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09/06/2026



REPUBLIC OF KENYA

THIRTEENTH PARLIAMENT | FIFTH SESSION

THE SENATE

COMMITTEE ON DELEGATED LEGISLATION

**REPORT ON THE CONSIDERATION OF THE NATIONAL
TRANSPORT AND SAFETY AUTHORITY (OPERATION OF
COMMERCIAL VEHICLES) REGULATIONS, 2026 (LEGAL NOTICE
NO. 14 OF 2026)**

PAPERS LAID	
DATE	10.06.2026
TABLED BY	Chairperson P.L
COMMITTEE	-
CLERK AT THE TABLE	Polycarp



Clerk's Chambers,
The Senate,
Parliament Buildings,
NAIROBI.

10/06/26

APPROVED
RT. HON. SEN
AMASON J. KINGI

June, 2026

TABLE OF CONTENTS

List of Abbreviations/ Acronyms	iii
Preliminaries	iv
Foreword by the Chairperson	vi
Adoption of the Report	viii
Chapter 1: Introduction	
Introduction	1
Overview of the Regulations	1
Chapter 2: Consideration of the Regulations	
Introduction	4
Response from the Cabinet Secretary, Ministry of Roads and Environment	5
Overview of Stakeholder Submissions on the Regulations	7
Chapter 3: Committee Observations	
Committee Observations	10
Chapter 4: Recommendations	
Recommendations	13
List of Annexes	14

LIST OF ABBREVIATIONS AND ACRONYMS

CS	- Cabinet Secretary
KAM	- Kenya Association of Manufacturers
KEBS	- Kenya Bureau of Standards
NPS	- National Police Service
NTSA	- National Transport and Safety Authority

PRELIMINARIES

Establishment and Mandate of the Committee

The Committee on Delegated Legislation is established under standing order 195(1) of the Senate Standing Orders and is mandated to scrutinize statutory instruments laid before the Senate.

The Committee is mandated to consider whether a statutory instrument—

- (a) is in accord with the provisions of the Constitution, the Act pursuant to which it is made or other relevant written law;
- (b) infringes on fundamental rights and freedoms of the public;
- (c) contains a matter which in the opinion of the Committee should more properly be dealt with in an Act of Parliament;
- (d) contains imposition of taxation;
- (e) directly or indirectly bars the jurisdiction of the courts;
- (f) gives retrospective effect to any of the provisions in respect of which the Constitution or the Act does not expressly give any such power;
- (g) involves expenditure from the Consolidated Fund or other public revenues;
- (h) is defective in its drafting or for any reason, the form or purport of the statutory instrument calls for any elucidation;
- (i) appears to make some unusual or unexpected use of the powers conferred by the Constitution or the Act pursuant to which it is made;
- (j) appears to have had unjustifiable delay in its publication or laying before Parliament;
- (k) makes rights, liberties or obligations unduly dependent insufficiently defined administrative powers;
- (l) inappropriately delegates legislative powers;
- (m) imposes a fine, imprisonment or other penalty without express authority having been provided for in the enabling legislation;
- (n) appears for any reason to infringe on the rule of law;
- (o) inadequately subjects the exercise of legislative power to parliamentary scrutiny; and
- (p) accords to any other reason that the Committee considers fit to examine.

Membership of the Committee

The Committee is comprised of—

- | | |
|--|--------------------|
| 1) Sen. Mwenda Gataya Mo Fire, CBS, MP | - Chairperson |
| 2) Sen. (Dr.) Danson Buya Mungatana, MGH, MP | - Vice-Chairperson |

- | | |
|--|----------|
| 3) Sen. Joyce Chepkoech Korir, MGH, MP | - Member |
| 4) Sen. Julius Murgor Recha, CBS, MP | - Member |
| 5) Sen. Mohamed Mwinyihaji Faki, CBS, MP | - Member |
| 6) Sen. Daniel Kitonga Maanzo, EBS, MP | - Member |
| 7) Sen. Boy Issa Juma, CBS, MP | - Member |
| 8) Sen. Betty Batuli Montet, MP | - Member |
| 9) Sen. Consolata Nabwire Wakwabubi, MP | - Member |

FOREWORD BY THE CHAIRPERSON

Hon. Speaker,

The National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026) were tabled in the Senate on Thursday, 26th February, 2026, following which they were committed to the Committee on Delegated Legislation for scrutiny.

The Regulations aim to provide a framework for the regulation, management and safe operation of commercial vehicles, and shall apply to all commercial vehicles whose tare weight is above 3048 kilogrammes operating on a public road in Kenya.

Hon. Speaker,

In considering the Regulations, the Committee held meetings with the Cabinet Secretary, Ministry of Roads and Transport to deliberate on and receive responses to concerns raised on the Regulations. The Committee also met and received submissions from various stakeholders, such as the Inspector-General, National Police Service, Kenya Manufacturers Association, the Motorists Association of Kenya and the Truckers Association of Kenya. These are summarized in Chapter Two of this Report.

Hon. Speaker,

Having heard from the Ministry and having considered the submissions from the stakeholders, the Committee made various observations which are set out at Chapter Three of the Report. Among these are that Regulation 9(6) on installation of a telematic system on commercial vehicles and Regulation 9(h) on installation of underride protection system shall come into operation on **1st July, 2026**. A clear and reasonable transition period has not been clearly provided for, thus exposing commercial vehicle owners and drivers to uncertainty and possible harassment by enforcement agencies, as well as high costs of installation of telematic systems and underride protection system. The lack of a proper transition system also risks grounding the sector and may also lead to increased transportation costs therefore raising the cost of goods, which puts additional pressure on Kenyan households and businesses.

The Committee further observed that the Regulations did not meet the threshold under the Statutory Instruments Act, Cap. 2A in the following ways—

- a) The regulation making authority submitted a regulatory impact statement on the Regulations, whose notice was carried in the *Gazette* and *My Gov* which is not a newspaper of nationwide circulation likely to be read by people particularly

- affected by the Regulations, hence falling short of the requirements of section 6 of the Act;
- b) Whereas the regulation making authority submitted documents showing that it had conducted public participation on the Regulations between April and May, 2024, targeted stakeholder engagement with persons or organizations likely to be affected by the Regulations, such as the various industry associations, was not adequately carried out, contrary to section 5 of the Act;
 - c) The Regulations make rights, liberties or obligations unduly dependent on insufficiently defined administrative powers contrary to section 13(l) of the Statutory Instruments Act. The instrument does not prescribe any timelines for issuance of licences or for making of decisions on license applications and does not provide for giving of reasons where applications are rejected. As such, the administrative powers granted to the Authority are likely to be misused to the detriment of the licensees; and
 - d) The instrument is defective in its drafting and the form or purport of the statutory instrument calls for elucidation contrary to section 13(h) of the Statutory Instruments Act as Regulation 9 makes reference to standards formulated by the Kenya Bureau of Standards, while the particular standard on underride protection has not been cited. Additionally, copies of these standards have not been availed and are also not easily available to the public.

Hon. Speaker,

Arising from its observations on the Regulations, the Committee recommends that the House **annuls** the National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026).

Hon. Speaker,

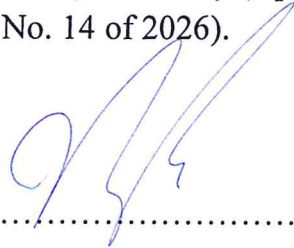
Allow me to thank the Members of the Committee for their diligence and insights during the consideration of these Regulations. I also wish to thank the various stakeholders for bringing to the attention of the Senate their concerns.

Lastly, I wish to thank the Offices of the Speaker and the Clerk of the Senate for the support accorded to the Committee during consideration of these Regulations.

Hon. Speaker,

Pursuant to standing order 195 (4) (b), it is now my pleasant duty to present the Report of the Committee on Delegated Legislation on the consideration of the National

Transport and Safety Authority (Operation of Commercial Vehicles) Regulations, 2026
(Legal Notice No. 14 of 2026).

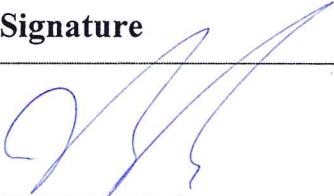
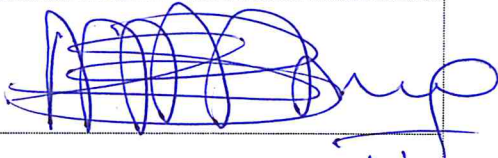

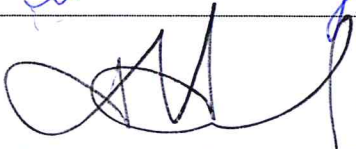
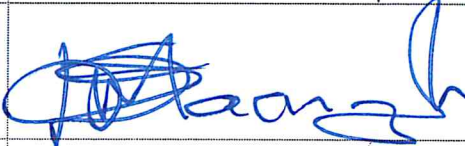


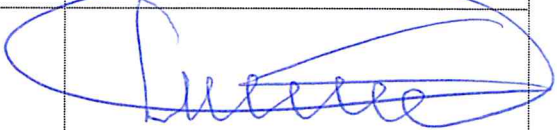
Signed.....

Date.....4/6/2026.....

**SEN. MWENDA GATAYA MO FIRE, CBS, MP
CHAIRPERSON, COMMITTEE ON DELEGATED LEGISLATION.**

ADOPTION OF THE REPORT OF THE COMMITTEE ON DELEGATED LEGISLATION ON THE NTSA (OPERATION OF COMMERCIAL VEHICLES) REGULATIONS, 2026 (LEGAL NOTICE NO. 14 OF 2026)

We, the undersigned Members of the Committee on Delegated Legislation, do hereby append our signatures to adopt this Report.

No	Name	Signature
1.	Sen. Mwenda Gataya Mo Fire, CBS, MP	
2.	Sen. (Dr.) Danson Buya Mungatana, MGH, MP	
3.	Sen. Joyce Chepkoech Korir, MGH, MP	
4.	Sen. Julius Murgor Recha, CBS, MP	
5.	Sen. Mohamed Mwinyihaji Faki, CBS, MP	
6.	Sen. Daniel Kitonga Maanzo, EBS, MP	
7.	Sen. Issa Juma Boy, CBS, MP	
8.	Sen. Betty Batuli Montet, MP	
9.	Sen. Consolata Nabwire Wakwabubi, MP	

CHAPTER ONE: INTRODUCTION

1.1 Introduction

1. In line with its mandate, the Ministry of Roads and Transport submitted the National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026) to the Senate for scrutiny. A copy of the Regulations is attached to this Report as *Annex 2*.
2. The Regulations were drafted pursuant to powers conferred by section 54 of the National Transport and Safety Authority Act, Cap. 404 of the Laws of Kenya, which empowers the Cabinet Secretary to make regulations for the better carrying into effect of the provisions of the Act.
3. Section 11(1) of the Statutory Instruments Act, Cap. 2A requires that within seven (7) sitting days after publication, statutory instruments shall be submitted before the relevant clerk of Parliament for tabling. The Regulations were published on 13th February, 2026 and thereafter submitted to the Senate for tabling on 25th February, 2026, which time was within the seven (7) sitting days of referral of an instrument to Parliament as stipulated by section 11(1) of the Statutory Instruments Act, Cap. 2A.
4. The Regulations were thereafter laid on 26th February, 2026, and were to be considered by the Committee within twenty-eight (28) sitting days, which were scheduled to lapse on 2nd June, 2026. However, owing to requests for postponement of meetings by the Cabinet Secretary, Ministry of Roads and Transport, the Committee, 14th May, 2026, sought and was granted an extension of twenty-one (21) calendar days to consider the Regulations. The extended period for considering the Regulations will lapse on 23rd June, 2026.

1.2 Overview of the Regulations

5. The object and purpose of these Regulations is to provide a framework for the regulation, management and safe operation of commercial vehicles, and shall apply to all commercial vehicles whose tare weight is above 3048 kilogrammes operating on a public road in Kenya. Although the Regulations are to commence upon publication, Regulation 9(6) on installation of a telematic system on commercial vehicles and Regulation 9(h) on installation of underride protection system shall come into operation on **1st July, 2026**.

6. The Regulations provide that no commercial vehicle owner, carrier or operator may operate or permit another to operate a commercial vehicle without a valid commercial vehicle operator licence from the Authority. This licence is valid for one year and is renewable annually.
7. The Regulations also further provide that commercial vehicle operator licence holders must maintain their vehicles in proper mechanical condition and keep maintenance records for each vehicle for at least two (2) years. They must employ only qualified drivers, conduct regular road safety awareness programs and ensure drivers do not exceed the maximum driving hours prescribed under the Traffic Act (eight hours in a twenty-four-hour period). Following any accident resulting in death, they must submit a preliminary report to the Authority within twenty-four hours containing the driver's details, vehicle registration, maintenance record and known circumstances leading to the accident.
8. The Regulations further provide that a person shall not operate a commercial vehicle without a valid commercial vehicle road licence issued by the Authority. This licence is valid for one (1) year. The required documents are also provided for.
9. The Regulations also specify that drivers of commercial vehicles shall hold a valid licence for the vehicle class they operate, not exceed the maximum prescribed driving hours, obey all traffic laws and safety standards, and perform pre-inspection and post-inspection trips. They are required to report any mechanical issues or safety hazards immediately to the owner, carrier or operator. In the event of a breakdown, drivers must promptly place two reflective triangles on the road, no less than fifty metres from the vehicle, one ahead and one behind, so they are clearly visible to approaching drivers.
10. The Regulations provide that operators must contain, cover, immobilize or secure all cargo to prevent leaking, spilling, or dislodging. For open loads of sand, gravel, crushed stone, ore, salt, stones, waste, or scrap metal on public roads, operators must use tarpaulin, canvas, or netting capable of containing the load and securely fastened to the vehicle. Loads must not endanger road users, damage roads or structures, obstruct the driver's view, compromise vehicle stability, or obscure lights, reflectors, or number plates. Carriers and owners must not require or permit drivers to park in undesignated areas, including roadsides, road reserves, bridges or tunnels. In undesignated areas, drivers must park at least two metres from the road edge to avoid blocking pedestrians or obstructing other road users.

11. The Regulations give the Authority the power to suspend or revoke licenses of persons who don't comply with the Regulations. Any person aggrieved by such actions may appeal the Authority's decision to the Appeals Board within fourteen (14) days.
12. The Regulations provide that any person operating or driving a heavy commercial vehicle in breach of these Regulations commits an offence and faces, upon conviction, a fine of up to twenty thousand shillings or imprisonment up to six months, or both.
13. The Regulations also provide for revocation of the National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations.

CHAPTER TWO: CONSIDERATION OF THE REGULATIONS

2.1 Introduction

14. The National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026) were tabled in the Senate on Thursday, 26th February, 2026, following which they were committed to the Committee on Delegated Legislation for scrutiny.
15. At a meeting held on Friday, 27th March, 2026, the Committee considered the Regulations and made the following observations—
 - (a) Whereas the regulation making authority indicated in the explanatory memorandum that it had conducted fifteen public participation forums across the country between 22nd April, 2024 and 15th May, 2024, no attendance lists were submitted to show who attended the said forums;
 - (b) No evidence had been provided to show whether the comments given during the public participation process were incorporated in the Regulations;
 - (c) No newspaper advert was provided to show that notification of the regulatory impact statement was done in a newspaper of nationwide circulation likely to be read by people particularly affected by the proposed legislation as required under section 8(1) of the Statutory Instruments Act, Cap.2A. It is not clear whether any comments or submissions were made upon notification, as the summary of comments availed did not indicate which regulations it referred to. It is therefore not clear whether the regulation making body received or considered comments made on the regulation impact statement and Regulations, as a copy of the submissions made was also not availed;
 - (d) The instrument was defective in its drafting and the form or purport of the statutory instrument calls for elucidation contrary to section 13(h) of the Statutory Instruments Act in the following ways—
 - (i) Regulation 9 makes reference to standards formulated by the Kenya Bureau of Standards. The particular standards on underride protection and telematic systems have not been cited. Copies of these standards have not been availed to the Committee yet the Regulations need to be read together with the standards for one to understand the prescribed requirements. It is not clear whether copies of these standards were availed to the public during public participation and whether they are readily accessible to anyone reading the Regulations; and
 - (ii) there are also typos in Regulation 11(2), Regulation 12(2) and Regulation 13(1).

