



INSIDE

- ❖ Roll out of Intelligent Road Safety Management System
- ❖ Special Loads
- ❖ Courtesy Visit
- ❖ How to identify worn out Tyres
- ❖ Adjustment of Transport Rates
- ❖ Becoming an Associate Member
- ❖ Joint Border Committee Meeting
- ❖ Industry Statistics



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KTA NEWSLETTER

NTSA TO ROLL OUT INTELLIGENT ROAD SAFETY MANAGEMENT SYSTEM



The National Transport and Safety Authority (NTSA) is poised to introduce the Intelligent Road Safety Management System (IRSMS), a cutting-edge initiative which is intended to enhance compliance with the **KS 2295 Standard: 2018** and the Traffic Act Cap 403 within the legislative framework of Kenya. The system is poised to grant operators a heightened level of control over their vehicles, thereby fostering a culture of **self-regulation** within the commercial vehicle sector. Notably, it is essential to underscore that the utilization of the system will be obligatory for all vehicles equipped with speed limiters, as this was communicated during a recent meeting between transport industry stakeholders and the NTSA on **September 5, 2023**.

The **IRSMS** has been designed to capture information pertaining to vehicles and drivers. This includes features such as authentication, real-time location tracking, route monitoring, speed metrics, and vehicle status reporting. As articulated by the NTSA, the Intelligent Road Safety Management System is poised to assume a pivotal role in actively monitoring instances of speeding and promptly identifying errant drivers who may seek to manipulate speed governing mechanisms. Furthermore, this system is designed to function in real-time, ensuring the continuous and uninterrupted transmission of vital data, thereby contributing significantly to road safety and compliance efforts.

Requirements for Onboarding of HCV Operators

Registered Operator Name	Postal Town
Registration Certificate	Physical Location
Company KRA PIN	Contact Name
Email Address	Contact Email
Mobile/Telephone Number	Contact Phone
Address/Postal Address/Postal Code	Contact Username

Account User Creation Details

Name of the HCV Operator	Cell phone and Email Address
Full names of contact person	Username e.g., Joe Doe

CLASSIFICATION AND PERMITS FOR SPECIAL LOADS



The following loads shall be considered special loads and shall require a special permit to be transported along the regional trunk road network-

1. **ABNORMAL LOADS:** Load, which by its nature is indivisible and the dimensions of which exceed the authorized dimensions of the vehicle on which it is to be loaded
2. **AWKWARD LOADS:** Load that is unstable in nature and which although it is divisible requires special equipment and safety precautions to offload
3. **HAZARDOUS LOADS:** Load which has been prescribed by the Council in the Gazette to be capable of posing risk to health, safety, and property when transported along the Regional Trunk Road Network;
4. **UNSTABLE LOADS:** Load on a vehicle which could shift or oscillate within the vehicle when it is moving or stationary
5. **SUPER LOADS:** Load, which by its nature is indivisible and the weight of which exceeds the authorized weight of the vehicle on which it is to be loaded

Journey Notification: A transporter who is issued with a special permit shall notify the national roads authority at least fourteen days before commencement of the journey and shall provide the following information

- a) Full particulars of transporter
- b) Full particulars of the owner of the cargo;
- c) Full particulars of the cargo and its nature;
- d) Full particulars of driver and turnboy;
- e) The proposed route plan of transport of the cargo; and
- f) Vehicle registration details including number plate and chassis number.

The national roads authority may require a transporter to modify aspects of the journey such as the proposed route, type of vehicle to be used or period of transport for such reason as the national roads authority may consider necessary.

A person commits an offence under the Act and Regulations if he or she;

- a) Transports any special cargo without a valid permit;
- b) Fails to pay any fees or charges under these Regulations;
- c) Fails to comply with any condition for transport of special loads as provided for in these Regulations or under the permit;
- d) Causes damage to the road infrastructure or any third-party property or injury to a person;
- e) Knowingly provides false or misleading information in the application for a special permit or to an authorized officer during verification of the special permit;
- f) Offers a bribe or inducement to a licensing authority or to an authorized officer to perform or refrain from the performance of a duty or exercise of a power;
- g) Declines to submit for verification of a special permit and the load at a weighbridge or at any place if so directed by an authorized officer or by the police;
- h) Fails or refuses to present documentation for verification of the load; or
- i) Obstructs an authorized officer from the performance of his functions.

Source: The East African Community Vehicle Load Control (Special Loads) Regulations, 2018.



A delegation comprising representatives from the **East Africa Community Secretariat, Kenya Ports Authority, Uganda Revenue Authority, and National Revenue Authority** paid the KTA Secretariat a courtesy call on the 14th September 2023. The delegation was warmly welcomed by Mr. Newton Wan'goo, Chairman of KTA, other KTA Directors and the Secretariat CEO.

