



KTA NEWSLETTER

UNITY AND ADVOCACY: INSIGHTS FROM KTA'S END YEAR DINNER

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- Truck Stickers: KES. 200 Per
Truck
- Membership Certificate: KES.
500



On December 1, 2023, the **Kenya Transporters Association (KTA)** organized an end year dinner for members at City Blue Hotel in Mombasa. The KTA Chairman underscored the significance of collaboration and unity among members to effectively address industry challenges. Emphasis was placed on building trust among the transporters.

The Chairman reiterated KTA's commitment to advocating for policies that support road transport. Networking opportunities were abundant during the evening, fostering camaraderie among members over a shared meal.

A note of caution was raised regarding data handling to prevent potential breaches of the Data Protection Act, particularly in the context of driver recruitment processes. Discussion turned to the necessity of permits in various counties, with specific attention given to distribution and branding permits.

Concerns were raised about mishandling of accident cases in Uganda and the low compensation limits from COMESA insurance. In response, the Chairman advised members to seek legal counsel for smoother resolution processes. The meeting also addressed problems with KeNHA permit applications for low loaders, discrepancies in measurements, and subsequent unfair penalties. The KTA pledged to lobby KeNHA through its Secretariat for a streamlined approval process, particularly for permits involving cranes in accident cases.

Members were encouraged to obtain KRA letters through KTA to avoid bribery, with a clear emphasis that this service is provided free of charge. Rising transport costs, particularly due to fuel price increases, prompted members to call on KTA for lobbying on their behalf. Mr. Newton Wang'oo, the Chairman, presented a transport cost template to assist in pricing strategies and industry survival, reinforcing the importance of unity among members.

The Chairman concluded by tasking members with working together whenever needed, and he urged the board and secretariat to intensify advocacy and lobbying efforts, especially in cases affecting members, such as permits. The overall tone of the event was one of collaboration and a shared commitment to addressing challenges within the transportation industry.

ENHANCED COLLABORATION WITH THE NORTHERN CORRIDOR POLICE TRANSIT PATROL UNIT FOR THE REMOVAL OF NON TARIFF BARRIERS



The Kenya Transporters Association Secretariat actively participated in a comprehensive one-day workshop on enhanced collaboration with the Northern Corridor Police Transit patrol unit for the removal of the non-tariff barriers along the Corridor, which took place on November 23, 2023, in Mombasa. The workshop provided an opportunity for collaborative learning and communication exchange among officers and stakeholders, as this will facilitate knowledge sharing on best practices, experience, and information related to security challenges and solutions along the corridor.

Workshop takeaways

- Road safety and security are a major concern for drivers, passengers and cargo plying the Northern Corridor route. Over the years, traffic accidents involving Heavy Commercial Vehicles and long-distance passenger buses have been on the rise.
- Long distances, driver fatigue and mechanical breakdown have been reported as some of the major causes of road traffic related accidents along the corridor. The lack of adequate facilities for rest and medical care, maintenance, parking, and sanitation has had a serious effect on drivers using the Northern Corridor route.
- The Northern corridor Secretariat is promoting the implementation of Roadside Stations (RSS) since 2014 in its bid to promote road safety and security along the Corridor.
- RSS are meant to ensure secure 24-hour parking yards, health facilities, local rejuvenation facilities (rest stops for truck drivers, accommodation, restaurants, washrooms, among others), and other amenities are available along the corridor.

The Northern Corridor Member States committed to;

- Develop RSSs as an integral plan of Transport Infrastructure Services along the Corridor.
- Put in place Policy, Legal and Regulatory framework for promoting RSSs in partnership with the Private Sector
- Put in place Institutional Frameworks for spearheading implementation of the RSS Program in each of the Member State coordinated by the Ministries in charge of Transport.
- A Project Investment Paper packaging information for the RSS projects for marketing to prospective Private Investors was prepared.
- A Regional Investors Conference was organized in April 2015.
- RSS Regional Guidelines were developed.
- RSS website was set up; www.roadsidestation.org
- RSS Survey was undertaken in September 2020, leading to the identification of the Kikopey RSS Private Investor.
- National RSS Taskforces were formed and replicated in all Member states

Source: KTA

ENHANCED COLLABORATION WITH THE NORTHERN CORRIDOR POLICE TRANSIT PATROL UNIT FOR THE REMOVAL OF NON TARRIFF BARRIERS (CONT'D)

