vehicles as a share of total cargo vehicles weighed on the Nacala and Beira Corridors.

Beira Corridor	5.4%
Nacala Corridor	1.9%

1<sup>st</sup> January – 30<sup>th</sup> June 2021. Source: Directorate of Road Traffic and Safety Services in Malawi and ANE - National Road Administration in Mozambique. Location of weighbridge: Muloza, Lirangwe, Mwanza, Balaka, Dedza and Mchinji in Malawi; and Mussacama, Maue, Inchope 1 & 2, Vanduzi and Mandimba in Mozambique.