- (e) In addition to the above, a clear and reasonable transition period has not been clearly provided for, thus exposing commercial vehicle owners and drivers to uncertainty and possible harassment by enforcement agencies, as well as high costs for installation on telematic systems;
- (f) The Regulations appear to make some unusual or unexpected use of the powers conferred by the Act pursuant to which it is made, contrary to section 13(i) of the Statutory Instruments Act, Cap.2A, as it is not clear whether the powers to make regulations under section 54 of the National Transport and Safety Authority Act envisaged the licensing of commercial vehicle operators in addition to the road service licences issued under section 27(1); and
- (g) The Regulations make rights, liberties or obligations unduly dependent on insufficiently defined administrative powers contrary to section 13(l) of the Statutory Instruments Act, Cap.2A. The instrument does not prescribe any timelines for issuance of licences or for making of decisions on license applications. It also does not provide for giving of reasons where applications are rejected. As such, the administrative powers granted to the Authority are likely to be misused to the detriment of the licensees.

16. Subsequently, the Committee resolved to invite the Cabinet Secretary, Ministry of Roads and Transport and stakeholders to a meeting for further deliberations on the Regulations. At a meeting held on Tuesday, 19th May, 2026, the Committee met with the Cabinet Secretary and other Ministry officials and received their responses to issues raised by the Committee and stakeholders.
17. The Minutes of the Committee in considering the Regulations are attached to this Report as *Annex 1*.

2.2 Response by the Cabinet Secretary, Ministry of Roads and Transport

18. At the said meeting held on Tuesday, 19th May, 2026, the Cabinet Secretary responded to issues raised by the Committee as summarized below-
 - a) With regard to the non-submission of attendance lists of stakeholder engagements held between 22nd April, 2024 and 15th May, 2024, the Cabinet Secretary admitted the inadvertent omission of the lists and submitted the same to the Committee;
 - b) With regard to the newspaper advertisement for the Regulatory Impact Statement, the Ministry confirmed that the same was published in *My Gov* Newspaper and stakeholder input was received and considered in the development of the Regulations. The Ministry further confirmed that the

Regulatory Impact Statement was made in compliance with sections 6 and 7 of the Statutory Instruments Act and addressed the following-

- i. The problem definition (road safety risks, regulatory gaps, enforcement inefficiencies);
 - ii. Policy objectives (reduction of accidents, improved compliance, system accountability);
 - iii. Regulatory and non-regulatory options; and
 - iv. Expected economic, social, and administrative impacts.
- c) On the issue of referenced KEBS standards, the Cabinet Secretary asserted that these were public documents available through KEBS channels, and are presumed to be within the reach and knowledge of regulated persons, particularly where they are referenced in subsidiary legislation;
- d) In respect of typographical errors in Regulations, 11(2), 12(2) and 13(1), the errors were acknowledged and proposal was made to address the issue through the statutory instrument rectification process in consultation with the Office of the Attorney-General before implementation of the Regulations;
- e) On the failure to provide for a reasonable transition period for implementation of the Regulations, a phased approach would be adopted to support orderly implementation, system integration, and avoidance of disruption in the sector.
- f) On the licensing framework and statutory powers, section 54 of the NTSA Act empowers the Cabinet Secretary to make regulations for the better carrying into effect of the Act. The Regulations are anchored on this provision. The licensing framework flows from section 27(1) on Road Service Licences and provides administrative mechanisms to operationalize that statutory regime. Accordingly, the Regulations facilitate implementation of the Act under section 54 and do not expand its substantive mandate;
- g) With regard to administrative timelines and procedural fairness, the Ministry stated that-
- i. licensing decisions are governed by Article 47 of the Constitution and the Fair Administrative Action Act, which require expeditious, reasonable, and procedurally fair administrative action.
 - ii. In addition, the Authority operates published service charters and internal service standards that set clear timelines for processing applications;
 - iii. Further, any person aggrieved by a decision of the Authority, including delays, has a right of appeal to the Transport Licensing Appeals Board, which is empowered to review both the merits and administrative fairness of licensing decisions, including issues of delay;

- iv. Accordingly, adequate safeguards exist through constitutional provisions, service standards, and an independent appellate mechanism to prevent abuse of discretion.

The Ministry nevertheless acknowledged the need for greater clarity and certainty.

19. A copy of the Response from the Cabinet Secretary, Ministry of Roads and Transport is attached to this Report as *Annex 3*.

2.3 Overview of Stakeholder Submissions on the Regulations

20. On Thursday, 23rd April, 2026 and Tuesday, 19th May, 2026, the Committee met with various stakeholders who gave their submissions on the Regulations. The Committee also received written submissions from various stakeholders.

I. Inspector-General, National Police Service

21. The Inspector-General, National Police Service proposed that Regulation 7(e) on the responsibilities of commercial vehicle owners, carriers and operators, requiring the submission of a preliminary report of any accident that results in death to the Authority within 24 hours, be deleted. The report is required to include the driver's details, vehicle registration details, the maintenance record of the vehicle and the circumstances, if known, that led to the accident. The reports of accidents that result in death are compiled by the National Police Service (NPS) after investigations, while the records required are already with the Authority. Further, in some instances the deceased could also be the owner of the vehicle.

II. Motorist Association of Kenya

22. The Motorist Association of Kenya proposed that the Regulations be annulled for the following reasons-
 - a) Regulation 6 introduces a commercial vehicle operator license renewable annually for Kshs.2000/-, which was an illegal levy introduced outside the provisions of the Act. The creation of multiple licensing layers creates unnecessary bureaucratic hurdles and would deter small scale enterprise and stunt growth in a sector already struggling with high operational costs;
 - b) Regulation 8 introduces a commercial vehicle road license of Kshs.500/-renewable annually which amounts to double taxation. Road licensing was historically proscribed by the Ministry of Finance and replaced by the Fuel

Maintenance Levy. By reintroducing a road licence fee, the Ministry is charging motorists twice for the same service (road usage). This is a transparent attempt to raise revenue through the "back door" without parliamentary oversight on taxation;

- c) Regulation 14 allows the Authority to tow stalled heavy commercial vehicles at the owner's expense recoverable as a civil debt. However, the stalling of a vehicle is a mechanical failure and not a criminal offence. The Government should utilize existing tax revenues to provide emergency clearing services to ensure road safety rather than use third party towing services that exploit motorists in distress;
- d) Inadequate public participation was conducted, as stakeholders most likely to be affected by the Regulations i.e. commercial vehicle owners and drivers were not adequately consulted by the Ministry in the formulation of the Regulations; and
- e) The cost of living in Kenya is at an all-time high, and these additional fees will result in increased transport costs, which will be passed down to the consumer, further inflating the price of basic goods.

III. Kenya Association of Manufacturers

23. Kenya Association of Manufacturers made the following proposals –
- i) That Regulation 6 providing for a commercial service vehicle operation license and Regulation 8 providing for a commercial service vehicle road license be harmonized into a single license. This is a duplication of a similar license, both of which need to be renewed annually, increasing the cost of compliance for businesses which rely on commercial vehicles and decreases Kenya's competitiveness compared to EAC neighbour states whose requirements are less stringent and bureaucratic.
 - ii) On Regulation 9, requiring commercial vehicles to have among others, a telematic system, phased implementation was proposed as the requirements were expensive.
 - iii) That Regulation 12 on parking be amended to allow assembler-run branded depots and parking facilities supported by PPPs or subsidies for overnight parking and compliance services, to reduce illegal roadside parking and associated penalties.

- iv) Regulation 14 on powers of the Authority to tow stalled vehicles, fees should be standardized nationally and provided for in the Regulations. Further proposal was made to encourage assembler emergency support programmes to assist MSMEs.
- v) With regard to Regulation 13 on safety audits, incentive schemes be introduced such as waivers on initial licensing or exemption from the first safety audit for businesses purchasing new locally assembled compliant vehicles.

IV. Truckers Association of Kenya

- 24. The Truckers Association of Kenya raised concerns on the licensing fees and the resultant tax burden on transporters. Transporters were required to pay fuel levies, inspection booking fees, inspection stickers, county cess fees, parking fees and environmental permits. In this regard, the Association proposed a single harmonized national fee covering inter-county transport to replace multiple county-level charges, enhancing fairness and reducing costs. In addition, while supporting the provisions on towing of vehicles, the Association called for standardized, gazetted towing fees to prevent exploitation by private towing operators.
- 25. Copies of the submissions from stakeholders are attached to this Report as *Annex 4*.

CHAPTER THREE: COMMITTEE OBSERVATIONS

26. Upon scrutinizing the Regulations together with the submissions made by the regulation-making authority and stakeholders, the Committee makes the following observations—

Regulatory impact statement

- (a) Section 6 of the Statutory Instruments Act, Cap. 2A provides that if a proposed statutory instrument is likely to impose significant costs on the community or a part of the community, the regulation making authority shall, prior to making the statutory instrument, prepare a regulatory impact statement about the instrument. A copy of the regulatory impact statement is to be tabled in Parliament with the statutory instrument in accordance with section 7(5) of the Act. Section 7(1)(g) provides that the regulatory impact statement shall include a draft copy of the proposed statutory rule. Further, section 8 provides that preparation of a regulatory impact statement for a proposed statutory instrument shall be notified in the *Gazette* and in a newspaper likely to be read by people particularly affected by the proposed legislation;
- (b) Although the regulation making authority submitted a regulatory impact statement of the Regulations, the notice was carried in the *Gazette* and *My Gov* which is not a newspaper of nationwide circulation likely to be read by people particularly affected by the Regulations, hence falling short of the requirements of the Act;

Public participation

- (c) Section 5 of the Statutory Instruments Act requires a regulation making authority to conduct public participation prior to publication and make appropriate consultations with persons who are likely to be affected by the proposed instrument. Whereas the regulation making authority submitted documents showing that it had conducted public participation on the Regulations between April and May, 2024, targeted stakeholder engagement with persons or organizations likely to be affected by the Regulations was not adequately carried out;

Transition

- (d) Regulation 9(6) on installation of a telematic system on commercial vehicles and Regulation 9(h) on installation of underride protection system shall

come into operation on 1st July, 2026, while the rest of the regulations, including the new licensing requirements, came into operation immediately upon publication. A clear and reasonable transition period has not been clearly provided for to ensure that there is an orderly transition into the new licensing regime, as well as to give adequate time to the operators to install telematic systems and override protection systems, which are quite expensive. This lack of a transition period risks grounding the commercial transport sector and may also expose commercial vehicle owners and drivers to uncertainty and harassment by enforcement agencies. The Committee opines that a transition period of at least one (1) year would be reasonable;

- (e) Whereas the Cabinet Secretary indicated that a phased approach would be adopted to support orderly implementation, system integration, and avoidance of disruption in the sector; this ought to be expressly provided for in the Regulations, as the published Regulations imply that compliance is expected immediately the particular regulations come into force.

Contravention of section 13 of the Statutory Instruments Act, Cap. 2A

- (f) The Regulations make rights, liberties or obligations unduly dependent on insufficiently defined administrative powers contrary to section 13(1) of the Statutory Instruments Act. The instrument does not prescribe any timelines for issuance of licences or for making of decisions on license applications and does not provide for giving of reasons where applications are rejected. As such, the administrative powers granted to the Authority are likely to be misused to the detriment of the licensees.
- (g) While the Cabinet Secretary stated that adequate procedural safeguards exist through constitutional provisions, service standards, and an independent appellate mechanism to prevent abuse of discretion, he nevertheless acknowledged the need for greater clarity and certainty.
- (h) The instrument is defective in its drafting and the form or purport of the statutory instrument calls for elucidation contrary to section 13(h) of the Statutory Instruments Act in the following ways—
 - (i) Regulation 9 makes reference to standards formulated by the Kenya Bureau of Standards. The particular standard on override protection has not been cited, whereas the standard cited in respect of the telematic system is the standard for speed limiters/governors, i.e. KS 2295:2023. Additionally copies of these standards have not been availed to the

Committee yet the Regulations need to be read together with the standards for one to understand the prescribed requirements. Copies of these standards were not availed to the public during public participation and are not readily accessible to anyone reading the Regulations;

- (ii) Whereas the Cabinet Secretary asserted that these were public documents available through KEBS channels, and are presumed to be within the reach and knowledge of regulated persons, particularly where they are referenced in subsidiary legislation, a quick look at the KEBS website reveals that these standards are actually for sale. For example, KNWA 3006:2024 - Video telematics system for motor vehicle - Performance Requirements is priced at Kshs.3,075.00; KS 2295-1:2023 - Maximum Road speed limiters for motor vehicles Part 1: Performance and installation requirements is priced at Kshs.3,212.00; and
- (iii) Regulation 9(1)(e) refers to KNWA 3006:2024 as the standard for reflective contour markings on vehicles, whereas this standard deals with video telematics systems for motor vehicles.

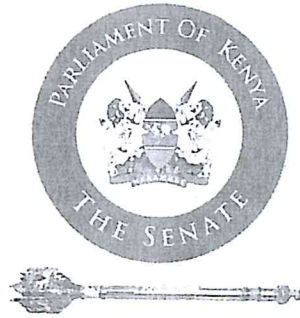
CHAPTER FOUR: RECOMMENDATIONS

27. Arising from its observations as set out in the preceding Chapter, the Committee on Delegated Legislation recommends that the House **annuls** the National Transport and Safety Authority (Operation of Commercial Vehicles), 2026 (Legal Notice No. 14 of 2026).

LIST OF ANNEXES

- Annex 1:** Minutes of the Committee in Considering the Regulations
- Annex 2:** The National Transport and Safety Authority (Operation of Commercial Vehicles), 2026 (Legal Notice No. 14 of 2026)
- Annex 3:** Response from the Cabinet Secretary, Ministry of Roads and Transport on issues raised by the Committee
- Annex 4:** Submissions received from stakeholders

ANNEX 1



13TH PARLIAMENT | 5TH SESSION

MINUTES OF THE 72ND SITTING OF THE COMMITTEE ON DELEGATED LEGISLATION HELD ON SATURDAY, 28TH MARCH, 2026 AT 2.00 P.M. AT THE HILTON GARDEN INN HOTEL

PRESENT

1. Sen. Mwenda Gataya Mo Fire, CBS, MP - Chairperson
2. Sen. Daniel Kitonga Maanzo, EBS, MP
3. Sen. Julius Murgor Recha, CBS, MP
4. Sen. Betty Batuli Montet, MP
5. Sen. Consolata Nabwire Wakwabubi, MP

ABSENT WITH APOLOGY

1. Sen. (Dr.) Danson Buya Mungatana, MGH, MP - Vice-Chairperson
2. Sen. Mohamed Faki Mwinyihaji, CBS, MP
3. Sen. Joyce Chepkoech Korir, MGH, MP
4. Sen. Boy Issa Juma, CBS, MP

SECRETARIAT

1. Mr. Ahmed Odhwa - Principal Clerk Assistant I
2. Ms. Carol Kirorei - Clerk Assistant I
3. Ms. Lillian Waweru - Legal Counsel II
4. Ms. Rahma Abdullahi - Clerk Assistant III
5. Ms. Belinda Ogollah - Research Officer III
6. Mr. Nandimu Baraza - Media Relations Officer III
7. Mr. John Pere - Serjeant-at-Arms
8. Ms. Fatuma Abdi - Audio Officer

MIN. NO.SEN/CDL/387/2026

PRELIMINARIES

The meeting was called to order at 2.20 p.m. followed by a word of prayer.

MIN. NO.SEN/CDL/388/2026

ADOPTION OF THE AGENDA

The agenda of the meeting was adopted after being proposed by Sen. Consolata Wakwabubi, MP and seconded by Sen. Betty Montet, MP as follows-

1. Prayer
2. Adoption of the Agenda
3. Post-publication scrutiny of the National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No.14 of 2026) (*Committee Paper No. 39*)
4. Any Other Business
5. Date of the Next Meeting and Adjournment

MIN.NO.SEN/CDL/389/2026

POST-PUBLICATION SCRUTINY OF THE
NTSA (OPERATION OF COMMERCIAL
VEHICLES) REGULATIONS, 2026
(LEGAL NOTICE NO.14 OF 2026)

The Legal Counsel presented Paper No. 39 (*The NTSA (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No.14 of 2026)*).

During deliberations, the Committee observed that—

1. Whereas the regulation making authority indicated in the explanatory memorandum that it had conducted fifteen public participation forums across the country between 22nd April, 2024 and 15th May, 2024, no attendance lists were submitted to show who attended the said forums;
2. No evidence has been provided to show whether the comments given were incorporated in the Regulations;
3. No newspaper advert was provided to show that notification of the regulatory impact statement was done in a newspaper of nationwide circulation likely to be read by people particularly affected by the proposed legislation as required under section 8(1) of the Statutory Instruments Act, Cap.2A. It is not clear whether any comments or submissions were made upon notification, as the summary of comments availed does not indicate which regulations it refers to. It is therefore not clear whether the regulation making body received or considered comments made on the regulation impact statement and regulations, as a copy of the submissions made was also not availed;
4. The instrument is defective in its drafting and the form or purport of the statutory instrument calls for elucidation contrary to section 13(h) of the Statutory Instruments Act in the following ways-
 - a) Regulation 9 makes reference to standards formulated by the Kenya Bureau of Standards. The particular standard on override protection has not been cited. Copies of these standards have not been availed to the Committee yet the Regulations need to be read together with the standards for one to understand the prescribed requirements. It is not clear whether copies of these standards were availed to the public during public participation and whether they are

- readily accessible to anyone reading the Regulations; and
- b) there are also typos in Regulation 11(2), Regulation 12(2) and Regulation 13(1).
5. In addition to the above, a clear and reasonable transition period has not been clearly provided for, thus exposing commercial vehicle owners and drivers to uncertainty and possible harassment by enforcement agencies, as well as high costs for installation on telematic systems;
 6. The Regulations appear to make some unusual or unexpected use of the powers conferred by the Act pursuant to which it is made, contrary to section 13(i) of the Statutory Instruments Act, Cap.2A, as it is not clear whether the powers to make regulations under section 54 of the National Transport and Safety Authority Act envisaged the licensing of commercial vehicle operators in addition to the road service licences issued under 27(1); and
 7. The Regulations make rights, liberties or obligations unduly dependent on insufficiently defined administrative powers contrary to section 13(l) of the Statutory Instruments Act, Cap.2A. The instrument does not prescribe any timelines for issuance of licences or for making of decisions on license applications. It also does not provide for giving of reasons where applications are rejected. As such, the administrative powers granted to the Authority are likely to be misused to the detriment of the licensees.

Resolution

The Committee resolved to invite the Cabinet Ministry, Ministry of Roads and Transportation and stakeholders in the transport industry to a meeting after the short recess in April, 2026 to deliberate on the Regulations.

MIN.NO.SEN/CDL/390/2026

ANY OTHER BUSINESS

There was no other business considered at the meeting.

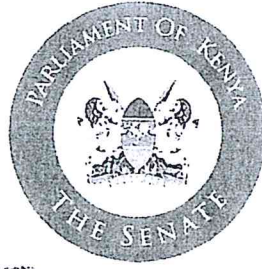
MIN.NO.SEN/CDL/391/2026

DATE OF THE NEXT MEETING AND
ADJOURNMENT

The Chairperson adjourned the meeting at 3.45 p.m. The next meeting would be held on Monday, 30th March, 2026 at 11.00 a.m.

SIGNED: 

DATE: 4/6/2026



13TH PARLIAMENT | 5TH SESSION

MINUTES OF THE 80TH SITTING OF THE COMMITTEE ON DELEGATED LEGISLATION HELD ON THURSDAY, 23RD APRIL 2026 AT 11.00 A.M. AT COMMITTEE ROOM 9, SECOND FLOOR, BUNGE TOWER

PRESENT

1. Sen. Mwenda Gataya Mo Fire, CBS, MP - Chairperson
2. Sen. Mohamed Faki Mwinyihaji, CBS, MP
3. Sen. Betty Batuli Montet, MP

ABSENT WITH APOLOGY

1. Sen. (Dr.) Danson Buya Mungatana, MGH, MP - Vice-Chairperson
2. Sen. Joyce Chepkoech Korir, MGH, MP
3. Sen. Daniel Kitonga Maanzo, EBS, MP
4. Sen. Boy Issa Juma, CBS, MP
5. Sen. Julius Murgor Recha, CBS, MP
6. Sen. Consolata Nabwire Wakwabubi, MP

SECRETARIAT

1. Ms. Carol Kirorei - Clerk Assistant I
2. Ms. Lillian Waweru - Legal Counsel II
3. Ms. Rahma Abdullahi - Rahma Abdullahi III
4. Ms. Belinda Ogollah - Research Officer III
5. Mr. John Pere - Serjeant-at-Arms
6. Ms. Angelica Wachira - Public Communications Officer
7. Mr. Johstone Simiyu - Audio Officer
8. Mr. Ephraim Kingi - Attache

IN ATTENDANCE

1. Ms. Ruth Lemlem - Kenya Association of Manufacturers
2. Mr. Malcom Mwangi - Kenya Association of Manufacturers
3. Mr. Raphael Lamuiya - Chairman, Truckers Association of Kenya

- | | |
|---|--|
| 4. Mr. Denny Kilia
Kenya | - Secretary General, Truckers Association of Kenya |
| 5. Mr. Peter Murima | - Chairman, Motorists Association of Kenya |
| 6. Mr. Leackey Illa
Against Alcohol and Drug Abuse | - Director, Legal Services, National Authority |

MIN. NO.SEN/CDL/426/2026

PRELIMINARIES

The meeting was called to order at 11.30 a.m. followed by a word of prayer.

MIN. NO.SEN/CDL/427/2026

ADOPTION OF THE AGENDA

The agenda of the meeting was adopted after being proposed by Sen. Sen. Mohamed Faki Mwinyihaji, CBS, MP and seconded by Sen. Betty Batuli Montet, MP as follows-

1. Prayer
2. Adoption of the Agenda
3. Meeting with stakeholders to receive submissions on-
 - a) the Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026);
 - b) the Traffic (Drink- Driving) Rules, 2026 (Legal Notice No. 12 of 2026);
 - c) the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026);
 - and
 - d) the NTSA (Operation of Commercial Vehicles) Regulations. 2026 (Legal Notice No. 14 of 2026) (*Committee Paper No. 36A*)
4. Any Other Business
5. Date of the Next Meeting and Adjournment

MIN.NO.SEN/CDL/428/2026

MEETING WITH STAKEHOLDERS TO RECEIVE SUBMISSIONS ON LEGAL NOTICES NO. 11-14

The Chairperson welcomed stakeholders to the meeting including-

1. Kenya Association of Manufacturers (KAM);
2. National Authority for the Campaign Against Alcohol and Drug Abuse (NACADA);
3. Motorists Association of Kenya;
4. Truckers Association of Kenya; and
5. Kenya Primary Schools Heads Association.

He stated that the purpose of the meeting was to deliberate on the Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026, the Traffic (Drink- Driving) Rules, 2026 (Legal Notice No. 12 of 2026, the Traffic (Motor Vehicle Inspection) Rules, 2026

(Legal Notice No. 13 of 2026) and the NTSA (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026).

During deliberations -

- a) concerns were raised whether adequate public participation was conducted and the need for transparency in this process;
- b) the committee stressed the importance of detailed submissions and evidence-based feedback to guide regulator decisions;
- c) stakeholders were urged to prepare comprehensive written submissions with data to enrich deliberations; and
- d) the chair committed to an exhaustive, balanced review process before assenting or rejecting the regulations, ensuring consumer and regulatory perspectives are heard.

Submissions by NACADA

The National Authority for the Campaign against alcohol and drug abuse (NACADA) –

- a) confirmed that their mandate on alcohol and drug abuse prevention aligns well with the Traffic Drink Driving Rules (Legal Notice No. 12 of 2026);
- b) endorsed the use of breathalyzers, enforcement procedures, and compliance measures as crucial tools for nationwide awareness and deterrence of impaired driving;
- c) highlighted their role in coordinating multi-sectoral campaigns and policy reviews, viewing the rules as complementary to national alcohol control and substance abuse strategies; and
- d) indicated that the rules operationalize zero tolerance to impaired driving and criminalize refusal of testing, supporting public safety objectives and protecting third parties.

Submissions by the Motorist Association of Kenya

The Motorists Association of Kenya gave their submissions as summarized below-

- a) they challenged the regulatory framework for drink-driving, citing legal ambiguities and lack of clarity on “suspected driver” definitions;
- b) they criticized indiscriminate roadblocks and breathalyzer-only tests, stressing that blood alcohol content or urine tests are required to secure convictions;
- c) concerns were raised about the absence of sobriety tests and international best practices, proposing inclusion of observable impairment tests such as walking a straight line;
- d) the association called for addressing drunk pedestrians, a group overlooked in the proposed regulations; and
- e) they warned against excessive powers granted to the Cabinet Secretary to approve testing devices without clear safeguards.

With regard to Vehicle Inspection and Licensing Regulations, the Association-

- a) argued that mandatory inspections for private vehicles older than five years infringe on constitutional rights of privacy, movement, and choice;

- b) noted a lack of empirical data linking private vehicle conditions to accidents and asserted that poor road infrastructure and driver behaviour are primary causes of crashes;
- c) viewed these inspections as a disguised revenue stream imposing financial burdens without enhancing safety;
- d) opposed outsourcing inspections to private garages, fearing profiteering and loss of government accountability; and
- e) demanded urgent repairs of road infrastructure and accountability for fuel levy funds before imposing new inspection requirements.

Submissions by the Kenya Association of Manufacturers

The Kenya Association of Manufacturers made the following submissions in respect of the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal notice No. 13 of 2026-

- a) proposed increasing the mandatory inspection age threshold from 4 to 8 years to align with vehicle importation standards and reduce unnecessary inspections
- b) suggested biennial inspections or discounted fees for locally assembled or dealer-purchased vehicles to incentivize local assembly and reduce costs for SMEs.
- c) recommended licensing inspection centres through Kenya Accreditation Service to ensure standardized, quality testing aligned with international standards
- d) proposed reducing motorcycle inspection fees from 500 to 100 shillings due to the large number of riders and promoting affordability
- e) urged reconsideration of excluding licensed assemblers from operating inspection centers, citing their nationwide capacity and potential to support industry growth
- f) concerning on Safety Belt and Seat Standards, KAM highlighted ambiguities around “child or student safety belts” and whether existing standards (KS6664 and KS822) cover these requirements adequately. They cautioned that new standards could increase manufacturing costs and limit design flexibility for locally assembled or imported vehicles. They proposed a phased approach to implementation, starting with feasible provisions and gradually adopting more complex safety features and The committee acknowledged the need to align safety standards with international protocols and requested the regulator to clarify these technical details.

Submissions by the Truckers Association of Kenya

Truckers Association raised concerns on licensing fees and tax burden. The Truckers Association-

- a) highlighted the heavy taxation burden on transporters, including fuel levies, inspection booking fees, inspection stickers, county cess fees, parking fees, and environmental permits;
- b) requested a single harmonized national fee covering inter-county transport to replace multiple county-level charges, enhancing fairness and reducing costs;
- c) supported towing regulations but called for standardized, gazetted towing fees to prevent exploitation by private towing operators;

- d) advocated for commercial vehicles to operate under SACCO circles to improve self-regulation and accountability.

Submissions by KESSHA

With regard to Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026), the Kenya Secondary Schools Heads Association (KESSHA), -

- a) welcomed the regulations as a landmark reform enhancing learner safety, professionalizing transport, and strengthening enforcement;
- b) noted the framework advances child safeguarding, road crash prevention, vehicle roadworthiness, and digitalized transport governance;
- c) stressed the need for inclusive implementation, institutional readiness, and sensitivity to socioeconomic factors to ensure affordability and access for all learners;
- d) flagged risks of increased compliance costs potentially affecting household budgets and access to education transport; and
- e) raised concern about rural and ASAL areas lacking inspection units, risking inequity in enforcement and compliance.

General submissions on the NTSA (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026)

The stakeholders also gave their views on Legal Notice No. 14 as summarized below-

- a) KAM supported harmonizing operator and road license fees to avoid double taxation as raised by the Truckers Association;
- b) proposed phased implementation of expensive retrofits like speed limiters, telematics, reflective markings, and fire extinguishers to ease compliance burdens on assemblers and SMEs;
- c) vehicles purchased from certified assemblers with factory-fitted equipment should be exempted to promote local assembly and reduce upfront costs;
- d) suggested allowing branded depots as parking facilities to reduce illegal roadside parking and associated penalties;
- e) on towing regulations, they recommended gazetting and standardizing fees nationwide and encouraging assembler-led emergency support programs as cost-effective alternatives; and
- f) a safety audit incentive scheme was proposed, offering waivers or exemptions for businesses purchasing locally assembled vehicles to promote fleet modernization and reduce enforcement costs.

Resolution

The Committee resolved that the stakeholders send their written submissions for consideration before the meeting with the Cabinet Secretary, Ministry of Road and Transport to be scheduled at a later date.

MIN.NO.SEN/CDL/429/2026

ANY OTHER BUSINESS

There was no other business discussed at the meeting.

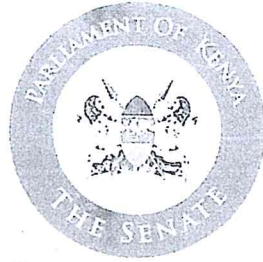
MIN.NO.SEN/CDL/430/2026

DATE OF THE NEXT MEETING AND
ADJOURNMENT

The Chairperson adjourned the meeting at 13.26 p.m. The next meeting would be held on Tuesday, 28th April, 2026 at 11.00 a.m.

SIGNED: 

DATE: 4/6/2026



13TH PARLIAMENT | 5TH SESSION

MINUTES OF THE 87TH SITTING OF THE COMMITTEE ON DELEGATED
LEGISLATION HELD ON TUESDAY, 19TH MAY, 2026 AT 10.00 A.M. AT THE
MINI CHAMBER, FIRST FLOOR, COUNTY HALL

PRESENT

1. Sen. Mwenda Gataya Mo Fire, CBS, MP - Chairperson
2. Sen. (Dr.) Danson Buya Mungatana, MGH, MP - Vice-Chairperson
3. Sen. Mohamed Faki Mwinyihaji, CBS, MP
4. Sen. Daniel Kitonga Maanzo, EBS, MP
5. Sen. Boy Issa Juma, CBS, MP

ABSENT WITH APOLOGY

1. Sen. Betty Batuli Montet, MP
2. Sen. Joyce Chepkoech Korir, MGH, MP
3. Sen. Julius Murgor Recha, CBS, MP
4. Sen. Consolata Nabwire Wakwabubi, MP

SECRETARIAT

1. Ms. Carol Kirorei - Clerk Assistant I
2. Ms. Lillian Waweru - Legal Counsel II
3. Ms. Rahma Abdullahi - Rahma Abdullahi III
4. Mr. Emmanuel Barasa - Media Relations Officer III
5. Mr. John Pere - Serjeant-at-Arms
6. Ms. Judith Aoko - Audio Officer

IN ATTENDANCE

1. Hon. Davis Chirchir, EGH
2. Mr. Mohamed Daghar, CBS
3. Mr. Nashon Kondiwa
4. Mr. Mohamed Khamsin
5. Mr. Andrew Maluki
6. Mr. Andrew Kiplagat

MINISTRY OF ROADS & TRANSPORT

- Cabinet Secretary
- Principal Secretary
- DG. NTSA
- Deputy Director, Registration NTSA
- Parliamentary Liaison Officer
- Director Roads Safety NTSA

- | | |
|--------------------------|---|
| 7. Mr. Paul Posh | - Board Member NTSA |
| 8. Mr. Robert Ngugi | - Head Legal NTSA |
| 9. Mr. Tom Abuga | - Legal Counsel NTSA |
| 10. Mr. Evans Wangichiri | - Legal Counsel NTSA |
| 11. Mr. Ian Ndung'u | - Legal Counsel NTSA |
| 12. Mr. Jacob Sisei | - Director Corporate Services NTSA |
| 13. Eng. Angela Wanira | - Director, Motor Vehicle Inspection NTSA |
| 14. Mr. Wycliffe Wasike | - Head of Finance NTSA |

IN ATTENDANCE

1. Mr. Peter Murima
2. Ms. Rosebell Ojimbo
Association
3. Ms. Rose Eteye
Schools Association
4. Mr. Marvin Osigo
5. Ms. Cynthia Njoki
6. Mr. Samuel Kamau

STAKEHOLDERS

- Chairman Motorist Association of Kenya
- Chairperson Kenya Private Schools
- Chief Executive Officer Kenya Private
- Chairman Safe Roads for Schools
- Treasurer, Safe Roads for Schools
- Secretary, Safe Roads for Schools

MIN. NO.SEN/CDL/461/2026

PRELIMINARIES

The meeting was called to order at 10.30 a.m. followed by a word of prayer. This was followed by introduction of Members and attendees present.

MIN. NO.SEN/CDL/462/2026

ADOPTION OF THE AGENDA

The agenda of the meeting was adopted after being proposed by Sen. Betty Batuli Montet, MP and seconded by Sen. (Dr.) Danson Buya Mungatana, MGH, MP as follows-

1. Prayer
2. Adoption of the Agenda
3. Meeting with the Cabinet Secretary, Ministry of Roads and Transport and stakeholders to deliberate on-
 - a) the Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026);
 - b) the Traffic (Drink- Driving) Rules, 2026 (Legal Notice No. 12 of 2026);
 - c) the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026); and
 - d) the NTSA (Operation of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026) (*Committee Paper No. 36C*)
4. Any Other Business
5. Date of the Next Meeting and Adjournment

MIN.NO.SEN/CDL/463/2026

MEETING WITH THE CABINET
SECRETARY, MINISTRY OF ROADS AND
TRANSPORT & STAKEHOLDERS TO
DELIBERATE ON LEGAL NOTICES NO.
11-14 OF 2026

The Cabinet secretary, Ministry of Roads and Transport and the following stakeholders gave their submissions on Legal Notices No. 11-14 of 2026-

1. Motorist Association of Kenya;
2. Kenya Private Schools Association; and
3. Safe Roads for Schools.

Resolution

The Committee resolved to consider the submissions received at a subsequent meeting.

MIN.NO.SEN/CDL/464/2026

ANY OTHER BUSINESS

There was no other business discussed at the meeting.

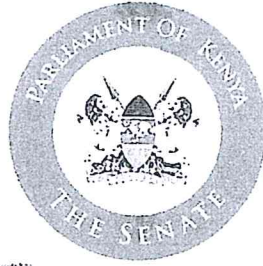
MIN.NO.SEN/CDL/465/2026

DATE OF THE NEXT MEETING AND
ADJOURNMENT

The Chairperson adjourned the meeting at 3.08 p.m. The next meeting would be held on notice.

SIGNED: 

DATE: 04/06/2026



13TH PARLIAMENT | 5TH SESSION

MINUTES OF THE 90TH SITTING OF THE COMMITTEE ON DELEGATED LEGISLATION HELD ON THURSDAY, 4TH JUNE, 2026 AT 11.00 A.M. AT COMMITTEE ROOM 1, FIRST FLOOR, BUNGE TOWER

PRESENT

1. Sen. Mwenda Gataya Mo Fire, CBS, MP - Chairperson
2. Sen. (Dr.) Danson Buya Mungatana, MGH, MP - Vice-Chairperson
3. Sen. Consolata Nabwire Wakwabubi, MP
4. Sen. Betty Batuli Montet, MP
5. Sen. Julius Murgor Recha, CBS, MP

ABSENT WITH APOLOGY

1. Sen. Mohamed Faki Mwinyihaji, CBS, MP
2. Sen. Joyce Chepkoech Korir, MGH, MP
3. Sen. Daniel Kitonga Maanzo, EBS, MP
4. Sen. Boy Issa Juma, CBS, MP

SECRETARIAT

1. Ms. Carol Kirorei - Clerk Assistant I
2. Ms. Lillian Waweru - Legal Counsel II
3. Ms. Rahma Abdullahi - Clerk Assistant III
4. Mr. Emmanuel Barasa - Media Relations Officer III
5. Mr. John Pere - Serjeant-at-Arms
6. Mr. Johstone Simiyu - Audio Officer
7. Mr. Ephraim Kingi - Attaché

MIN. NO.SEN/CDL/476/2026

PRELIMINARIES

The meeting was called to order at 11.15 a.m. followed by a word of prayer.

MIN. NO.SEN/CDL/477/2026

ADOPTION OF THE AGENDA

The agenda of the meeting was adopted after being proposed by Sen. Consolata Wakwabubi, MP and seconded by Sen. (Dr.) Danson Buya Mungatana, MGH, MP as follows-

1. Prayer
2. Adoption of the Agenda
3. Consideration and adoption of Reports on-
 - a) the Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026);
 - b) the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026); and
 - c) the NTSA (Operation of Commercial Vehicles) Regulations. 2026 (Legal Notice No. 14 of 2026)
4. Any Other Business
5. Date of the Next Meeting and Adjournment

MIN.NO.SEN/CDL/478/2026

CONSIDERATION AND ADOPTION OF
REPORTS ON LEGAL NOTICES NO. 11, 13
AND 14

The Committee considered Reports on –

- a) the Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026);
- b) the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026); and
- c) the NTSA (Operation of Commercial Vehicles) Regulations. 2026 (Legal Notice No. 14 of 2026).

Resolution

The Committee-

1. **acceded to the Traffic Rules (Drink-driving) Rules, 2026 (Legal Notice No. 12 of 2026)**
2. **adopted the Reports on-**
 - a) **the Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026);**
 - b) **the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026); and**
 - c) **the NTSA (Operation of Commercial Vehicles) Regulations. 2026 (Legal Notice No. 14 of 2026).**

MIN.NO.SEN/CDL/479/2026

ANY OTHER BUSINESS

There was no other business discussed at the meeting.

MIN.NO.SEN/CDL/480/2026

DATE OF THE NEXT MEETING AND
ADJOURNMENT

The Chairperson adjourned the meeting at 11.35 a.m. The next meeting would be held on Tuesday, 9th, 2026 at 11.00 a.m.

SIGNED: 

DATE: 4/6/2020

ANNEX 2

LEGAL NOTICE NO. 14

THE NATIONAL TRANSPORT AND SAFETY AUTHORITY ACT

(Cap. 404)

THE NATIONAL TRANSPORT AND SAFETY (OPERATION OF
COMMERCIAL VEHICLES) REGULATIONS, 2026

ARRANGEMENT OF REGULATIONS

Regulation.

- 1—Citation and commencement.
- 2—Interpretation.
- 3—Object and purpose of the Regulations.
- 4—Application of the Regulations.
- 5—Commercial vehicles are workplaces under Cap. 236A.
- 6—Licensing of commercial vehicle owners, carriers and operators.
- 7—Responsibilities of commercial vehicle owners, carriers and operators.
- 8—Licensing of commercial vehicles.
- 9—Commercial service vehicles.
- 10—Commercial service vehicle drivers.
- 11—Loading and cargo securement.
- 12—Parking.
- 13—Safety audits.
- 14—Power of Authority to tow stalled vehicles.
- 15—Power of Authority to suspend or revoke licences issued under these Regulations.
- 16—Appeals.
- 17—Offences and penalties.

THE NATIONAL TRANSPORT AND SAFETY AUTHORITY ACT

(Cap. 404)

IN EXERCISE of the powers conferred by section 54 of the National Transport and Safety Authority Act, the Cabinet Secretary for Roads and Transport makes the following Regulations—

THE NATIONAL TRANSPORT AND SAFETY AUTHORITY
(OPERATION OF COMMERCIAL VEHICLES) REGULATIONS,
2026

1. These Regulations may be cited as the National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations, 2026, and shall come into operation as follows—

Citation and commencement.

- (a) paragraphs (d) and (h) of regulation 9, on the 1st July, 2026; and
- (b) all the other regulations, on the date these Regulations are published in the *Gazette*.

2. In these Regulations, unless the context otherwise requires—

Interpretation.

“carrier or operator” means the corporate body or person with operational responsibility over the commercial vehicle on a day-to-day basis either as the registered owner of the vehicle or pursuant to the terms of a contract or franchise agreement with the registered owner of the vehicle;

“corporate body” means a limited liability company registered under the Companies Act and includes a co-operative society registered under the Co-operative Societies Act and a society registered under the Societies Act;

Cap. 486.

Cap. 490.
Cap. 108.

“owner” means the registered owner of the commercial vehicle;

“retro-reflective markings” means the markings on a surface or a device from which, when directionally illuminated, a relatively large portion of the incident radiation is retro-reflected;

“third-party insurance cover” means an insurance policy by that name issue in respect to a public service vehicle pursuant to the provisions of the Insurance (Motor Vehicle Third-Party Risks) Act; and

Cap. 405.

“override protection device” means a device installed on or near the rear or side of a commercial vehicle that prevents or limits the

distance that the front end of a vehicle striking the rear of the vehicle with the device will slide under the rear of the impacted vehicle.

3. The object and purpose of these Regulations is to provide a framework for the regulation, management and safe operation of commercial vehicles.

Object and purpose of the Regulations.

4. These Regulations shall apply to all commercial vehicles whose tare weight is above three thousand and forty-eight kilogrammes operating on a public road in Kenya.

Application of the Regulations.

5. A commercial vehicle shall be deemed to be a workplace within the meaning assigned to "workplace" under section 2 of the Occupational Safety and Health Act.

Commercial vehicles to be workplaces under Cap. 236A.

6. (1) A commercial vehicle owner, carrier or operator shall not operate or permit another person to operate a commercial vehicle without a valid commercial vehicle operator licence issued by the Authority.

Licensing of commercial vehicle owners, carriers and operators.

(2) A commercial vehicle operator licence shall be valid for one year and shall be renewed annually upon payment of the prescribed fee contained in the First Schedule.

(3) A person applying for a commercial vehicle operator licence shall submit an application together with copies of the following documents—

(a) certificate of registration as company under the Companies Act, or a co-operative society under the Co-operative Societies Act, a business name under the Registration of Business Names Act or national identification for individuals;

Cap. 486.
Cap. 490.
Cap. 499.

(b) Personal Identification Number certificate issued under the Tax Procedures Act;

Cap. 469B.

(c) physical address of office.

7. A holder of a commercial vehicle operator licence shall—

Responsibilities of commercial vehicle owners, carriers and operators.

(a) maintain the commercial vehicle in a proper and fit mechanical condition for the safe operation of the vehicle and shall keep maintenance record for each of the commercial vehicles for a minimum of two years;

- (b) only employ qualified drivers for the operation of the commercial vehicles;
- (c) undertake regular road safety awareness of the employed drivers;
- (d) put in place mechanisms to ensure that employed drivers do not drive for more than the maximum driving hours prescribed under section 66A of the Traffic Act;
- (e) submit a preliminary report of any accident that results in death to the Authority within twenty hours of the occurrence of the accident that shall include—
 - (i) the driver's details;
 - (ii) the vehicle registration details;
 - (iii) the maintenance record of the vehicle; and
 - (iv) the circumstances, if known, that led to the accident.

Cap. 403.

8. (1) A person shall not operate a commercial vehicle in respect of which a valid commercial vehicle road licence has not issued by the Authority.

Licensing of commercial vehicles.

(2) A commercial vehicle road licence shall be valid for one year and shall be renewed annually.

(3) An applicant for a commercial vehicle road licence shall submit the application to the Authority and submit the following—

- (a) a copy of a valid commercial vehicle operator licence in the name of the applicant;
- (b) a valid inspection certificate issued not more than thirty days before the date of the application; and
- (c) proof of ownership of the commercial vehicle in respect of which the commercial vehicle road licence is being applied for.

9. (1) Each commercial vehicle shall—

Commercial service vehicles.

- (a) have at minimum, a third-party insurance cover;
- (b) have a valid vehicle inspection certificate;
- (c) have installed a speed limiter conforming to the applicable Kenyan Standard as stipulated by the Kenya Bureau of Standards;

- (d) have installed a vehicular telematic system conforming to the Kenya standard KS 2295:2023 as stipulated by the Kenya Bureau of Standards;
- (e) have retro-reflective contour markings with a minimum width of two inches that conform to Kenya standard KNWA 3006:2024 as stipulated by the Kenya Bureau of Standards as illustrated in the Second Schedule;
- (f) carry an efficient fire extinguisher that is maintained in perfect order and be carried in such a position to be readily available for use at any time;
- (g) carry a first aid kit sufficient to deal with any reasonable emergency; and
- (h) have installed underride protection devices on the rear and side of commercial vehicles where applicable conforming to the applicable Kenyan Standard as stipulated by the Kenya Bureau of Standards.

(2) The carrier or owner of a commercial vehicle or trailer shall cause to be painted or otherwise marked in the English language in a conspicuous position on the right or offside of every such vehicle in letters of not less than one inch in height which shall all times be kept clearly legible—

- (a) the name and address of the owner of the vehicle;
- (b) the registered tare weight of the vehicle; and
- (c) the maximum weight that the vehicle is authorised to carry.

10. (1) A driver of a commercial vehicle shall—

- (a) ensure that they are duly licensed to drive the class of commercial vehicle that they are driving;
- (b) not exceed the prescribed maximum driving hours;
- (c) adhere to traffic laws, regulations and safety standards while driving; and
- (d) conduct pre-inspection and post-inspection trips to check for mechanical issues, safety hazards and ensure compliance of the vehicle with regulation 7 and immediately report any issue to the owner or carrier or operator of a commercial vehicle.

Commercial
service vehicle
drivers.

(2) In case of a breakdown the driver shall immediately place on the road not less than fifty metres from the commercial vehicle two reflecting triangles of such construction and dimensions as may be prescribed, one ahead of the vehicle and one behind it, so that each reflecting triangle is clearly visible to drivers approaching the commercial vehicle from ahead or behind as the case may be.

11. (1) All cargo transported by a heavy commercial vehicle must be contained, covered, immobilised or secured so that it cannot leak from, spill from, blow off, fall from, fall through or otherwise be dislodged from the vehicle.

Loading and cargo
securement.

(2) Any portion of a load of—

- (a) sand, gravel, crushed stone, ore, or salt, or any mixture of them, or whole stones;
- (b) waste; or
- (c) shredded scrap metal,

that is carried by a vehicle on a public road and not enclosed by the vehicle or a load container must be covered with a covering that meets the following requirements.

(3) The covering required under subregulation (2) shall—

- (a) be made of tarpaulin, canvas, wire mesh, netting or other material capable of containing the load within the vehicle or load container; or
- (b) be secured to the vehicle or load container in such manner that it cannot separate from the vehicle or load container.

(4) A commercial vehicle load shall—

- (a) not endanger the safety of other road users and vehicles;
- (b) not cause damage to public roads or structures along the road;
- (c) not obstruct the driver's view or jeopardise the vehicle's stability or operation; and
- (d) not cover or obscure lights, reflectors or the vehicle's registration plate.

12. (1) No carrier or owner shall request, require or allow a driver to park and no driver shall park on undesignated parking areas including but not limited to roadsides, road reserves, roadways, bridges or tunnels.

Parking.

(2) For purposes of subregulation (1), where no designated areas have been provided, the driver shall ensure that the vehicle is parked at least two metres from the edge of the road or roadside so as not to block pedestrian ways or obstruct the view of other road users or affect the safe operation of the road.

13. (1) The Authority may conduct safety audits on any carrier, operator or owner and the commercial vehicle driver. Safety audits.

(2) The safety audits shall include—

- (a) an examination of the qualification of the driver of a commercial vehicle;
- (b) an examination of the duty status of the driver of a commercial vehicle; and
- (c) an examination of the maintenance records of the commercial vehicle.

14. (1) The Authority or a road authority may tow or remove a heavy commercial vehicle that has stalled or broken down on a road or arrange for a third party to tow or remove such a vehicle at the owner's, operator's or carrier's expense if, in the opinion of the Authority, such a vehicle poses a risk to the safety of other road users. Power of Authority to tow stalled vehicles.

(2) The cost referred to in subregulation (1) shall be recoverable as a civil debt:

Provided that the Authority or the road authority shall ensure that any person engaged to tow or remove the stalled commercial vehicle on the road shall charge a standard fee that is reasonable and based on the distance travelled from the place where the commercial vehicle broke down or stalled to the place directed for delivery by the Authority.

15. (1) The Authority may suspend or revoke any licence issued under these Regulations in instances where the licence holder fails or neglects to comply with the provisions of these Regulations. Power of Authority to suspend or revoke licences issued under these Regulations.

(2) Before the Authority suspends or revokes any licence, the Authority shall ensure that the licence holder has been given adequate notice in writing of the intended action and reasons thereof and opportunity to defend themselves.

16. A person aggrieved by a decision of the Authority taken under these Regulations may, within fourteen days of receiving the decision, appeal to the Appeals Board. Appeals.

17. A person who operates or drives a heavy commercial vehicle in breach of any provision of these Regulations commits an offence and is liable, on conviction, to a fine not exceeding twenty thousand shillings or to imprisonment for a term not exceeding six months or both.

Offences and penalties.

18. The National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations are revoked.

Revocation.
Sub. Leg.

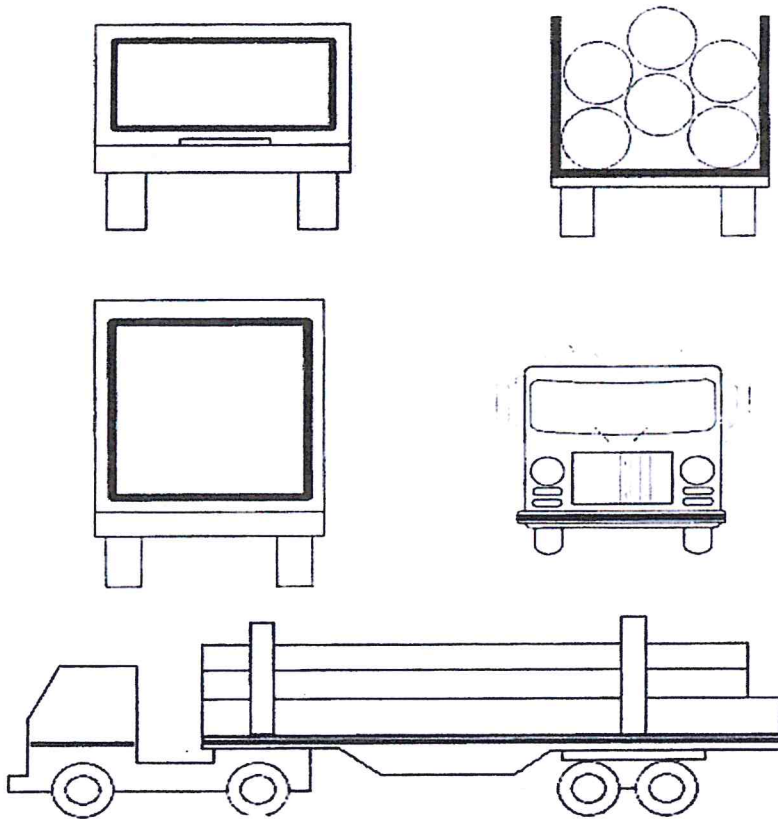
FIRST SCHEDULE [r. 6(2)]

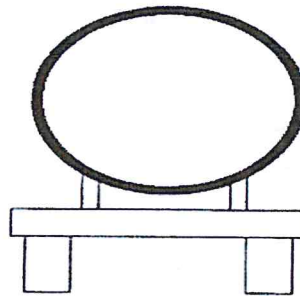
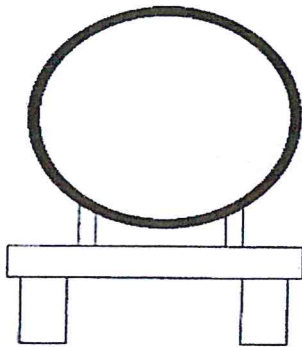
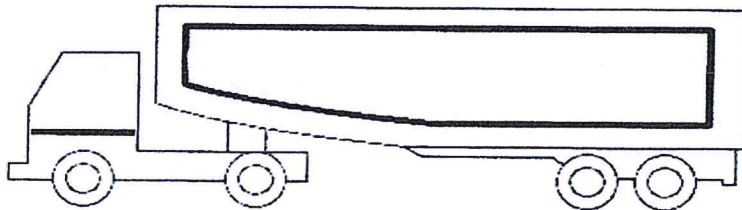
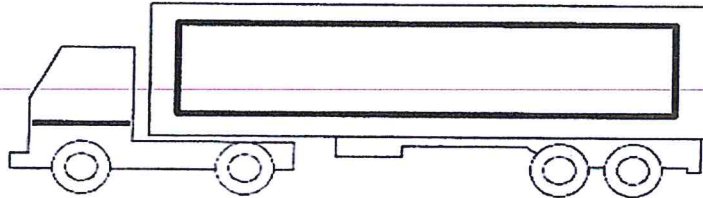
	<i>Application</i>	<i>Fee</i>
1.	Application and renewal fee for a commercial vehicle operator licence	Ksh. 2,000
2.	Application and renewal fee for commercial vehicle road licence per vehicle	Ksh. 500

SECOND SCHEDULE

[r. 9(1)(e)]

Retro-reflective markings for heavy commercial vehicles and their trailers





Made on the 9th February, 2026.

DAVIS CHIRCHIR,
Cabinet Secretary for Roads and Transport.

ANNEX 3



REPUBLIC OF KENYA

MINISTRY OF ROADS AND TRANSPORT

The Clerk of the Senate
Parliament Buildings
NAIROBI

RESPONSE TO STATEMENT REQUESTED REGARDING THE NATIONAL TRANSPORT SAFETY AUTHORITY (NTSA) RULES

Hon. Chairman, it is my pleasure to apprise this Honourable Committee on information sought regarding the the post-publication scrutiny of the following NTSA rules as communicated vide letters of Ref. **SEN/DGAC/CDL/CORR/2026/34, 35, 36 and 37** all dated **14th April 2026**;

1. The Traffic (School Transport) Rules, 2026 (Legal Notice No. 11 of 2026)
2. The Traffic (Drink-Driving) Rules, 2026 (Legal Notice No. 12 of 2026)
3. The Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026)
4. The NTSA (Operation Of Commercial Vehicles) Regulations, 2026 (Legal Notice No. 14 of 2026)

Hon. Chairman, the Ministry appreciates the Committee's careful review of the Rules and hereby submits its responses to the issues raised as follows;

1. THE TRAFFIC (SCHOOL TRANSPORT) RULES, 2026 (LEGAL NOTICE NO. 11 OF 2026)

1. Attendance lists.

The Ministry confirms that extensive stakeholder consultations were undertaken across the country between 22nd April 2024 and 15th May, 2024, involving key education stakeholders, transport operators, parents' associations, and enforcement agencies. Observations noted is the inadvertent omission of attendance lists of the aforementioned period in the initial submission to the Senate which is highly regretted. The same have now been included in the revised set of documents attached to this response.

2. Engagement of Institutions of Learning

Institutions of learning were identified as a key category of stakeholders and were consulted in recognition of their central role in the implementation of the Rules. In this

regard, Ministry's implementing agency NTSA undertook targeted engagement to obtain practical insights from the education sector on the proposed regulatory framework.

For example, the Kenya Primary School Heads Association—representing over 1,500 school heads—was engaged during its annual conference and Annual General Meeting held in Mombasa from 8th to 14th November 2025. The engagement brought together education sector representatives, including officials from the Kenya National Union of Teachers, the Teachers Service Commission, and the State Department of Basic Education, providing an opportunity for the exchange of views on implementation considerations.

The views obtained from this engagement, together with inputs from other stakeholder consultations undertaken during the process, were considered in refining the regulatory framework. A summary of the engagement has been included in the revised Public Participation Report

3. Newspaper Advertisement for RIA

Hon. Chairman, the Ministry confirms that the advertisement for regulatory impact statement was duly published in a newspaper of nationwide circulation, and stakeholder input was received and considered in the development of the Rules. The same is attached as Annex.

4. Comments received on RIA and

5. Demonstration of RIA.

The Ministry confirms that the regulatory impact statement was informed by stakeholder feedback, which shaped the final regulatory design.

The Ministry further confirms that:-

- a) A Regulatory Impact Statement (RIS) was prepared in compliance with Sections 6 and 7 of the Statutory Instruments Act, which require:
 - Assessment of the likely impact of the proposed regulations;
 - Consideration of alternatives;
 - Consultation with stakeholders;
 - Justification of the regulatory approach adopted.
- b) The RIS addressed:
 - The problem definition (road safety risks, regulatory gaps, enforcement inefficiencies);
 - Policy objectives (reduction of accidents, improved compliance, system accountability);
 - Regulatory and non-regulatory options;

- Expected economic, social, and administrative impacts.

In addition, the RIS does the following: -

- a) The RIS identifies both quantifiable and non-quantifiable benefits, including:
 - Reduction in road traffic accidents and fatalities.
 - Increased efficiency in enforcement;
 - Economic savings from avoided accidents.
- b) While some benefits (e.g., human life, public safety) are inherently non-monetary, the analysis demonstrates that:
 - The long-term societal and economic gains significantly outweigh compliance costs.
- c) The supplementary RIS addendum provides:
 - Expanded cost-benefit analysis;
 - Clarification of assumptions and methodology;
 - Sector-specific impact assessment.

The introduction of licensing is grounded in risk-based regulation and the State's constitutional obligation to protect life and vulnerable groups (particularly children).

Licensing serves the following critical regulatory purposes:

- a) Child Safety Assurance;
- b) Establishes minimum enforceable safety standards for vehicles, drivers, and operators;
- c) Enables pre-qualification before engagement in school transport services;
- d) Traceability and Accountability: Creates a register of licensed providers, enabling monitoring, inspection, and enforcement;
- e) Facilitates attribution of responsibility in the event of accidents or breaches;
- f) Standardization of a Previously Fragmented Sector: Transforms school transport from an informal arrangement into a regulated safety-sensitive service;

6. Inconsistency on penalties.

Section 103B (5) of the Traffic Act does not contain a general penalty. Specifically, the section provides that:-

103B. Helmets and reflector jackets

(5) A person shall not ride a motorcycle unless that person has a valid driving licence issued in accordance with the provisions of the Act.

There is therefore no inconsistency between Rule 37(1) and Section 103B (5) of the Traffic Act.

7. Expenditure from public revenues

The Ministry notes that the Rules do not constitute unlawful expenditure of public funds.

“Public revenues” in law refers to monies raised through taxation, duties, levies, and statutory collections forming part of the Consolidated Fund or other public accounts.

The licensing and inspection framework established under the Rules introduces regulatory fees which are cost-recovery and safety compliance charges, not expenditures from public revenue. These funds are earmarked for regulatory enforcement, inspection systems, and road safety infrastructure, consistent with public finance management principles.

Further, in designing the Rules, the Ministry struck a delicate balance between enhancing child safety and minimizing financial burden, particularly on public schools.

The framework adopted is considered the most proportionate and effective mechanism to achieve safety outcomes while maintaining fiscal sustainability.

8. Transition period

The Ministry takes note of the concerns raised regarding transition timelines and wishes to clarify that the Rules provide for a grace period for implementation. Key provisions, including those relating to telematics systems and stop-arm requirements, are scheduled to take effect on 1st July, 2026, thereby allowing stakeholders a reasonable period within which to prepare for compliance.

The Ministry is also in the process of initiating structured stakeholder engagement to support schools, transport providers, and operators in achieving compliance. This engagement will include technical guidance, phased implementation support, and awareness creation to ensure smooth transition and avoid enforcement uncertainty.

9. Drafting clarity and statutory instrument concerns

(a) KEBS standards.

The referenced standards were duly developed, approved, and published national standards formulated by KEBS under its statutory mandate.

These standards form an integral part of Kenya’s technical regulatory framework and are legally recognized instruments governing matters of safety, quality, calibration, and operational specifications within their respective sectors.

In relation to accessibility during public participation, the Ministry notes that the consultations undertaken primarily focused on the policy framework, regulatory approach, and enforcement mechanisms underpinning the instruments, while relying on already established technical standards that were not being newly developed within the scope of these regulations.

These KEBS standards were not only in existence at the time of formulation of the Rules but had already undergone the requisite statutory development process,

including stakeholder consultation, technical review, and formal approval in accordance with the standards development framework governed by KEBS.

Accordingly:

- The standards are public documents available through KEBS channels;
- They are part of the established regulatory baseline upon which the instruments are anchored; and
- In law, duly promulgated standards are presumed to be within the reach and knowledge of regulated persons, particularly where they are referenced in subsidiary legislation.

Notwithstanding the foregoing, the Ministry acknowledges the Committee's concern regarding optimal accessibility and transparency. Going forward Hon. Chairman, the Ministry undertakes to ensure that copies or references to the applicable standards are availed during public participation where practicable

(b) Prescribed form for applications.

The Ministry clarifies that this refers to electronic application formats embedded within a fully computerized licensing and regulatory system. No physical paper forms are used.

This approach is intended to

- Enhance efficiency in service delivery;
- Improve accountability and audit trails;
- Minimise human interference; and
- Support transparency and real-time processing of applications.

(c) Medical testing.

The Ministry appreciates the Committee's concern regarding the clarity of requirements relating to visual, hearing, and mental health testing for school transport drivers. The Ministry wishes to clarify that the requirement for medical fitness testing is not a new obligation introduced by the Rules, but is firmly grounded in the parent legislation, namely section 105A of the Traffic Act, Cap. 403. The Rules therefore operationalise and give effect to an already existing statutory requirement.

The implementation of this requirement is further anchored in the Traffic (Driving Schools, Driving Instructors and Driving Licence) Rules, 2019, which provide a structured medical examination framework for public service vehicle (PSV), commercial service vehicle (CSV), and school transport drivers.

Further, under the law, such medical assessments are required to be conducted by a qualified medical practitioner who is duly registered under the Medical Practitioners and Dentists Act and accredited in accordance with the Occupational Safety and Health Act (OSHA). This ensures that the testing process meets established professional and occupational health standards, and that the results are reliable, consistent, and legally valid.

A standardized medical examination form has been developed to ensure uniformity in the assessment of visual, hearing, and mental fitness.

The Ministry further notes that the operationalisation of this framework is at an advanced stage.

In this regard, the Ministry has been working closely with the Directorate of Occupational Safety and Health Services to roll out the medical testing regime for PSV, CSV, and school transport drivers, including the accreditation of practitioners and the standardization of procedures.

Child safeguarding training for attendants is under development through a structured curriculum to ensure standardisation, accreditation, and uniform certification.

(d) Fees schedule.

The Ministry acknowledges a drafting inconsistency in the First Schedule.

The draft submitted to the Office of the Attorney-General distinguished between a school transport service provider licence fee of Kshs 2,000 (annual and renewal) and the school vehicle road licence fees, which are structured according to vehicle capacity.

This distinction was not fully carried through in the final published version, resulting in a technical anomaly.

The Ministry proposes to address the issue through the statutory instrument rectification process in consultation with the Office of the Attorney-General before implementation of the Rules.

(e) Typographical errors

Errors in Rule 12(c) and Rule 13(7)(a) are acknowledged. The Ministry proposes to address the issue through the statutory instrument rectification process in consultation with the Office of the Attorney-General before implementation of the Rules.

10. Scope of licensing powers under Section 105B (3)

Hon. Chairman, the Ministry appreciates the Committee's concern regarding whether the Rules make an unusual or unexpected use of the powers conferred under the Traffic Act, Cap. 403, particularly in requiring institutions of learning to obtain a licence as school transport providers.

The Ministry clarifies that this requirement is firmly grounded in section 105B (3) of the Traffic Act, which expressly empowers the Cabinet Secretary to prescribe specialised instructions.

The licensing framework is an administrative mechanism to operationalise these statutory safety requirements by enabling registration, oversight, and enforcement of compliance within the school transport system.

Given the heightened duty of care in transporting children, this approach ensures accountability and structured regulation of all entities involved.

Further, licensing is a well-established regulatory tool not only within the transport sector but across regulatory frameworks generally, where it is used by regulators to ensure compliance with statutory standards, maintain oversight, and safeguard public interest.

Accordingly, the Rules do not constitute an unusual or unexpected use of delegated powers under section 13(i) of the Statutory Instruments Act, but represent a reasonable and purposive exercise of the authority conferred by the Act.

11. Delay in enactment

The Ministry acknowledges with regret the delay in the finalisation of the Rules.

The delay was occasioned by extensive stakeholder engagement, harmonisation of safety requirements, and the need to align the framework with evolving transport safety standards, all of which required sustained technical and inter-agency consultation to ensure a practical and effective regulatory regime.

The Ministry further notes that over the eight-year period since the enabling provision was introduced, several attempts were made to conclude and enact the Regulations. However, those earlier processes were not successfully finalised due to the need for further refinement, broader stakeholder alignment, and resolution of emerging policy and implementation concerns within the transport and education sectors.

The eventual finalisation of the Rules therefore reflects an iterative and consultative process aimed at strengthening the regulatory framework rather than administrative delay without justification.

The Ministry assures the Committee that the delay does not affect the validity of the Rules and reaffirms its commitment to ensuring a robust, evidence-based, and stakeholder-informed framework that enhances the safety of school-going children and supports effective implementation.

12. Administrative discretion and timelines.

The Ministry appreciates the Committee's concern that the Rules may make rights and obligations dependent on insufficiently defined administrative powers, particularly due to the absence of express timelines for issuance and determination of licences.

The Ministry clarifies that licensing decisions are governed by Article 47 of the Constitution and the Fair Administrative Action Act, which require expeditious, reasonable, and procedurally fair administrative action. In addition, the Authority operates published service charters and internal service standards that set clear timelines for processing applications.

Further, any person aggrieved by a decision of the Authority, including delays, has a right of appeal to the Transport Licensing Appeals Board, which is empowered to review both the merits and administrative fairness of licensing decisions, including issues of delay.

Accordingly, adequate safeguards exist through constitutional provisions, service standards, and an independent appellate mechanism to prevent abuse of discretion.

The Ministry nevertheless acknowledges the need for greater clarity and certainty.

13. Delegation of licensing conditions.

The Ministry notes the Committee's observation.

The discretion granted to the Authority under Rules 5(5) and 6(7) to impose licence conditions is necessary to enable effective regulation of a dynamic sector where operational and safety risks vary across operators, locations, and evolving technological and compliance requirements. Certain conditions—such as those relating to real-time safety monitoring, vehicle-specific compliance requirements, and operational safeguards—are inherently responsive and cannot be exhaustively predetermined in advance within the Rules.

Importantly, this discretion is not unfettered. It is circumscribed by the statutory objectives of the Act, applicable published standards, principles of reasonableness, and the requirements of the Fair Administrative Action Act. In addition, it is subject to oversight and appeal mechanisms, including review by the Transport Licensing Appeals Board.

Accordingly, the provisions do not amount to improper delegation of legislative authority but constitute a necessary and controlled regulatory tool to ensure effective implementation of the licensing regime in a manner responsive to unique and evolving safety circumstances.

Conclusion

Hon. Chairman, the Ministry remains committed to ensuring that the Traffic (School Transport) Rules, 2026 establish a comprehensive, safety-focused, and internationally aligned framework for the protection of school-going children.

2. THE TRAFFIC (DRINK-DRIVING) RULES, 2026 (LEGAL NOTICE NO. 12 OF 2026)

1. Attendance lists.

Hon. Chairman, the Ministry undertook extensive stakeholder consultations across the country between 13th February, 2023 and 8th March, 2023, involving key education stakeholders, transport operators, parents' associations, and enforcement agencies. The attendance lists of the public participation forums is attached to this report.

2. Newspaper Advertisement for Regulatory Impact Statement

The Ministry confirms that the regulatory impact statement was duly published in a newspaper of nationwide circulation, and stakeholder input was received and considered in the development of the Rules. The same is included in the revised set of documents attached to this submission.

The Ministry further confirms that:-

- c) A Regulatory Impact Statement (RIS) was prepared in compliance with Sections 6 and 7 of the Statutory Instruments Act, which require:
- Assessment of the likely impact of the proposed regulations;
 - Consideration of alternatives;
 - Consultation with stakeholders;
 - Justification of the regulatory approach adopted.
- d) The RIS addressed:
- The problem definition (road safety risks, regulatory gaps, enforcement inefficiencies);
 - Policy objectives (reduction of accidents, improved compliance, system accountability);
 - Regulatory and non-regulatory options;
 - Expected economic, social, and administrative impacts.

3. Drafting and Clarity Issues

a) Kenya Bureau of Standards (KEBS) Standards

The referenced standards were duly developed, approved, and published national standards formulated by KEBS under its statutory mandate.

These standards form an integral part of Kenya's technical regulatory framework and are legally recognised instruments governing matters of safety, quality, calibration, and operational specifications within their respective sectors.

In relation to accessibility during public participation, the Ministry notes that the consultations undertaken primarily focused on the policy framework, regulatory approach, and enforcement mechanisms underpinning the instruments, while relying on already established technical standards that were not being newly developed within the scope of these regulations.

These KEBS standards were not only in existence at the time of formulation of the Rules but had already undergone the requisite statutory development process, including stakeholder consultation, technical review, and formal approval in accordance with the standards development framework governed by KEBS.

Accordingly:

- The standards are public documents available through KEBS channels;
- They are part of the established regulatory baseline upon which the instruments are anchored; and

- In law, duly promulgated standards are presumed to be within the reach and knowledge of regulated persons, particularly where they are referenced in subsidiary legislation.

Notwithstanding the foregoing, the Ministry acknowledges the Committee's concern regarding optimal accessibility and transparency.

Going forward, the Ministry undertakes to ensure that copies or references to the applicable standards are availed during public participation where practicable

b) Certification of Police Officers

The Ministry wishes to clarify that the training and certification of police officers in the use of breathalysers is undertaken within an operational framework informed by the specific equipment procured for enforcement purposes.

Breathalysers are acquired through a procurement process, and different procurement cycles may result in the supply of devices from different manufacturers, each with distinct technical specifications and operational protocols. Consequently, certification is inherently device-specific and aligned with the manufacturer's guidelines for the particular equipment in use.

For this reason, the Rules do not prescribe a single certifying body.

Certification will be undertaken through structured training programmes coordinated by the National Police Service, incorporating manufacturer-provided technical guidance to ensure officers are properly trained in the use, calibration, and handling of the specific devices deployed.

NTSA is, however, working with the National Police Service and relevant stakeholders to develop a more standardized accreditation framework, including clear designation of responsible authorities and consideration of an accessible register of certified officers to enhance transparency and public confidence.

c) Applicable Penalty under Rule 7

The Ministry appreciates the Committee's observation regarding clarity of the applicable penalty under Rule 7.

The offence created under Rule 7 is directly aligned with the offence of drink-driving as provided for under section 44 of the Traffic Act. The wording and substance of the Rule mirror the provisions of section 44, and accordingly the applicable penalty is the specific penalty prescribed under that section.

The legal position is that where legislation provides a specific offence together with a corresponding penalty, that specific penalty applies. General penalty provisions apply only where no specific penalty has been provided.

Accordingly, section 44 of the Traffic Act governs the offence and penalty applicable to Rule 7.

The Ministry nevertheless acknowledges the importance of clarity in subsidiary legislation and will consider refining the wording of the Rule to expressly reference section 44 of the Act to eliminate any possible ambiguity.

4. Scope of the Rules – Alcohol vis-à-vis Drug Testing

The Committee's observation regarding the absence of provisions on testing for drugs is duly noted.

The Ministry clarifies that the current Rules were developed as a focused and immediate intervention targeting alcohol-related impairment, which remains the most prevalent and readily measurable cause of impaired driving. This approach was informed by the availability of reliable, standardized enforcement tools, particularly breathalysers, and established international benchmarks for alcohol limits.

By contrast, regulation and enforcement of drug-impaired driving present additional technical and operational challenges, including the absence of universally standardized roadside testing methods, variability in impairment thresholds across substances, and the need for confirmatory laboratory analysis.

Notwithstanding this, the Ministry recognizes that the parent Act contemplates regulation of both alcohol and drug impairment. The Ministry is therefore undertaking further technical evaluation and stakeholder consultations with a view to developing a complementary regulatory framework for drug-impaired driving that is practical, enforceable, and aligned with best practice.

3. TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2026 (LEGAL NOTICE NO.13 OF 2026)

1. Public Participation – Revenue Sharing Ratio (70:30 Proposal)

Hon. Chairman, the Ministry confirms that proposals arising from public participation, including the suggested 70:30 revenue sharing arrangement, were duly considered during the regulatory development process.

Upon further review the following was noted:-

- The proposed revenue-sharing model would introduce taxation, legal, and administrative complexities, including uncertainty on tax treatment, questions on private collection of public revenue, and challenges in reconciliation, remittance, and enforcement.

- There was need to safeguard regulatory clarity and the financial sustainability of the inspection framework under the Traffic Act.

Consequently, the current model where the Authority collects its booking fee at the point of inspection booking was adopted, while the balance is paid directly to the licensed inspection centre upon completion of inspection services.

It is important to note that:-

- a) Fees are structured on a cost-recovery basis, covering:

- Inspection infrastructure;
 - Personnel and enforcement costs;
 - ICT systems (including digital compliance platforms);
 - Administrative processing.
- b) The fee model was informed by:
- Benchmarking against comparable regulatory regimes;
 - Assessment of actual operational costs;
 - Avoidance of excessive or punitive charges.
- c) Safeguards include:
- No duplication of fees across regulatory processes;
 - Alignment with public finance principles under Article 201 of the Constitution;

2. Regulatory Impact Statement.

a. Newspaper Advertisement for Regulatory Impact Statement

The Ministry confirms that the regulatory impact statement was duly published in a newspaper of nationwide circulation, and stakeholder input was received and considered in the development of the Rules. The same including comments submitted are included in the revised set of documents attached to this submission.

The Ministry further confirms that:-

- a) A Regulatory Impact Statement (RIS) was prepared in compliance with Sections 6 and 7 of the Statutory Instruments Act, which require:
- Assessment of the likely impact of the proposed regulations;
 - Consideration of alternatives;
 - Consultation with stakeholders;
 - Justification of the regulatory approach adopted.
- b) The RIS addressed:
- The problem definition (road safety risks, regulatory gaps, enforcement inefficiencies);
 - Policy objectives (reduction of accidents, improved compliance, system accountability);
 - Regulatory and non-regulatory options;
 - Expected economic, social, and administrative impacts.

3. Fees Structure

Hon. Chairman, the response to this is as given in the question relating to revenue share. However it should be noted that the booking fee accruing to NTSA is structured on a cost-recovery basis to support operational and compliance costs.

In relation to frequency, It is clarified that under section 16 of the Traffic Act, Cap. 403, the determinant for motor vehicle inspection is the age of the vehicle calculated from the year of manufacture, and not vehicle weight. Accordingly, the reference to a 3048kg threshold does not form the legal basis for inspection under the Act.

Section 16 establishes that vehicles are subject to inspection once they attain the prescribed age threshold from the date of manufacture for purposes of certification of roadworthiness.

In addition, section 16 expressly empowers the Cabinet Secretary to prescribe the frequency and manner of inspections. In exercise of this statutory mandate, and considering road safety considerations, progressive mechanical wear and tear, prevailing operating conditions, and comparative international best practice, the Regulations prescribe an annual inspection cycle.

The annual interval is therefore a policy and safety determination made within the scope of delegated authority, aimed at ensuring continuous roadworthiness and enhancing road safety outcomes on Kenyan roads.

4. Transition Period

The Ministry notes the Committee's observation regarding the transition arrangements.

However, we wish to provide that NTSA will develop an implementation guide. The guidance will establish a structured and time-bound transition framework to support phased compliance with the Rules, including clear timelines for enforcement and stakeholder adjustment.

This approach will ensure predictability, orderly implementation, and minimal disruption to motorists and service providers during rollout.

5. Penalty Provisions - Alignment with the Traffic Act (Cap. 403)

The Ministry notes the Committee's observation regarding the penalty provisions under the Rules.

With respect to Rule 14(3), the reference to section 118(2) of the Traffic Act (Cap. 403) in place of section 29(1) is acknowledged. This is an inadvertent drafting error and will be addressed through the formal rectification process by the Attorney-General to ensure express alignment with the correct statutory provision.

In relation to Rule 30(1) and its relationship with section 29 of the Traffic Act, it is clarified that the Regulations create specific offences arising from non-compliance with requirements introduced under the inspection framework, which are not expressly provided for under the Act.

Accordingly, Rule 30(1) provides for penalties in respect of actions created under the Regulations that are not covered under the Traffic Act, and therefore does not conflict with section 29 of the Act.

6. Drafting and Clarity Issues

(a) KEBS Inspection Standards

The referenced standards were duly developed, approved, and published national standards formulated by KEBS under its statutory mandate.

These standards form an integral part of Kenya's technical regulatory framework and are legally recognised instruments governing matters of safety, quality, calibration, and operational specifications within their respective sectors.

In relation to accessibility during public participation, the Ministry notes that the consultations undertaken primarily focused on the policy framework, regulatory approach, and enforcement mechanisms underpinning the instruments, while relying on already established technical standards that were not being newly developed within the scope of these regulations.

These KEBS standards were not only in existence at the time of formulation of the Rules but had already undergone the requisite statutory development process, including stakeholder consultation, technical review, and formal approval in accordance with the standards development framework governed by KEBS.

Accordingly:

- The standards are public documents available through KEBS channels;
- They are part of the established regulatory baseline upon which the instruments are anchored; and
- In law, duly promulgated standards are presumed to be within the reach and knowledge of regulated persons, particularly where they are referenced in subsidiary legislation.

Notwithstanding the foregoing, the Ministry acknowledges the Committee's concern regarding optimal accessibility and transparency.

Going forward, the Ministry undertakes to ensure that copies or references to the applicable standards are availed during public participation where practicable.

(b) Rule 3 – Grammar and Definition of All-Terrain Vehicles

The grammatical issue in Rule 3(1) is acknowledged. Rule 3(2) relates to all-terrain vehicles intended for off-road use and the absence of its definition is noted. The Ministry proposes to address the issue through the statutory instrument rectification process in consultation with the Office of the Attorney-General before implementation of the Rules.

(c) Rule 21 (2) – “Whenever it becomes necessary”

The Ministry notes the Committee’s observation that Rule 21(2) may appear vague due to the use of the phrase “whenever it becomes necessary.”

The Ministry clarifies that the formulation is deliberate and intended to preserve operational flexibility within the regulatory framework.

The need to invite applications for licensing of inspection centres is inherently contingent on dynamic and variable factors that cannot be predetermined. These include demand levels for inspection services, existing capacity of approved centres, geographical distribution of services, and emerging regional service gaps.

In practice, the need for additional inspection centres is often **county-specific rather** than uniform nationwide. For example, one county may experience increased vehicle volumes necessitating additional inspection capacity, while another may remain sufficiently served by existing facilities. A rigid national timetable would therefore not adequately respond to these differentiated operational realities.

Accordingly, the phrase “whenever it becomes necessary” is intended to enable the Authority to respond promptly, proportionately, and location-specifically to evolving service needs, rather than being constrained by a fixed timetable that may not reflect actual conditions on the ground.

Importantly, the Ministry further clarifies that the discretion under this provision is not unfettered. The Rules incorporate clear procedural safeguards, including mandatory public notification through official advertisement once the Authority determines that a need has arisen. This ensures transparency, equal opportunity, and fairness in the invitation of applications. The advertisement requirement is firmly embedded in the Rules and ensures that the exercise of this discretion is subject to public scrutiny and accountability once the threshold of necessity has been established.

This framework therefore balances regulatory flexibility with procedural safeguards, ensuring both responsiveness to operational needs and adherence to principles of transparency and fair administrative action

7. Administrative Timelines and Procedural Fairness

The Ministry appreciates the Committee’s concern that the Rules may make rights and obligations dependent on insufficiently defined administrative powers, particularly due to the absence of express timelines for issuance and determination of licences.

The Ministry clarifies that licensing decisions are governed by Article 47 of the Constitution and the Fair Administrative Action Act, which require expeditious, reasonable, and procedurally fair administrative action. In addition, the Authority operates published service charters and internal service standards that set clear timelines for processing applications.

Further, any person aggrieved by a decision of the Authority, including delays, has a right of appeal to the Transport Licensing Appeals Board, which is empowered to review both the merits and administrative fairness of licensing decisions, including issues of delay.

Accordingly, adequate safeguards exist through constitutional provisions, service standards, and an independent appellate mechanism to prevent abuse of discretion.

The Ministry nevertheless acknowledges the need for greater clarity and certainty.

8. Rule 22 – Licensing Requirements for Inspection Centres

The Ministry notes the Committee’s observation that Rule 22 may be construed as delegating legislative powers by requiring applicants to demonstrate, to the satisfaction of the Authority, adequate land, infrastructure, capital, and equipment.

The Ministry clarifies that Rule 22 does not constitute an impermissible delegation of legislative authority. Rather, it is an enabling provision that must be read together with the Inspection Manual, which is an integral and substantive component of the regulatory framework governing the inspection regime.

The specific technical specifications, including land requirements, infrastructure standards, capital adequacy benchmarks, and equipment specifications, are contained in the **Inspection Manual**, which forms part of the operational framework for implementation of the Regulations.

CONCLUSION

Hon. Chairman, the Ministry remains committed to ensuring that the Traffic (Motor Vehicle Inspection) Rules, 2026 fully comply with the Traffic Act, the Statutory Instruments Act, and constitutional principles of legality, transparency, and public participation.

4. NTSA (OPERATION OF COMMERCIAL VEHICLES) REGULATIONS, 2026 (LEGAL NOTICE NO.14 OF 2026)

1. Attendance lists

Hon. Chairman, the Ministry confirms that extensive stakeholder consultations were undertaken across the country between 22nd April 2024 and 15th May, 2024, involving key education stakeholders, transport operators, parents’ associations, and enforcement agencies. Observations noted is the inadvertent omission of attendance lists of the aforementioned period in the initial submission to the Senate, which is highly regretted. The same have now been included in the revised set of documents attached to this response.

2. Evidence of incorporation of comments.

The Ministry confirms that the comments received from the RIA were incorporated. The same are included in the revised set of documents attached to this submission.

3. Newspaper Advertisement for RIA

The Ministry confirms that the regulatory impact statement was duly published in a newspaper of nationwide circulation, and stakeholder input was received and considered in the development of the Rules. The same including comments submitted are included in the revised set of documents attached to this submission.

The Ministry further confirms that:-

- a) A Regulatory Impact Statement (RIS) was prepared in compliance with Sections 6 and 7 of the Statutory Instruments Act, which require:
 - Assessment of the likely impact of the proposed regulations;
 - Consideration of alternatives;
 - Consultation with stakeholders;
 - Justification of the regulatory approach adopted.
- b) The RIS addressed:
 - The problem definition (road safety risks, regulatory gaps, enforcement inefficiencies);
 - Policy objectives (reduction of accidents, improved compliance, system accountability);
 - Regulatory and non-regulatory options;
 - Expected economic, social, and administrative impacts.

4. Drafting and Clarity Issues

(a) KEBS Inspection Standards

The referenced standards were duly developed, approved, and published national standards formulated by KEBS under its statutory mandate.

These standards form an integral part of Kenya's technical regulatory framework and are legally recognised instruments governing matters of safety, quality, calibration, and operational specifications within their respective sectors.

In relation to accessibility during public participation, the Ministry notes that the consultations undertaken primarily focused on the policy framework, regulatory approach, and enforcement mechanisms underpinning the instruments, while relying on already established technical standards that were not being newly developed within the scope of these regulations.

These KEBS standards were not only in existence at the time of formulation of the Rules but had already undergone the requisite statutory development process, including stakeholder consultation, technical review, and formal approval in accordance with the standards development framework governed by KEBS.

Accordingly:

- The standards are public documents available through KEBS channels;
- They are part of the established regulatory baseline upon which the instruments are anchored; and
- In law, duly promulgated standards are presumed to be within the reach and knowledge of regulated persons, particularly where they are referenced in subsidiary legislation.

Notwithstanding the foregoing, the Ministry acknowledges the Committee's concern regarding optimal accessibility and transparency.

Going forward, the Ministry undertakes to ensure that copies or references to the applicable standards are availed during public participation where practicable

(b) Typographical Errors

Typographical errors in regulations 11(2), 12(2) and 13(1) are acknowledged.

The Ministry proposes to address the issue through the statutory instrument rectification process in consultation with the Office of the Attorney-General before implementation of the Rules.

5. Transition Period

A phased approach will be adopted to support orderly implementation, system integration, and avoidance of disruption in the sector.

6. Licensing Framework and Statutory Powers

Section 54 of the NTSA Act empowers the Cabinet Secretary to make regulations for the better carrying into effect of the Act. The Regulations are anchored on this provision.

The licensing framework flows from section 27(1) on Road Service Licences and provides administrative mechanisms to operationalize that statutory regime.

Accordingly, the Regulations facilitate implementation of the Act under section 54 and do not expand its substantive mandate.

7. Administrative Timelines and Procedural Fairness

The Ministry appreciates the Committee's concern that the Rules may make rights and obligations dependent on insufficiently defined administrative powers, particularly due to the absence of express timelines for issuance and determination of licences.

The Ministry clarifies that licensing decisions are governed by Article 47 of the Constitution and the Fair Administrative Action Act, which require expeditious, reasonable, and procedurally fair administrative action. In addition, the Authority operates published service charters and internal service standards that set clear timelines for processing applications.

Further, any person aggrieved by a decision of the Authority, including delays, has a right of appeal to the Transport Licensing Appeals Board, which is empowered to review both the merits and administrative fairness of licensing decisions, including issues of delay.

Accordingly, adequate safeguards exist through constitutional provisions, service standards, and an independent appellate mechanism to prevent abuse of discretion.

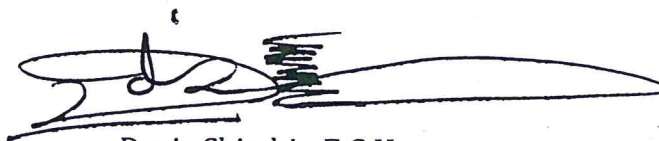
The Ministry nevertheless acknowledges the need for greater clarity and certainty.

CONCLUSION

Hon. Chairman, the Ministry remains committed to ensuring full compliance with constitutional and statutory requirements in all instruments. All supporting documentation has been submitted for the Committee's consideration.

Please accept, **Hon. Chairman** and **Hon. Members**, the assurances of our highest consideration.

I submit.

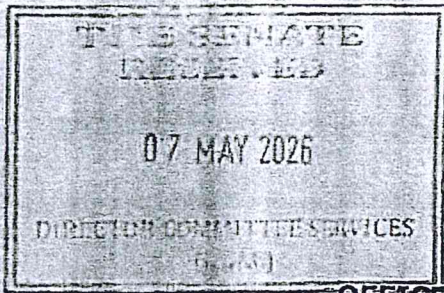


Davis Chirchir, E.G.H
CABINET SECRETARY

Date: 18th May 2026



ANNEX 4



CONFIDENTIAL



**OFFICE OF THE INSPECTOR GENERAL
NATIONAL POLICE SERVICE
NAIROBI – KENYA**

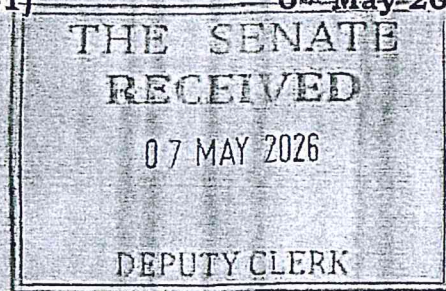
Telegraphic Address: "IG, NPS"
Telephone: Nairobi 020-2221969
When replying please quote the reference and date

Jogoo House 'A'
P O Box 44249 – 00100
NAIROBI

NPS/IG/SEC/2/6/13/8 VOL.XXXIV (41)

6th May 2026

Clerk of the Senate
Clerk's Chambers
Parliament Buildings
P. O. Box 41842 – 00100
NAIROBI



POST-PUBLICATION SCRUTINY OF LEGAL NOTICES NO. 11, 12, 13 AND 14 OF 2026

Please refer to your communication vide letter ref. **SEN/DGAC/CDL/CORR/2026/34(12)** dated **15th April 2026** on the above subject.

Please find attached comments/input on the provisions of the Legal Notices No. 11, 12, 13 and 14 from the Service.

The same is submitted for your further administrative action.


MATHEW KUTOH
for INSPECTOR GENERAL
NATIONAL POLICE SERVICE

① DGAC

② HOD - Governance
RCF - CDL

Kindly Seal
07/05/2026

Kindly deal
07/05/2026

NATIONAL POLICE SERVICE VIEW ON POST-PUBLICATION SCRUTINY OF LEGAL NOTICES NO 11, 12, 13, AND 14 OF 2026

The Traffic Rules, which are undergoing routine legislation processes, are actually coming at the right time. They are intended to address several gaps in general traffic management to enhance road safety.

However, we have proposed the following items for consideration:

1. THE TRAFFIC (SCHOOL TRANSPORT) RULES, 2026 (LEGAL NOTICE NO. 11 OF 2026)

S/No	Part	Section/Regulation	What is Provided	Proposal
1.	PART III- OBLIGATIONS OF SCHOOL TRANSPORT PROVIDERS	Rule 9, Obligations of school transport providers.	9(d) develop and adopt a school transport operations policy which, at the minimum, shall provide for- (i)transport operations, fleet management and logistics; (ii)school vehicle driver recruitment, supervision, management and capacity development;	Insert and add a clause between (i) and (ii) to read.... Institution-based school vehicle driver shall not be engaged in other school duties other than driving. -This is necessitated by the fact and reality on the ground where the school vehicle driver doubles up as Cook, Gateman, Games teacher, School Vehicle Attendant, etc. These extra activities drain their energy and hence fatigue driving.
		Rule 10, School vehicle attendants.	10. Where the holder of a school transport provider's licence is an institution of basic education and training, that holder of the licence shall employ a school vehicle attendant in respect of each school vehicle.	Add 10(2) to read.... School Vehicle Attendant may act as Crossing Guard under Rule 11 where necessary. The School Vehicle Attendant shall then comply with rule 11 (4) at such times
		Rule 11, Crossing Guard	(4) A crossing guard, when controlling, directing or managing traffic under these Rules shall-(a) wear a reflective jacket; (b) carry and use stop and go signs; and (c) exercise due.....	Add rule (d) to read... carry and use a whistle to enhance warning signals

2.	PART IV- SCHOOL VEHICLES	Rule 12, Requirements for school vehicles.	12. Each school vehicle issued with a school vehicle road licence and operated by a school transport provider shall—	Add and insert immediately after 12(h) to read.... have installed a door that opens outward and the door must be remotely controlled by the school vehicle driver and school vehicle attendant.
		Rule 14, Telematic system.	14. Each school vehicle shall be fitted with a vehicular telematic system with a passenger-facing camera being included and shall conform with—	Add 14 (2) to read.... School buses shall be designed so that passengers are in the same compartment as the driver. -This will discourage the separate cabin (Canter/lorry) type, which is not ideal for general passenger transport. -Add 14 (3) to read.... School buses shall be fitted with a warning bell/push button to alert the driver for any activity requiring stopping drive on.

2. THE TRAFFIC (DRINK- DRIVING) RULES, 2026 (LEGAL NOTICE NO. 12 OF 2026)

S/No	Part	Section/Regulation	What is Provided	Proposal
1.		Rule 3, Prescribed limits.	3. For the purposes of sections 44(1) and 45(1) of the Act, the prescribed limit of blood alcohol concentration shall be the maximum permissible limit of blood alcohol concentration— (a) in the case of drivers of public service vehicles, commercial vehicles or school transport vehicles-	3 (a) include all Government of Kenya Drivers and County Government drivers. All drivers and fleet supervised by the Government Vehicle Check Unit (GVCU). -Government drivers must always lead by example to other civilian drivers and present a positive image of the government.

3. THE TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2026 (LEGAL NOTICE NO. 13 OF 2026)

S/No	Part	Section/Regulation	What is Provided	Proposal
1.	PART VI— MOTOR VEHICLE INSPECTORS	Rule 17, Inspectors	17(3) A person is qualified to be appointed as an inspector if that person— (a) possesses, at a minimum, a diploma in motor vehicle engineering, mechanical engineering or automotive	In this context, the inspection means that Kenya shall have attained the desired Safe System Approach to achieve “safer Vehicles”. Therefore, we should go for the highest qualification of the would-be Inspectors. At least a minimum degree in motor vehicle engineering, mechanical engineering or automotive....
			17(3) (d) has a valid driving license.	Add 17(3) (e) to read... has a physical garage or inspection facility registered or licensed under relevant laws for operation. This will eliminate ‘briefcase Inspectors.’ -Must be validly registered or a member of a professional body.
			17(7) Each inspector shall be solely responsible for the results of an inspection test uploaded onto the system provided by the Authority.	Add 17(8) to read... Each inspector shall undertake annual examinations administered by the Authority. -This will ensure the Inspector's suitability to continue discharging inspection services adequately.
		Rule 24, Responsibilities of licensees.	24(f) the centre is at all times be equipped with the necessary equipment for conducting inspections; and	Insert and add after (f)... where the licensee has more than one inspection test at the centres, each facility shall be equipped with similar equipment to necessitate inspections and tests.

		Rule 26, Records	26 (2) Each private motor vehicle testing centre shall keep the records required under sub-rule (1)— (a) for at least five years....	(a) for at least ten years; some records may be subject to criminal inquiry, and five years is generally short for cases to be disposed of.
			26 (3)	Add 26(3) to read... National Police Service Officer enquiring into any matter concerning the records shall have unlimited access to the records.
		Rule 29, Booking Fees	29 (3) The operator of a private motor vehicle inspection centre shall not conduct an inspection unless the proof of payment of the booking fee required under sub-rule (1) is presented.	Add 29(4) to read... No additional fees shall be paid to the private motor vehicle inspection center for conducting an inspection. This needs to be clear to avoid extortion from the motor vehicle owners and double payments, which are not supported by law

**4. THE NTSA (OPERATION OF COMMERCIAL VEHICLES) REGULATIONS, 2026
(LEGAL NOTICE NO. 14 OF 2026)**

S/No	Part	Section/Regulation	What is Provided	Proposal
1.		Rule 7, Responsibilities of commercial vehicle owners, carriers, and operators.	7(e) submit a preliminary report of any accident that results in death to the Authority within twenty hours of the occurrence of the accident that shall include— (i) the driver's details; (ii) the vehicle registration details; (iii) the maintenance record of the vehicle; and (iv) the circumstances, if known, that led to the accident.	This may be expunged as it duplicated the actions taken by NPS in the event of a crash. Moreover, (c)(i) & (ii) are records already with the Authority. In (c)(iii), the commercial vehicle owners may provide as required, but it shall be part of the Police investigations, including establishing the cause of the crash -What of a situation where the driver who was fatally injured was the owner of the commercial vehicle?

				<p>-If 7(e) is sustained, then the moderate time is 72 hours, considering that crash scenes may occur in remote and complex terrain across the countryside.</p> <p>-Make the provisions to supply to the Authority here possible. Otherwise, we are going to turn the commercial vehicle owners, carriers, and operators into investigators and regulators.</p>
2.	Rule 10, Commercial service vehicle drivers.	10(2) In case of a breakdown the driver shall immediately place on the road not less than fifty metres from the commercial vehicle two reflecting triangles of such construction and dimensions as may be prescribed, one ahead of the vehicle and one behind it, so that each reflecting triangle is clearly visible to drivers approaching the commercial vehicle from ahead or behind as the case may be.		<p>This requirement applies to all motorists. But at times, along the highways, citizens have only seen twigs and vegetation branches placed on the roads. The claim by drivers that the reflecting triangles are carted away by unscrupulous persons, probably scrap metal dealers/collectors. Calling for the use of non-metallic materials to manufacture this safety road sign. But the elephant in the room that needs strict regulation is how long a commercial vehicle will remain on the roadside. Fatal crashes have been attributed to stalled trucks, and the Kariandusi one on 3/4/2026, where 10 passengers in the 14-seater Matatu perished on the spot, is still fresh in our minds.</p> <p>-We strongly propose the vehicle to remain for 2 hours. Afterward, Section 14 of these regulations shall apply.</p>
3.	Rule 11, Loading and cargo securement.	11 (1), (2) & (3)		<p>Reference to Section 56 of the Traffic Act Cap 403.</p> <p>-Reason is that it is the main Act that the police shall use to charge in the event of violation.</p>
		11 (4)		Reference to Section 55 of the

				<p>Traffic Act Cap 403.</p> <p>-Reason is that it is the main Act that the police shall use to charge in the event of violation.</p>
4.		Rule 12, Parking	12 (1) & (2)	<p>Reference to Section 52A and 52B of the Traffic Act Cap 403.</p> <p>-Reason is that it is the main Act that the police shall use to charge in the event of violation.</p>
5.		Rule 14, Power of Authority to tow stalled vehicles.	<p>14(1) The Authority or a road authority may tow or remove a heavy commercial vehicle that has stalled or broken down on a road or arrange for a third party to tow or remove such a vehicle at the owner's, operator's or carrier's expense if, in the opinion of the Authority, such a vehicle poses a risk to the safety of other road users.</p>	<p>Section 14, Power of Authority to tow stalled vehicles. Expunge Authority to read Power to tow stalled vehicles.</p> <p>-14(1) The Authority or a road authority or county authority or the Police may tow.....</p> <p>-The reasoning is that the Authority and Road Authorities are not spread to cover the breadth of Kenya. Police maintain traffic order on the road network and serve as first responders to stalled vehicles. -Moreover, we have streets or roads under the County Governments, which further provide parking bays/zones in accordance with the Traffic Act.</p> <p>-Therefore, their roles (Police and County Government) in clearing obstructions, including stalled vehicles, need to be considered in this section.</p>



Motorist Association of Kenya

Championing motorists rights

P.O. Box 8120-00100, NAIROBI

Email: info@motoristsassociationofkenya.org | Contact: 0723779950

**SUBMISSION TO THE SENATE OF THE
REPUBLIC OF KENYA**

**TO: THE SENATE COMMITTEE ON DELEGATED
LEGISLATION**

DATE: May 19, 2026

**SUBJECT: SYSTEMATIC FAILURES IN ROAD SAFETY
AND CRITIQUE OF LEGAL NOTICES NO. 11, 12, 13,
AND 14 OF 2026**

SUBMITTED BY:

Peter Murima

Chairman, Motorists Association of Kenya (MAK)

THE TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2026 ARRANGEMENT OF RULES

1. EXECUTIVE SUMMARY

The Motorists Association of Kenya (MAK) formally submits this report to highlight that the primary drivers of road accidents in Kenya are **institutional corruption, archaic road design, and poor enforcement**, rather than the mechanical condition of private vehicles. We strongly oppose the NTSA's plan to mandate into inspections and more so private vehicle inspections through private garages, as it represents double taxation and a "dealership" model that prioritizes profit over lives and unconstitutional under The Bill of Rights.

Many of our members believe that the inspection of their cars will subject them to an unfair subjective policy that is not informed by any justifiable reason. The current commercial inspection is riddled with corruption where vehicles get inspection certificates in exchange for bribes.

The association would rather the inspection of commercial vehicles be sanitized first before introducing any inspection for private vehicles lest the vice of corruption is extended to private vehicle owners. We have a petition by motorists to that effect. We would be happy to see the justification for rolling out this elaborate process. Road crashes are not the reason for this inspection of course. The statistics of road crashes do not show vehicle condition as the main cause but driver error caused by inadequate driver education, drink driving, corruption, bad road designs and mostly commercial vehicles which speed to make profits. The inspection of private vehicles must not be informed by PPPs who want to make profits on the ploy of road safety.

2. THE REAL KILLERS: SYSTEMIC ISSUES vs. PRIVATE VEHICLES

A. Institutional Corruption in Licensing & Inspection

Evidence, including investigative reports by the BBC, has exposed a "grossly corrupt" system within the NTSA and affiliated driving schools.

- **The Problem:** Licenses are sold to untrained drivers, and commercial vehicle inspection stickers are issued "over the counter" without vehicles ever visiting a center.
- **The Impact:** Unroadworthy PSVs (Matatus) and trucks - the primary causes of mass-casualty accidents - operate with official NTSA approval.
- **Reference:** BBC Africa Eye: The Shadow Men - Undercover in Kenya's Transport Authority

B. Archaic and Dangerous Road Design

Kenya's highways are often narrow, two-way "death traps" that lack gradual expansion.

- **Lane Indiscipline:** Poor signage and lack of physical dividers lead to "5-lane" madness where motorists drive into oncoming traffic during gridlocks.

C. Lack of Quick Response for Breakdowns

A single stalled truck on a narrow highway can cause a 24-hour gridlock. There is currently no efficient government system for the immediate removal of stalled vehicles, which creates the conditions for rear-end collisions and risky overtaking.

3. THE PRIVATE INSPECTION FALLACY: A CASH GRAB

The NTSA's intent to force private cars (over 4 years old) into mandatory inspections is flawed for the following reasons:

1. **Self-Regulation:** 95% of private owners maintain their vehicles for personal safety and family comfort. They do not need a "snoopy government" to mandate what they already do.
2. **No Data:** There is **zero statistical evidence** linking private vehicle mechanical failure to the majority of accidents in Kenya. Most private car accidents are caused by reckless driving or poor road conditions (potholes/lack of markings).
3. **Conflict of Interest:** Handing inspection powers to private garages creates a "cartel" system where garages are incentivized to find "faults" to charge for repairs.
4. **Double Taxation:** Motorists already pay through the nose via:

- **RMLF:** Recently hiked from Ksh 18 to Ksh 25 per liter.
 - **VAT on Fuel:** Increased to 16%.
 - **Import Duty:** 35%.
 - **Insurance Inspections:** Most insurance companies already require an annual valuation/inspection.
-

4. Subject: Strong Opposition to The Traffic (Motor Vehicle Inspection) Rules, 2026 and Call for Scrutiny

Introduction

The Motorists Association of Kenya (MAK) hereby submits its strongest opposition to the

proposed Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13, Kenya Gazette Supplement No. 15, Legislative Supplement No. 11). We urge the Senate Committee on Delegated Legislation to thoroughly scrutinize these instruments, which we believe are ill-conceived, unconstitutional, and detrimental to the welfare of Kenyan motorists. This submission is made on behalf of all vehicle owners and drivers in Kenya, who are deeply concerned by the implications of these proposed rules.

Constitutional Infringements The proposed mandatory inspection of private vehicles, particularly those older than five years,

constitutes a direct infringement upon the constitutional rights of private citizens. The

Constitution of Kenya provides robust protection for privacy, movement, and choice . Subjecting private vehicles to arbitrary inspections without clear justification invades the private lives of citizens, prejudices them, and curtails their fundamental rights. This includes the right not to have one's person, home, or property searched, and possessions seized without due process . The proposed rules, by allowing uniformed intruders to delay journeys, question family trips, and potentially detain motorists, represent a dangerous invasion of privacy and an affront to personal liberty.

Lack of Credible Data and Evidence

MAK challenges the government to present credible data linking the condition of private vehicles to road accidents. To date, no such evidence has been provided. In fact, private vehicles, despite being the majority on Kenyan roads, are rarely the cause of accidents due to mechanical

failure. Modern vehicles are designed with high safety standards, and private owners consistently demonstrate responsibility in maintaining their cars. The primary causes of road incidents in Kenya are poor road infrastructure and the conduct of other road users, not the mechanical condition of private vehicles. Vehicles older than four or five years in Kenya often remain in excellent condition due to making them completely safe. The focus should be on encouraging self-regulation rather than imposing statutory inspections that lack empirical justification.

Revenue Generation at the Expense of Burdened Citizens

These proposed rules appear to be a thinly veiled attempt to create yet another revenue stream, further burdening already overtaxed Kenyan motorists. The current fuel levy of KSh 25 per litre is explicitly meant for road development and maintenance, yet the state of Kenya's roads remains exploratory. This continued push for tolls, excessive levies, and now inspections, signals a dangerous trend of monetizing every aspect of public infrastructure and private life without delivering corresponding value. The outsourcing of inspections to private garages in opaque Public-Private Partnerships raises serious concerns about organized profiteering and bureaucratic extortion, disguised as safety enforcement. This is a clear instance of

Private Profit at Public Pain, where Kenyans are being fleeced under the guise of compliance.

Failure of Public Participation and Regulatory Impact Assessment The Statutory Instruments Act, 2013, mandates appropriate consultation with persons likely to be affected by proposed statutory instruments, especially where such instruments are likely to have a direct or substantial indirect effect on business or restrict competition. Furthermore, a Regulatory Impact Statement (RIS) is required if a proposed statutory instrument is likely to impose significant costs on the community. The current process has provided insufficient time for public participation, with details of the Supplement being made available only in the last three days. This lack of meaningful consultation and the apparent absence of a comprehensive RIS demonstrate a disregard for due process and the principles of good governance.

Road Infrastructure and Accountability

Before contemplating intrusive and unnecessary inspections on private vehicles, the government must address its own failures in providing safe and motorable road infrastructure. Agencies such as the National Transport and Safety Authority (NTSA), Kenya Urban Roads Authority (KURA), Kenya Rural Roads Authority (KeRRA), and Kenya National Highways Authority

(KeNHA) must be held accountable for failing to deliver roads that match the substantial taxes collected from motorists. The poor state of Kenyan roads is a primary cause of vehicle damage, breakdowns, and rising maintenance costs, not the condition of private vehicles. Shifting blame and financial burden onto law-abiding motorists is unacceptable.

Demands of the Motorists Association of Kenya

The Motorists Association of Kenya demands the following:

- Immediate reform and transparency in commercial vehicle inspection systems.
- Full accountability from road agencies on the use of fuel levy funds.
- Urgent repair and upgrading of road infrastructure to acceptable standards.
- A halt to any plans targeting private vehicles for mandatory inspections.

Kenyans have upheld their end of the bargain. It is time the government did the same.

Conclusion

The Traffic (Motor Vehicle Inspection) Rules, 2026, are a regressive and punitive measure that will not enhance road safety but will instead infringe upon constitutional rights, impose undue financial burdens on citizens, and perpetuate a cycle of unaccountability from government agencies. We urge the Senate Committee on Delegated Legislation to reject these rules and instead advocate for policies that address the root causes of road safety issues in Kenya, namely, poor road infrastructure and inadequate enforcement against genuinely unsafe commercial vehicles.

Reject Privatized Inspection: Maintain the status quo for private vehicles—inspection should only happen at the port of entry, insurance, after accidents and where roadworthiness.

5. CONCLUSION

The Motorists Association of Kenya warns that motorists are "tired, angry, and oppressed." We view the gazettment of private vehicle inspection as **neocolonialism and extortion conspiracy**. We demand the rescission of this directive, failing which we shall take legal and industrial action.

Signed,

Peter Murima *Chairperson, Motorists Association of Kenya (MAK)*

Regarding The Traffic (Drink-Driving) Rules, 2026 (Legal Notice No. 12)

Submitted by: Motorist Association of Kenya (MAK)

Date: April 22, 2026

I. Introduction

The Motorist Association of Kenya (MAK) hereby submits its comprehensive critique of The Traffic (Drink-Driving) Rules, 2026 (Legal Notice No. 12), to the esteemed Senate Delegated Legislation Committee. Our objective is to highlight significant flaws within these rules that, if left unaddressed, could lead to arbitrary enforcement, miscarriages of justice, and a deviation from internationally accepted best practices in road safety legislation. While MAK is unequivocally committed to deterring dangerous driving under the influence, we firmly believe that such deterrence must be achieved through fair, clear, and evidence-based legal frameworks.

II. General Flaws in the Rules

MAK has identified several overarching issues within the Traffic (Drink-Driving) Rules, 2026, which undermine their effectiveness and fairness:

1. Unfettered Powers to the Cabinet Secretary: The Rules grant the Cabinet Secretary for Roads and Transport excessive and undefined powers, particularly in determining blood alcohol concentration limits and approving breathalyser devices. This concentration of power without clear checks and balances is concerning and susceptible to misuse.

2. Ambiguity of "Suspected Driver": The Rules are notably silent on the criteria that constitute a "suspected driver." This lack of a clear definition creates a vacuum that can be exploited for arbitrary stops and testing, or extortion rather than focusing on drivers exhibiting actual signs of

impairment.

3.Omission of "Driving Under Influence" (DUI) