

KTA NEWSLETTER

KTA CONDEMNS 'CHAMA' CORRUPTION: A CALL FOR INTEGRITY IN KENYA'S TRANSPORT SECTOR



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On July 22, 2024, the **Kenya Transporters Association (KTA)** issued a statement condemning the corrupt practice known as "**Chama**" between certain transporters and traffic officers. This practice involves traffic police officers, including some Base Commanders, soliciting illegal monthly payments from transporters in exchange for protection against prosecution and harassment for potential traffic violations. Transporters who refuse to comply face unnecessary harassment, hefty fines, and even threats. There have been instances where the judiciary is implicated, with disproportionately high fines levied for minor traffic offenses to pressure compliance.

The statement highlighted that this corrupt cycle has persisted for many years, with some Base Commanders and some traffic officers passing on these practices to their successors upon transfer.

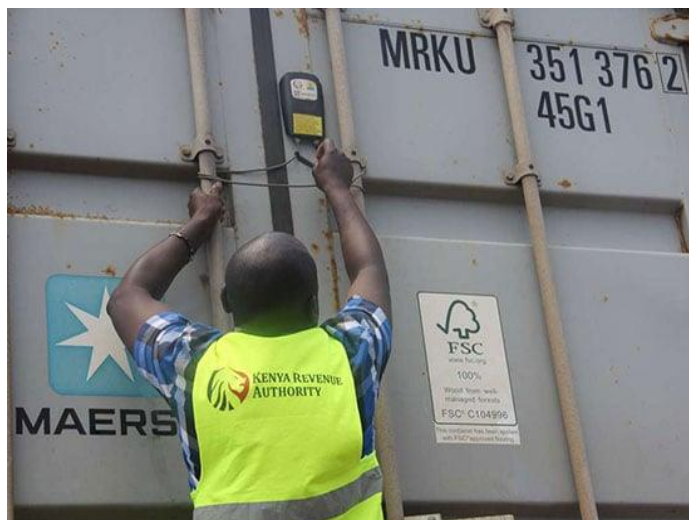
The KTA called out transporters for their **complicity** in this vice by participating in the payment of these illegal fees. The association urged transporters to prioritize proper and legal vehicle maintenance and reject the pressure to pay protection money. Investing in proper repairs, the KTA argued, is a far wiser choice than contributing to corruption. The belief that vehicles must have faults, no matter how well maintained, was dismissed as untrue.

The KTA also addressed traffic police officers and Base Commanders, emphasizing that the corrupt practice is unsustainable and must end. The association stressed the importance of transparency and called on the Police Commissioner to ensure that all traffic police officers display their identification numbers clearly at all times. Currently, some officers hide these numbers with their safety jackets, making it difficult to identify and report misconduct.

Furthermore, the KTA urged the government to implement a standardized traffic instant fines system, allowing motorists to pay fines via mobile money, similar to systems in neighboring countries. This approach would ensure that fines benefit the country rather than lining the pockets of corrupt officers.

The KTA concluded by emphasizing the importance of collective effort in creating a corruption-free and safer environment on the roads.

It's time to break this cycle for good



On July 15, 2024, the **Kenya Transporters Association (KTA)** management released a statement highlighting the challenges faced by transporters due to the **Kenya Revenue Authority's (KRA)** handling of the **Regional Electronic Cargo Tracking System (RECTS)** seals. The **East African Community Customs Management Act** holds transporters accountable for these seals, but the KTA argues that the KRA's practices impose unjust financial burdens on transporters, even in circumstances beyond their control and without any negligence on their part.