1. **LOST RECTS SEALS:** KTA expressed concern over the penalization of transporters for lost RECTS Seals, emphasizing that this indicates a customs process failure. They proposed that transporters should be spared penalties, given the high replacement cost of USD 2,500, exceeding the seal's value. KTA encouraged prompt reporting of seal losses to the Kenya Revenue Authority (KRA) to potentially reduce fines.
2. **CARGO LOSS CHARGES:** KTA criticized the practice of the Kenya Revenue Authority (KRA) billing transporters for lost revenue due to cargo loss during transit. KRA insisted that transporters should bear responsibility for these losses, as they occur within their vehicles.
3. **AEO CERTIFICATION SCOPE:** KTA highlighted the need for broader recognition of AEO certified transporters within the East African region. The KRA clarified that transporters must actively seek an East Africa Certificate for extended recognition and expressed a commitment to exploring harmonization of these certifications.
4. **EAC DOCUMENTATION PORTAL:** KTA advocated for the establishment of an EAC Secretariat portal to centralize comprehensive trade-related documentation for reference within the EAC region.
5. **BORDER DELAY AND SCANNER IMAGE INTERPRETATION:** KTA reported delays at borders due to scanner image interpretation, affecting border crossing turnaround time. The KRA assured that they would address and expedite resolution of this issue.
6. **PARKING CHARGES AT CUSTOMS YARDS:** KTA noted that transporters faced parking charges at customs yards due to delays attributed to KRA/URA customs procedures.
7. **SOUTH SUDAN AFFAIRS:** KTA expressed concerns over South Sudan's permitting of only three CFS (Compact, Autoport, and Nairobi Freight Terminal) for handling goods. They noted that South Sudan Customs Officers sometimes omit resealing containers after verification, causing complications for importers. South Sudan Customs Department officials committed to investigate and address this concern. The EAC was requested to conduct a comprehensive road assessment in South Sudan to identify critical areas of concern.
8. **TANZANIA'S VEHICLE DIMENSIONS:** The delegation informed the EAC that Tanzania has yet to harmonize vehicle dimensions as per the East Africa Axle Load Control Act, 2016.
9. **REVIEW OF EACMAA REGULATIONS:** KTA advocated for a review of EACMAA regulations, pointing out outdated laws in light of technological advancements. They also proposed extended free periods for bulk cargo.

KEEPING YOUR VEHICLES SAFE, KNOWING WHEN TYRES ARE WORN OUT



Maintaining well-kept tyres on heavy vehicles offers a range of significant benefits. These include improved safety by ensuring proper traction, reducing the risk of accidents and blowouts. Additionally, well-maintained tyres contribute to better fuel efficiency, as they reduce rolling resistance and enhance overall vehicle performance. They also extend the lifespan of tyres, reducing the frequency of replacements and lowering operational costs. Consistently checking and maintaining tyre pressure and tread depth can optimize handling and stability, leading to better control of the vehicle, especially in adverse weather conditions. Ultimately, the investment in regular tyre maintenance for heavy vehicles translates into enhanced safety, cost savings, and operational efficiency.

How can you tell when it's time to get new tyres?

- Worn Out Tread Patterns:** Tire treads are the patterns on the tires that help your car grip the road. Over time, these patterns wear out. To check if your treads are okay, put a coin in a groove. If you can see the top of the coin, it's time for new tires. The law says treads must be at least **1.6mm** deep, but it's better to get new tires before they're that worn out.



No Wear



Light Wear



Moderate Wear



Severe Wear

- Visible Cracks and Cuts:** If you see cracks or cuts on your tires, it's a sign you need new ones. These marks can happen because of time passing, driving a lot, or things on the road. This can make your tires wear unevenly, mess up the air inside them, or even make them burst. If you see these marks, go to a mechanic or tire store.
- Indications of Vibrations and Noise:** If your vehicle vibrates too much or makes strange noises when you drive or being driven, it might mean your tires are bad. This can make your drive uncomfortable and make your vehicle harder to control and stop. When this happens, go to someone who knows about tires. They might need to fix the balance, alignment, or put new tires on.
- Considering How Old Your Tyres Are:** Even if your tyres seem to be in good shape, they have a limited lifespan. Tyres typically last between five to ten years, depending on how often you drive, the climate, and other factors. If your tyres are more than five years old, you should get them inspected regularly by a mechanic or tyre professional.
- Punctures Mean Get New Tyres:** If your tire gets a hole, you definitely need a new one. Small holes in the tread can sometimes be fixed, but if the hole is on the side of the tire, you have to replace it. Driving with a hole in your tire is really dangerous and can make things worse.