Benefits of Northern Corridor Road Side Stations (RSS):

- 1. Provision of breaks for long-distance drivers at appropriate intervals and secure facilities.*
- 2. Elimination of driver fatigue, improvement in security and health for passengers and cargo.*
- 3. Reduction of road accidents and loss of lives and cargo through rescue facilities at RSS.*
- 4. Reduced transit times due to improved travel speeds, better planning, and effective control over drivers' practices.*

Survey Report Findings:

- Conducted from Mombasa to Malaba and Busia to identify road section status and non-tariff barriers to trade.*
- Sensitization on Presidential Directives, including weighing transit cargo twice and replacing police roadblocks with mobile patrols.*
- High number (34) of police stops along the Mombasa-Malaba/Busia road section.*
- Foreign trucks facing harassment and bribery demands from police.*
- Preferred truck stops locations needing upgraded social amenities and security.*
- Instances of insecurity reported in specific areas along the corridor.*

Port of Mombasa Statistics:

- In 2022, the Port of Mombasa experienced a rise in the levels of both export and import volumes.*
- Kenya's imports declined by 8% due to increased use of locally manufactured clinker.*
- Mombasa port throughput at 67%, Dar es Salaam at 33%.*
- Total transit throughput of 10.2 million MT, with Uganda transit traffic contributing over 71%.*

Frequent Stops by Drivers:

- 36% - Police and security checks.*
- 14% - Road conditions.*
- 12% - Company checkpoints.*
- 11% - Weighbridge.*
- Least covered: 5% - customs check, 1% - breakdown/border stop procedure.*

Matters Arising:

- 1. Unworthy transporters' trucks causing accidents; KTA urged to find a solution.*
- 2. Unidentified drivers; KTA advised to have drivers carry identity cards.*
- 3. Drivers' motivation and fatigue issues; KTA urged to address driver grievances on low wages.*
- 4. Notorious drivers employed without records; KTA working on a database for transporters' information.*

Recommendations:

- Collaborative enforcement of the Presidential Directive on police roadblocks.*
- Geofencing established roadside facilities and developing rest stops by county governments, especially in Busia and Malaba.*
- Increase in patrols by Northern Corridor Police Unit.*
- Enforcement of the policy against unauthorized passengers on trucks to prevent kidnapping.*

TIPS ON DRIVING IN THE RAIN



The arrival of the rainy season introduces a distinct set of challenges for drivers, requiring additional caution and preparation when navigating through wet and slippery roads. Adhering to these guidelines and emphasizing maintenance will help guarantee the safe arrival of both drivers and cargo at their destinations

BEFORE STARTING THE JOURNEY

- *Make sure your windshield wipers, headlights, tail lights and brakes are in good working conditions.*
- *Check tyre pressure and tread depth*
- *Ensure there is enough fuel in vehicle*
- *Plan your route, if possible, avoid driving in heavy rain or unfamiliar roads.*

WHILE DRIVING IN THE RAIN

- **Slow Down.** *The speed limit is for ideal conditions and rainy conditions are far from ideal. Reduce your speed to give yourself more time to react to hazards.*
- **Increase your following distance.** *The stopping distance on wet roads is much longer than on dry roads. Give yourself plenty of space between you and the vehicle in front of you.*
- **Use your headlights.** *Even in the light rain, your headlights will make you more visible to other drivers.*
- *Avoid sudden maneuvers. Don't make sudden turns or stops, as this can cause you to lose control of your vehicle.*
- **Be aware of hydroplaning.** *Hydroplaning occurs when your tyres lose contact with the road due to a layer of water. If you start to hydroplane, take your foot off the fuel pedal and steer in the direction you want to go.*

DO NOT BRAKE.

- **Be extra cautious at intersections and curves.** *These are areas where accidents are more likely to occur in wet weather.*
- **Watch out for pedestrians and cyclists.** *They are more difficult to see in the rain so be extra careful of them.*

Keep yourself updated on road conditions ahead of your journey from social media and others sources of news as you start and progress with your journey. Postpone your journey if need be. By following the above tips, you can help stay safe and minimize accidents while driving in the rain.