The KTA emphasized several instances where they believe the KRA's approach is unfair:

- Exorbitant Seal Replacement Costs:** The market price for a RECTS seal is approximately \$150, yet KRA charges transporters \$2,500 for a lost seal. This disparity raises concerns about potential corruption within the KRA's seal procurement process.
- Unforeseen Events:** Transporters are held responsible for seals lost due to accidents, robberies, or vehicle destruction, even when these events are beyond their control. In some cases, transporters have been penalized even when accidents have been fatal, resulting in the driver's death.
- Shared Responsibility:** The KRA is responsible for attaching and removing seals. However, when a seal remains attached due to the KRA's negligence, the transporter is still required to pay for the lost seal, which the KTA deems unreasonable.
- Communication Gap:** Transporters often only become aware of missing seals upon receiving a hefty fine. This lack of timely notification hinders their ability to investigate or prevent further losses. Moreover, transporters do not have visibility on which KRA officer removed the seal, as it is not indicated in the RECTS system.
- Delays in Tagging:** There are delays in tagging at ports or container freight stations (CFSs) due to a lack of sufficient seals and manpower. This creates an environment conducive to corruption as transporters push to expedite cargo delivery.

The KTA is urging the KRA to implement the RECTS program with fairness and logic, acknowledging that transporters are vital to the Kenyan economy and should be encouraged rather than discouraged.

Proposed solutions to address these issues:

- Investigate the significant price difference** between the market cost of a seal (\$150) and the penalty for losing one (\$2,500).
- Develop a system** for promptly notifying transporters of missing seals, enabling them to investigate and mitigate potential losses.
- Review regulations** to account for situations where transporter negligence is clearly absent, such as in cases of accidents or theft.
- Increase the number of seals and sealing manpower**, and consider empowering KRA Border Control officers to handle sealing at CFSs.

By adapting to changing circumstances and prioritizing fair implementation, the KTA believes the RECTS program can be an effective tool without causing undue hardship for transporters. They advocate for a collaborative approach that fosters cooperation between the KRA and transporters, ultimately benefiting the Kenyan economy.

Truck Drive-In and Out Process

Optimal Process Requirements: To ensure a smooth imaging and entry/exit process, truck drivers should adhere to the following guidelines when entering the Nairobi Inland Container Depot lanes:

- ❖ No stopping under the portal.
- ❖ Ensure license plates are clear.
- ❖ Handle the touch screen and intercom gently.
- ❖ Maintain a constant speed (maximum 15 KM/H).
- ❖ Turn off lights at night.
- ❖ Drive in a straight path.



Stopping Lines

- ❖ Stop on the white line for security checks.
- ❖ Proceed to the yellow line only when the traffic light is green, indicating no truck on the ramp, and the barrier is closed.
- ❖ Stop on the yellow line for the system to process the license plate and entrance rights.
- ❖ If the signal light remains green and the barrier opens, the truck may enter.
- ❖ If the signal light turns red and the barrier stays closed, the truck is not allowed to enter. Park aside and consult the KPA gate clerk for further instructions.

Kiosk Layout and Process

- ❖ The kiosk at ICD Nairobi consists of four key components:
- ❖ Touch-screen display (top left): Use to complete the kiosk process.
- ❖ Barcode Scanner (middle left): Use to read pick-up barcodes.
- ❖ Intercom/phone (top right): Use to call the clerk if there are any issues.
- ❖ Slip Printer (middle): Collect the slip after successful entry.

Incase of any issues, use the phone (intercom) to call the gate clerk



GATE OPERATING SYSTEM TRANSPORTER GUIDE

Container Pick-Up and Drop-Off

After driving to the kiosk, a screen is expected to pop up on the display. At the top, the drop-off containers, if any exist on the trailer, and at the bottom, the option to add pick-up containers

1. Verify all drop-off container numbers on the kiosk. If any are missing, use the kiosk intercom to call the clerk.
2. Add pick-up containers by clicking the "Press Here to Add a Container to Pick up" button, which opens a new window.
3. Scan the barcode on the kiosk scanner from a short distance. The kiosk will check its existence, then display the container number and size. Verify the information and press confirm.
4. After verifying all information for both pick-up and drop-off containers, press confirm to proceed.
 - If all documents are correct and there are no outstanding actions, the entry/exit slip will be printed automatically, allowing the truck to enter/exit the ICD.
 - If there are issues, an error will display on the kiosk, prompting the driver to call the clerk.

It is allowed to reprint the slip once by pressing 'PRESS HERE TO PRINT' if you fail to pick the first one. Exits prints the tickets twice with other piece expected to be left to security. If drop-off container is drive-through, press the drop-off containers on the screen or delete it to change its type.