ADJUSTMENT OF TRANSPORT RATES DUE TO FUEL PRICE INCREASE



The Kenya Transporters Association (KTA) empathizes with the challenges currently faced by transporters in the dynamic transportation industry. Over recent months, transporters have borne brunt to a substantial surge in fuel prices, leading to considerable pressures on operational expenses. KTA's longstanding commitment to the well-being of members and the enduring sustainability of their businesses remains unwavering. In light of the recent fuel price escalations, it has become increasingly imperative for transporters to proactively tackle this pressing issue.

After consideration and analysis of prevailing economic conditions, KTA strongly recommended that all transporters to carefully assess their existing transport rates and contemplate necessary adjustments to offset the mounting fuel expenses. These adjustments should be approached thoughtfully, considering the following critical factors:

1. **Fuel Price Fluctuations:** Given the inherent volatility of fuel prices, it is prudent to establish a mechanism facilitating periodic rate adjustments to align with fluctuating fuel costs.
2. **Operating Expenses:** When determining new rates, it is essential to factor in all operational costs, encompassing maintenance, insurance, driver wages, in addition to fuel expenditures.
3. **Competitive Pricing:** While adapting rates to accommodate rising costs, it is crucial to ensure that the revised rates remain competitive within the market.
4. **Effective Communication:** Transparent and professional communication with clients is key when introducing rate adjustments, emphasizing the reasons for these changes.
5. **Contractual Review:** Transporters with long-term contracts should proactively review them, assessing the feasibility of renegotiating rates with clients to adapt to the evolving economic landscape.

MOMBASA TO KAMPALA (1150 KMS) RETURN	
COST	USD (EXC. VAT)
PER TRUCK LOAD	2,600.00
PER TON	90.00
PER KM	2.30
MOMBASA TO NAIROBI (500 KMS) RETURN EMPTY	
COST	KSHS (EXC. VAT)
PER TRUCK LOAD	130,000.00
PER TON	4,600.00
PER KM	260.00

Please note that the above is just cost guidance and members are at liberty to decide on their margins. Members are guided to rate per Kilometer to calculate the cost to various destinations

KTA recognizes the sensitivity surrounding rate adjustments and acknowledges that they can influence transporter-client relationships. Nevertheless, it is crucial to underscore the necessity of these adjustments to maintain the financial viability of businesses and to continue delivering high-quality services. The association firmly believes that most clients will appreciate the rationale behind these adjustments, given the escalating fuel prices. In challenging times, it is imperative for all industry stakeholders to collaborate and work together.

BUSIA JOINT BORDER COMMITTEE MEETING DELIBERATIONS



Busia Joint Border Committee held its joint meeting on the 22nd September 2023 to review the operational challenges and to come up with deliberations on proposed solutions

ISSUES RAISED:

Long Lunch Breaks for Officials: Despite the Operating Principles emphasizing seamless services 24/7, extended lunch breaks persistently disrupt operations.

Slow Provision of Services, Particularly with URA Officers: Delays occur, causing queues to stagnate. Urgent attention is needed due to the high traffic volume at this border.

Scanner Downtime: Main scanner inactive for four consecutive months. Mobile scanner experiences frequent breakdowns and slower operation. Inquire about alternative solutions to prevent recurring jams.

Office Operating Hours: Invesco office lacks 24/7 operation, resulting in Ogefreem certificate delays of up to 4 hours.

DELIBERATIONS AND PROPOSED SOLUTIONS:

Lunch Breaks for Officials: Officers will take a lunch break not exceeding 30 minutes during daytime operations.

Road User Payment Form Printing: Road user payment form to be printed at no additional cost (Ugx. 2,000 waived).

Scanner Maintenance: Spare parts for the Ugandan main scanner to be expedited within the next 2 weeks for prompt restoration of operations.

Alterations and Fees from Destination Countries: Alterations paid by destination countries to be duly documented with supporting evidence.

Pre-Arrival Arrangements for Truck Payments: Implement pre-arrival arrangements for road user payments for trucks arriving after standard bank working hours.

Alternative Printing Services for Bank Forms: In cases of closed printing facilities, utilize services at gates or front desk.

24-Hour Operation of Bank within Uganda Immigration: Establish a 24-hour operational bank within the Uganda Immigration premises.

Identification for Agents and Drivers: All agents to wear badges, and drivers to don reflectors when within the OSBP premises.

Staffing during URA/KRA Meetings: Maintain gate presence during URA/KRA meetings to ensure continuous flow in queues.

Communication Forum for System Downtime: Establish a WhatsApp forum for seamless communication



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THE PREAMBLE OF THE KENYA TRANSPORTERS ASSOCIATION CODE OF CONDUCT

The KTA Code of Conduct is to enhance ethical conduct and practices of members of the association and by extension their employees in the cargo transportation sector. The association expects her members and employees who carry out work for the association to observe high standards of conduct.