Source: KTA

KENTRADE TO LAUNCH DIGITAL LOGISTICS MARKET PLACE (DLMP) TO TRANSFORM KENYA'S TRADE LANDSCAPE



Kenya Trade Network Agency (KenTrade) is in the process of implementing the **Digital Logistics Marketplace (DLMP)**, a comprehensive platform poised to revolutionize the country's supply chain. The initiative underscores KenTrade's dedication to modernizing trade processes and facilitating commerce. The platform involves a diverse array of stakeholders, such as shipping lines, trucking companies, importers, exporters, warehousing firms, and insurance providers. The platform empowers businesses through seamless search, find, and send capabilities. This ensures that traders benefit from reliability, discover growth opportunities, and access efficient logistics solutions, all within a unified and integrated platform. This results in optimized logistics and streamlined supply chains, ensuring the smooth flow of goods from producers to consumers. Additionally, the integration of cutting-edge technology within the platform significantly reduces the time required for various trade-related operations.

The team envisions transforming international trade beyond existing barriers, fostering a world where businesses can exchange goods and knowledge effortlessly for the betterment of the nation.

Identified barriers in the transport sector include:

1. Delayed payment for consignments
2. Proliferation of brokers in the market
3. Prevailing credit terms instead of cash transactions
4. Fluctuations in market forces, such as fuel prices
5. Sector-dependent challenges, particularly for manufacturers
6. Integrity issues

Recommendations to address these challenges include:

1. Rigorous vetting and compliance checks for platform participants.
2. Implementation of secure payment mechanisms during engagements.
3. Introduction of exclusivity and premium features.
4. Enhanced visibility into pricing structures.
5. Collaboration with other government agencies to align trade policies and taxation.

The establishment of a committee by **KenTrade**, with KTA appointing two staff members to the project, underscores a commitment to continuous improvement and diligent follow-up in advancing the objectives of this collaborative effort.

Source: KTA



Road traffic injuries account for more than 1.3 million deaths globally and are the main cause of death for 5- to 29-year-olds. Africa has the highest road traffic death rates compared to those observed globally and in other regions, with 27 deaths per 100,000 population compared to 17 deaths per 100,000 population globally in 2019.

Using data from police road crash records, the Mombasa Road Safety report presents findings on the number of deaths and injuries in Mombasa County from 2019 to 2022. In addition, findings from observational studies on road injury behavioral risk factors – specifically speeding, seat belt and child restraint use, and helmet use

Did you know?

The findings showed an inconsistent trend in the number of reported deaths and serious injuries from 2019 to 2022. In total, 256 fatalities and 607 serious injuries were reported in Mombasa. The vast majority (93%) of deaths from 2019 to 2022 were among vulnerable road users – pedestrians (50%), two- and three-wheelers/tuktuk (36%), and pedal cyclists (7%). Males accounted for approximately 82% and 72% of deaths and serious injuries, respectively, for the four-year period.

Findings from observational studies on road injury risk factors showed a 27% prevalence of speeding in Mombasa in 2022. In addition, only 26% of motorcycle drivers and 2% of passengers used helmets correctly.

High risk corridors and intersection within Mombasa, 2019-2022

- **Mombasa - Nairobi Road**
- **Mombasa - Malindi Rd/Links Road**
- **Likoni - Ukunda Road**
- **Port Reitz - Airport Road**
- **Shelly Beach Road**

Road injury Behavioral Risk Factors in Mombasa

1. **Speeding:** Overall prevalence of speeding in Mombasa increased from 20% in round one to 27% in round two as more vehicles tend to speed more than 10km/hr above the set limit on the road.
2. **Helmet Use:** wearing an unfastened or loosely fastened helmet is regarded as incorrect use. One round of helmet-use observation has been conducted in Mombasa, and the findings showed that correct helmet use was low among motorcycle/tricycle drivers (26%) and almost non-existent among passengers (2%)
3. **Seat Belt and child restraint use** it use was low and decreased.

Actions implemented to improve road safety

1. **Engagement with Road safety partners**
2. **Safer streets and mobility**
3. **Sensitization on road safety**
4. **Safety enforcement on the roads**
5. **Strengthening of Road injury surveillance systems in the county.**

Source: County Gov. of Mombasa



The Steering Committee of the **Mombasa Port and Northern Corridor Committee (MPNCCC)**, led by Mr. Gilbert Langat, Chairperson and CEO of the Shippers Council of Eastern Africa, recently held a meeting with Mr. **Kipchumba Murkomen**, the Cabinet Secretary of the **Ministry of Road and Transport**.

During the meeting, the Chairperson provided an update to the Cabinet Secretary on the progress of implementing the Charter and the Presidential Directives issued on July 29, 2023, aimed at enhancing the efficiency and competitiveness of the port and corridor.

Attendees included Mr. Mohamed Daghar, PS Transport; Mr. Nyarandi Omae, Executive Secretary, Northern Corridor Transit and Transport Coordination Authority; Mr. David Ngarama, CEO, Kenya Trade Network Agency (KenTrade); Ms. Esther Ngari, Managing Director, Kenya Bureau of Standards (KEBS); Mr. Roy Mwanthi, National Chairman, KIFWA; **Ms. Mercy Ileri**, Chief Executive Officer, **Kenya Transporters Association Ltd**, and representatives from Kenya Revenue Authority, ISCOS Secretariat, Kenya Ships Agents Association, among others.

The Cabinet Secretary expressed commitment to supporting the Charter through his ministry, providing a legal framework for its operation, and ensuring effective monitoring of performance by all players in the logistics and transport sector to enhance global competitiveness, efficiency, and trade facilitation.

Furthermore, the Cabinet Secretary proposed the following initiatives:

1. Implementation of a National Transport Integration policy, incorporating an inter-agency operations charter.
2. Adoption of a unified charter for all ports of entry to improve efficiency in the clearance of goods and individuals. Each point of entry will have a designated lead government agent, with KAA overseeing airports, KPA managing sea ports and ICDs, and KRA taking the lead at all land border points (OSBP).
3. Drafting a cabinet memo for approval and full adoption by the cabinet.
4. Mandating the scanning, weighing, and tagging of all transit cargo at the port before exit to eliminate the need for trucks to reweigh at the Mariakani weighbridge before proceeding to the borders.

It was highlighted that certain agencies experience delays in providing their services during the clearance process. Entities such as the Pharmacy and Poisons Board, Port Health, and Kenya Veterinary Board were identified. KenTrade was assigned the responsibility of monitoring all port operations in the system and reporting delays through MPNCCC. The report will include details on the agency and officer causing delays, establishment of time frames for all system requests, and inclusion of performance contracts for officers. The ministry will convene a team to assess port performance parameters and implement interventions to enhance port rankings

DO NOT BRIBE, LET KTA SECRETARIAT WORK FOR YOU FOR FREE

As we close 2023 and start 2024, transporters are already making efforts to secure documents and licenses to facilitate operations in 2024.

Some of these documents include:

1. Transit Goods Licenses
2. C40 Licenses
3. Permission to load local goods on transit trucks.
4. Permission to load transit goods on open trucks.
5. Port passes

The culture in our industry has been that there are brokers inside and outside the licensing institutions and sometimes in coordination with our own operations teams who offer to facilitate and hasten securing these documents at a fee. This is corruption, and it amounts to large amounts of money that are additional costs to our business in these difficult times when just remaining in operation is a miracle.

Break this culture and cut off these chains and save costs. Being a fully paid-up member of our Association, let the association work for you for free.

Engage the KTA Secretariat and let them push and deliver the documents to your offices **FOR FREE**

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 payables annually.



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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



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CARGO STATISTICS COLUMN

CONTAINER TERMINAL ALLOCATION (UNITS)		November 16 th – 22 nd	November 23 rd – 29 th	Change
Total Number of Ships		19	15	-4
Total Delivered Containers by Road		6,431	6,857	426
Delivered C'ners by Road	LOCAL	3,191	3,240	49
Delivered C'ners by Road	TRANSIT	3240	3617	377
Delivered C'ners by SGR		1934	2741	807
Imports Population Breakdown	LOCAL	1655	1175	-480
	TRANSIT	2899	2501	-398
Transit in Yard Breakdown	Burundi	7	35	28
	D.R. C	328	233	-95
	Ethiopia	1	2	1
	Rwanda	148	122	-26
	Somalia	0	0	0
	S. Sudan	274	132	-142
	Tanzania	151	152	1
	Uganda	1990	1825	-165

Source: KPA



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ncbagroup.com **Go for it**

NCBA Bank Kenya Plc is regulated by the Central Bank of Kenya

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.