Exiting Process

- ❖ Stop on the white line for a security check. Proceed to the yellow line when the traffic light is green (empty lane) and the barrier is closed.
- ❖ Stop on the yellow line: If the signal light stays green and the barrier opens, the truck is allowed to enter.
- ❖ If the signal light turns red and the barrier stays closed, the truck is not allowed to enter. Park aside and consult the KPA gate clerk for further instructions.
- ❖ At the kiosk, if the process is complete, an exit slip will be generated. Use the "Press Here to Print Ticket" button if re-printing is necessary, then exit.

Source: KPA

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PROCEDURE FOR APPLYING FOR KENHA EXEMPTION PERMITS

Step 1: Determine Eligibility

- Ensure your vehicle or transport activity qualifies for an exemption permit under the Kenya National Highways Authority (KeNHA) regulations. Exemptions typically apply to oversized, overweight, or specialized cargo.

Step 2: Access the KeNHA Portal

- Visit the Kenya National Highways Authority official website www.kenha.co.ke and scroll down to quick links and click on "Permits Portal."

Step 3: Create an Account or Log In

- If you don't already have an account, create one, If you have an account, log in using your credentials.

Step 4: Fill Out the Online Application Form

- Navigate to the section for permit applications. Click on "Exemptions Permits" and then "New Permits."
- Fill out the online application form with the required information:

1. Applicant's details (name, contact information, etc.).	2. Total weight of the vehicle and trailer.
3. Vehicle details (registration number, type, make, etc.)	4. Route details (starting point, destination)
5. Number of axles configuration on the vehicle.	6. Commencement date.
7. Load details (tare weight of the vehicle and trailer).	8. Weighbridge checkpoint.

Once done, scroll down and click "Next."

Step 5: Add Load Details

1. Cargo weight (Kgs)	2. Total width (meters).	3. Total height (meters).
4. Total length (meters)	5. Front and rear projections (meters)	6. Sides projections (meters)
7. Load description		

Click "Save" and attach and upload the scanned vehicle documents, including:

Copy of the vehicle's logbook.	Clear front and side photos of the vehicle when loaded
Valid copies of the inspection certificates.	Route survey for width more than 4 meters, height more than 4.7 meters, and/or length more than 23 meters.
Copies of the insurance certificate.	Bill of lading for applications with a GVW above 50 tonnes

Step 6: Pay the Application Fee

- Proceed to pay the application fee. The portal will guide you through the payment process. Payments can often be made through mobile money, bank transfer, or other electronic payment methods.

Step 7: Submit the Application

Review your application to ensure all information is correct and all required documents are uploaded then Submit

Step 8: Await Processing

- After submission, the application will be reviewed by KeNHA. You may receive a confirmation email acknowledging receipt of your application.

Step 9: Receive and Print the Permit

- Once your application is approved, you will receive an email or notification through the portal.
- Download and print the exemption permit.

Step 10: Carry the Permit

- Ensure the permit is carried in the vehicle at all times during transit for inspection by authorities. Adhere to the conditions of the permit.

PLANNED UPGRADE OF LWAKHAKHA BORDER POST TO ENHANCE CROSS-BORDER

The Kenya Transporters Association (KTA) is pleased to announce a significant development aimed at improving cross-border trade and transport operations between Kenya and Uganda. The Lwakhakha border post is set to undergo a major upgrade, designed to ease congestion at the Malaba and Busia border posts.

The initiative will see the construction of a **One-Stop Border Post (OSBP)**, the deployment of immigration officers from both countries, and the establishment of key institutions to alleviate pressure on the Busia and Malaba posts. This transformation is expected to streamline customs procedures, reduce clearance times for goods and vehicles, and foster greater collaboration between border agencies from Kenya and Uganda, thereby increasing truck turnaround times.

During a recent visit to the border post, Mr. Godfrey Enzama, the Principal Civil Engineer at the EAC Secretariat, representing EAC Secretary Ms. Veronica Nduva, emphasized the EAC's commitment to working closely with relevant stakeholders to ensure the successful implementation of the project.

The project will also include upgrading the existing **25km Lwakhakha - Kimaeti road on the Webuye - Malaba (Kenyan side)** and the **45km Mbale (Bumbobi) - Lwakhakha road (Uganda side)** to a two-lane, two-way single carriageway with wide shoulders. This enhancement will increase the road's capacity to accommodate current and anticipated future traffic volumes along the corridor.

The upgraded infrastructure at Lwakhakha is expected to deepen regional integration and cross-border trade between Kenya and Uganda, providing a viable alternative route to the **Busia and Malaba** border crossings. This development marks a significant step towards solving congestion issues and improving the efficiency of the **Northern Corridor**. The KTA encourages transporters to stay informed about the progress of the project and prepare to take advantage of the improved logistics and reduced delays once the upgrade is complete.

Source: 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.

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STRENGTHENING COMMUNICATION AND SECURITY: LAPSSET CORRIDOR DEVELOPMENT AUTHORITY ENGAGES PRIVATE SECTOR



In a stakeholders meeting that was held on the 24th July 2024 with **Private Sector** representatives in **Transport and Logistics**, the **LAPSSET Corridor Development Authority (LCDA)** laid out its vision for enhanced communication and collaboration. This initiative aims to consolidate a centered mode of communication between key stakeholders and the private sector to boost the utilization of the **LAPSSET Corridor**.

The Kenya Transporters Association (KTA) was among the stakeholders at the meeting, represented by Madam Mercy Ireri from the KTA Secretariat. The role of KTA in this collaboration is critical, as the association will help in channeling feedback from transporters and ensuring that their concerns are adequately addressed.

During the meeting, **LAPSSET Director-General and CEO, Mr. Stephen Ikua**, engaged with representatives from various sectors to address key challenges such as insecurity and the multiplicity of charges on transporters. Mr. Ikua assured the private sector that stringent security measures are already in place along the Corridor. He highlighted ongoing efforts in collaboration with the Transport Ministry and County Governments to harmonize county fees for transporters, aiming to ease the financial burden on the sector.

Despite the challenges posed by recent heavy rains that affected Kenya's transport infrastructure, Mr. Ikua assured the private sector of expected progress in increasing Ethiopian cargo transshipment along the Corridor. This development is anticipated to bolster trade and transport efficiency in the region.

The active participation of KTA in these discussions underscores the association's pivotal role in representing the interests of transporters. By facilitating communication between the LCDA and transporters, KTA will play a key role in ensuring that the measures and policies implemented are effective and beneficial for the industry.

As the LCDA and its stakeholders continue to address the challenges and opportunities within the LAPSSET Corridor, the collaboration with private sector entities like the KTA is essential for achieving a streamlined, secure, and cost-effective transport and logistics sector in Kenya.



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CARGO STATISTICS COLUMN

CONTAINER TERMINAL (JUL 2024)		11 th – 17 th	18 th – 24 th	Change
Total Number of Ships		17	19	2
Total Delivered Containers by Road (TEU'S)		10710	10699	-11
Delivered C'ners by Road	LOCAL	3756	4326	570
Delivered C'ners by Road	TRANSIT	5058	6373	1315
Delivered C'ners by SGR		4826	4032	-794
Imports Population Breakdown	LOCAL	2430	1590	-840
	TRANSIT	6673	6018	-655
Transit in Yard Breakdown	Burundi	147	142	-5
	D.R. Congo	562	512	-50
	Ethiopia	11	16	5
	Rwanda	1073	922	-151
	Somalia	0	0	0
	S. Sudan	154	45	-109
	Tanzania	468	367	-101
	Uganda	4,258	4,014	-244
Deliveries to CFSS	Consolbase	392	243	-149
	Msa C.T	217	74	-143
	Compact	510	362	-148
	Interpel	196	322	126
	Mitchell Cotts	264	234	-30
	Awanad	155	131	-24
	Portside	206	175	-31
	Focus	284	429	145
	MICT	121	94	-27
	Makupa Yard	76	143	67
	MICD	178	183	5
	Autoport	368	398	30
	Regional	229	304	75
	Greatlakes	0	0	0
Siginon	124	46	-78	
Boss Freight	109	82	-27	

Source: KPA



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