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# KTA NEWSLETTER

## APPLICATION FOR TRANSFER OF MOTOR VEHICLE OWNERSHIP ON E-CITIZEN



The process of transferring ownership of a motor vehicle involves changing the ownership from the current owner (Seller) to a new owner (Buyer). To facilitate this procedure, both the seller and the buyer need to activate their E-Citizens accounts. The seller initiates the transfer process by:

### SELLER

- Log into E-Citizen account and Select NTSA Service Portal (New)
- Go to the Home Page and select specific vehicle you want to transfer
- Go to motor vehicle service, select vehicle transfer then click apply
- Upload the original logbook colour (PDF) then fill in the new owner details
- Submit to pay for the transfer of ownership, go back to Home Page, notification tab to accept the consent notification.

### BUYER

- Log into E-Citizen account and Select NTSA Service Portal (New)
- Go to Home Page, click the notification tab to accept/decline the consent notification.
- Fill in the required details then click preview
- Scroll down and tick the declaration box then click preview
- Submit for approval

### CHARGES & TIMELINE

The charges for this process will vary based on the CC ratings of the motor vehicle, with a processing timeline of three working days.

Source: NTSA

## END-TO-END LOGISTICS SOLUTION PROPOSAL FOR TRANSIT CARGO BY KPA



*In an effort to comprehend the KPA's proposed need for an End-to-End logistics solution for transit markets, the Kenya Transporters Association and other players in the industry sought an audience with the **KPA Managing Director, Captain William Ruto** to better understand the narrative. The initiative culminated in a stakeholder consultative session held on **February 13, 2024 at KPA Headquarters**, presided over by the Managing Director himself.*

*During a meeting with stakeholders, the KPA management team agreed to suspend **the End-to-End Logistics Solution** proposal for transit cargo. KTA acknowledges that the proposal was optional for importers of transit cargo, and that the law allows KPA to engage in such endeavors. However, KTA believes that KPA's core mandate is to maintain, operate, and regulate the ports in Kenya. KTA also believes that any attempt by KPA to engage in the End-to-End logistics solution for transit importers would expose it to unnecessary risks and will ultimately harm the Kenyan taxpayers.*

*The End-to-End logistics solution for transit importers proposal is a marketing initiative aimed at promoting the use of the **Naivasha Inland Container Depot (ICD)**. The plan was to rail cargo to Naivasha ICD and then offer last-mile options to customers using road transporters from Naivasha. It has been evident that importers prefer road transport from the loading location of their choice, which is why the previous administration enforced railage of cargo from Mombasa contrary to maritime laws and the Constitution of Kenya.*

*KTA believes that **Naivasha ICD and the Lamu Port** were poorly conceived and were procurement-driven projects. The limited and sometimes forced volumes through these ports since their operationalization testify to this fact. These projects cannot be profitable while simultaneously being a better option compared to other options available to discerning importers. It would be interesting to revisit the feasibility reports, if any existed, and hold the individuals concerned accountable.*

*KTA appreciates the current administration's acceptance that forcing railage of cargo, whether local or transit cargo without offering importers a choice is unconstitutional. We are also cognizant of that rail needs road transporters, and they complement each other. This, however, must be left to the importers to decide.*

*KTA is also concerned about the adverse social and economic impact of railing cargo directly from Mombasa to Nairobi and Naivasha on the livelihoods of the people who are part of the road transport ecosystem in the coastal town of Mombasa and along the Northern Corridor.*



*One of the reasons cited by KPA for the End-to-End logistics solution proposal for transit markets were an attempt to regain market share in transit markets compared to previous periods. Stakeholders unanimously identified uncontrolled local shipping lines charges as a contributing factor, treating Mombasa Port differently from Dar es Salaam port by imposing unfair, arbitrary local charges and differing container deposits and container free days. In Tanzania, the government has empowered its regulatory bodies to control shipping lines. In contrast, Kenya's equivalent body, the Kenya Maritime Authority (KMA), lacks legal capacity or is unwilling to enforce control of shipping lines despite the Presidential Directive to remove barriers and enhance competitiveness at Mombasa Port. The shipping lines are now using and abusing their dominant position to completely override the local maritime players by positioning themselves to offer sea freight, local agency, and haulage of cargo. This is clearly contrary to core principles in the current government manifesto and policy of helping small and medium-sized enterprises (SMEs) and hustlers in general.*

### *KTA proposes the following;*

- 1. KPA should concentrate on its core mandate to maintain, operate, and regulate the ports in Kenya.*
- 2. The Kenya Maritime Authority (KMA) should play its role and regulate the shipping lines to make Mombasa Port competitive. Unfair, arbitrary local shipping lines charges, and differing container deposits and free days compared to Dar es Salaam Port play a major role in the decision by transit importers on which port to use. At a minimum, the charges should be similar, and competition should be based on port efficiency and increased costs due to differences in distances to offloading locations.*
- 3. The government should consider utilizing the Naivasha ICD facility for other purposes, as transit importers given a free choice will not opt to use the facility even in the future, assuming the Standard Gauge Railway (SGR) is completed from Mombasa to neighboring countries. No amount of marketing will change the fact that these projects are not economically viable.*



The retreat held in Machakos from February 19th to 23rd, 2024, organized by the Ministry of East Africa Community, ASALs, and Regional Development, State Department of East African Community Affairs, under the Directorate of Northern Corridor Integration Projects (NCIP), aimed to validate a Draft Northern Corridor Study Report.