The KTA members, who are parties to the **KTA Code of Conduct**:

- **RECOGNIZING** that unethical practices in the road freight transport negatively impact the entire business operation.
- **ACKNOWLEDGING** that national and regional legislation alone cannot entirely achieve the required best practices in the road freight transport sector, but rather provide a legal framework for ethical practices.
- **BELIEVING** that an effective code of conduct, in conjunction with the members' constitution, establishes a solid foundation for orderly operations by promoting good working practices.
- **CONVINCED** that an effective code of conduct forms the basis for discipline and professionalism among the members.
- **EMPHASIZING** the need for an effective code of conduct to serve as a benchmark for acceptable practices in the road freight transport sector.
- **RECOGNIZING** that sustainable best practices by the members can be best assured by a common and agreeable code of conduct.
- **MINDFUL** that the code of conduct will serve as the cornerstone of ethical practices.
- **NOTING** that the code of conduct complements the member constitution and other legal regulations.

The members of the **Kenya Transporters Association** collectively and individually commit to adhere to the code of conduct.

JOIN US TODAY AS AN ASSOCIATE MEMBER OF KENYA TRANSPORTERS ASSOCIATION

The Kenya Transporters Associate membership is open to organizations/firms with strategic business interest in the transport sector. Associate membership is available subject to approval by the KTA Board of Directors. Associate members must subscribe and fully adhere to the KTA Code of Conduct. Parts of the Code of Conduct touching on real transport issues are relative and not necessarily binding for associate membership.

Documentations required are;

- Copy of PIN certificate/Tax Compliance Certificate
- Copy of Certificate of Registration/Incorporation
- Letter of application seeking membership with KTA
- A signed copy of the Code of Conduct.
- Joining fee KES. 100,500 payable annually.



BENEFITS OF BECOMING A MEMBER AN ASSOCIATE MEMBER

You stand to gain by way of;

- ❖ **Strategic branding:** Increase your visibility in the transport sector. Position your company as a leader by highlighting your products, services, and expertise to transporters.
- ❖ **Events and networking:** Building strong business relationships to advance your company. Through KTA membership, you'll be able to network with existing members and connect with new ones.
- ❖ **Research and insights:** Your firm will have access to a steady stream of relevant and up-to-date transport and related information to help you make better decisions and achieve your goals.
- ❖ **Free adverts:** Promote your business in in the KTA monthly newsletter and on KTA members WhatsApp group. It's a great opportunity to reach a larger audience, connect with esteemed members, and increase brand exposure.



VISION

A united association of global excellence in advancing sustainable road freight services

MISSION

To strengthen and improve transportation by serving and leading its diverse membership through advocacy, innovation and information sharing

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KTA_Kenya



Kenya Transporters Association Ltd



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0701726025**



**MOMBASA TEL:
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CARGO STATISTICS COLUMN

WEEKLY PERFORMANCE FOR COMMODITIES SEPTEMBER 2023

COMMODITIES	7 TH - 13 TH	14 TH - 20 TH	Change	% Change
	TOTAL TONS			
BGD SODA ASH		473	473	100
CONTAINERS	5	16380	16,375	99.97
BULK WHEAT	138576	75,146	-63,430	-84.41%
GEN CARGO & OTHERS		9,093	9,093	100
MOTOR VEHICLES	504	4,231	3,727	88.09
STEEL	24,908	6,309	-18,599	-294.80
AVERAGE PER DAY	23,428	15,947	7,480	14.29
TOTAL	163,993	111,632	52,361	100

CONTAINER TERMINAL		14 th - 20 th	21 st - 27 th	Change
Total Number of Ships		16	16	0
Total Delivered Containers by Road		5,739	6,273	534
Delivered C'ners by Road	LOCAL	2,463	3,071	608
Delivered C'ners by Road	TRANSIT	3,276	3,231	-45
Delivered C'ners by SGR		2981	2720	-261
Imports Population Breakdown	LOCAL	411	399	-12
	TRANSIT	2,473	2,395	-78
Transit in Yard Breakdown	Burundi	10	6	-4
	D.R. Congo	148	102	-46
	Ethiopia	0	0	0
	Rwanda	145	124	-21
	Somalia	2	2	0
	S. Sudan	49	44	-5
	Tanzania	93	73	-20
	Uganda	2,026	2,044	18



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The Kenya Transporters Association Limited (KTA) is a business association of road transporters whose broad objective is to provide a common voice to articulate business constraints facing its members, while being a united association of global excellence in advancing sustainable and competitive road freight services in Kenya, East Africa Region and beyond.