The study, involving key stakeholders like the Kenya Transporters Association (KTA), focused on evaluating the impact of emerging non-tariff barriers in transport on trade facilitation and assessing the effects of RECTS in enhancing the safety of transported cargo along the corridor. While there has been a concerted effort to eliminate the Non-Tariff Barriers, evidence shows that NTBs still exist. This has been detrimental to Regional Trade as they affect the potential benefits of trade by increasing the cost of doing business. Weighbridges, police stop, roadblocks and increased charges of fees on transit goods is likely to cause delays in collection of goods along the Northern Corridor as well as increasing out of pocket cost for transporters. This leaves a big problem on how these barriers prohibit Kenya from exploring available opportunities in the EAC market.

#### RECOMMENDATIONS AND SUGGESTIONS FOR POLICY DIRECTIONS

- Enhance safety and security along the Northern Corridor by replacing Police Stops with **Police Patrols**, aiming to reduce delays.
- The Ministry of Roads and Transport, in collaboration with the **Kenya National Highways Authority**, was tasked with improving road infrastructure in specific sections to alleviate traffic congestion resulting from carriageway restrictions during accidents.
- **The National Police Service** was urged to support the Northern Corridor Police with modern patrol equipment. Additionally, a framework should be developed for real-time alert sharing with RECTS to enhance their response capabilities.
- The Ministry of Roads and Transport, working with the **NCTTCA**, should expedite the finalization of the Kenya Roads (Roadside Stations) Regulations, 2023, providing a legal framework for investors to fund Roadside Stations through PPP arrangements.
- **COMESA** member countries should harmonize statutory compensation limits to ensure equal treatment of all lives affected by accidents, regardless of the country in which the incident occurs.
- **KeNHA** was directed to promptly reinstall High-Speed Weigh-In-Motion (HSWIM) sensors at Webuye and Athi River Weigh Bridges, ensuring the seamless flow of trucks and effective equipment maintenance to minimize system downtime.
- The Ministry of Roads and Transport, through necessary legislation, should initiate the geo-fencing and gazettelement of the section between the ICD and **Mai Mahiu - Suswa** weighbridge, integrating it into the Northern Corridor transit route.
- To enhance operations at Busia One Stop Border Post (OSBP), KRA should streamline cargo clearance processes. KeNHA is to expedite the design of the Busia – Kisian Road, accelerate capacity improvement works, and construct a holding yard at the section leading to the border post. KeNHA, in collaboration with the County Government of Busia, should expedite land acquisition for the holding yard and install a weighing scale on the Kisumu-bound lane.



The Kenya Transporters Association (KTA) serves as the primary advocate for the interests of road commercial transporters in Kenya, guided by its Code of Conduct. This set of guidelines functions as a guiding compass for members, directing them toward professionalism and ethical practices. Self-regulation holds paramount importance in the road transportation industry, fostering a sense of responsibility and contributing to overall industry development and credibility.

### The KTA Code of Conduct encompasses key components

1. **Professionalism and Ethics:** Outlining expected standards for members, including fair client treatment, legal adherence, and transparency in business dealings, the Code promotes a positive perception of the road transport industry.
2. **Compliance with Regulations:** Members are expected to comply with national and international transport regulations, ensuring safety and building trust with stakeholders and regulatory bodies.
3. **Continuous Training and Development:** The Code instills a culture of continuous learning, with regular training sessions keeping members updated on industry trends, technological advancements, and safety protocols for enhanced efficiency.
4. **Conflict Resolution and Dispute Mechanism:** A well-defined mechanism for conflict resolution is integral to the Code, ensuring amicable dispute resolution, maintaining association integrity, and fostering unity among members.

### Benefits of the KTA Code of Conduct in Self-Regulation

1. **Enhanced Reputation:** Adhering to the Code enhances the reputation of KTA members, collectively building trust with clients, regulatory bodies, and the public.
2. **Improved Industry Standards:** The Code sets a benchmark for industry standards, motivating members to strive for excellence and contributing to the overall enhancement of the road transport sector in Kenya.
3. **Unity and Cohesion:** Fostering unity through shared principles and values, the Code strengthens the association, enabling effective lobbying for policies favoring road transport.

The Kenya Transporters Association's Code of Conduct plays a pivotal role in member self-regulation, benefiting individual transporters and positively transforming the entire road transport industry in Kenya. As members adhere to these guidelines, they actively contribute to shaping a future where road transportation is synonymous with efficiency, integrity, and reliability.

# TRANSFORMATIVE MEASURES FOR SUSTAINABLE FREIGHT: NORTHERN CORRIDOR'S GREEN FREIGHT PROGRAM



In 2017, the Northern Corridor embarked on an ambitious journey towards sustainable freight with the launch of the **Green Freight Program** in collaboration with CCAC, UNEP, and UNCTAD. This initiative aimed to curtail fuel consumption and carbon emissions across member states. However, a recent review has shed light on critical shortcomings, prompting the Northern Corridor to revamp and fortify its commitment to green logistics.

## Identifying Gaps and Taking Action:

The transportation sector, despite its essential role in economic development, faces numerous challenges that hinder its path to sustainability. Outdated infrastructure, inefficient logistics, and a lack of standardized green practices contribute to the industry's environmental footprint. The Green Freight Program addresses these gaps by fostering collaboration between stakeholders, implementing innovative technologies, and advocating for policy changes that support sustainable transportation.

## Vision and Goals:

The overarching vision of the Northern Corridor's Green Freight Program is to transform the region into a model of sustainable transportation. This involves reducing the carbon footprint, minimizing air and noise pollution, and preserving the natural environment. The program's goals include the adoption of cleaner fuel alternatives, the optimization of freight routes, and the implementation of eco-friendly technologies to create a greener and more efficient supply chain. The ambitious goal is to transform the Northern Corridor into a net-zero emission corridor by 2050.

## Key Objectives and Targets:

- Fuel Efficiency and Alternative Energy Sources:** The program aims to enhance fuel efficiency across the corridor and promote the use of alternative energy sources such as electric and hybrid vehicles. This includes setting targets for the percentage of environmentally friendly vehicles in the freight fleet.
- Emission Reduction:** Through the implementation of advanced emission control technologies, the Green Freight Program strives to achieve a significant reduction in greenhouse gas emissions. Specific targets will be set to measure progress and ensure accountability.
- Infrastructure Development:** Recognizing the importance of infrastructure in facilitating sustainable transport, the program will advocate for the development of modern and eco-friendly transportation infrastructure. This includes the establishment of charging stations for electric vehicles and the integration of intelligent transportation systems.
- Collaboration and Capacity Building:** The success of the Green Freight Program relies on the active collaboration of all stakeholders involved in the transportation sector. The program aims to build capacity among transporters, government agencies, and other key players, fostering a shared commitment to sustainable practices.

# MEMBERSHIP RENEWAL: YOUR KEY ROLE IN KTA'S CONTINUED EXCELLENCE

Dear Esteemed KTA Member,

The entire KTA team extends its sincere appreciation for your unwavering support and dedication to our transportation community. Your decision to renew your membership for the year 2024 is truly valued and acknowledged.

Your commitment serves as the cornerstone of KTA's success, and we are honored to have a community of individuals so dedicated and passionate within our association. With your renewed membership, we can continue fostering a dynamic and collaborative environment that encourages knowledge exchange, networking, and professional development.

As we embark on the journey of another year together, we are enthusiastic about the learning opportunities, collaborative projects, and community-building initiatives that await us. Your active participation plays a crucial role in shaping the trajectory of KTA, and we are confident that the combined expertise and enthusiasm of our members will lead to even greater accomplishments.

Stay tuned for upcoming events, programs, and initiatives designed to enrich your membership experience. We always value your suggestions and feedback, as they contribute to making KTA an even more valuable resource for everyone.

Kindly be aware that the membership renewal deadline is **March 31, 2024**. Our sincere hope is that all transporters will renew their memberships, fortifying the association further. Once again, thank you for your continuous support. We eagerly anticipate another year of collaboration and success with you as an esteemed member of KTA.

## ASSOCIATE MEMBERSHIP

The membership is open to organizations or firms with strategic business interest in the transport sector

### DOCUMENTATIONS

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 which is payable annually.

### BENEFITS

- Strategic Branding
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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

### FIND US



**KTA\_Kenya**



**Kenya Transporters Association Ltd**



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## CARGO STATISTICS COLUMN

CONTAINER TERMINAL (FEB 2024)		22 <sup>nd</sup> – 28 <sup>th</sup>	15 <sup>th</sup> – 21 <sup>st</sup>	Change
Total Number of Ships		11	18	-7
Total Delivered Containers by Road (TEU'S)		9671	9553	118
Delivered C'ners by Road	LOCAL	4295	4887	-592
Delivered C'ners by Road	TRANSIT	5376	4666	710
Delivered C'ners by SGR		2586	3092	-506
Imports Population Breakdown	LOCAL	810	2179	-1369
	TRANSIT	2702	5013	-2311
Transit in Yard Breakdown	Burundi	50	58	-8
	D.R. Congo	247	349	-102
	Ethiopia	97	158	-61
	Rwanda	594	932	-338
	Somalia	6	7	-1
	S. Sudan	32	311	-279
	Tanzania	172	156	16
	Uganda	1504	3042	-1538
Deliveries to CFSs	Consolbase	245	271	-26
	Msa C.T	48	60	-12
	Compact	432	398	34
	Interpel	124	179	
	Mitchell Cotts	164	87	77
	Awanad	51	103	-52
	Portside	237	318	-81
	Focus	197	278	-81
	MICT	162	160	2
	Makupa Yard	206	168	38
	MICD	229	56	173
	Autoport	492	472	20
	Regional	479	545	66
	Greatlakes	0	0	0
	Siginon	171	76	95
Boss Freight	462	538	-76	



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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.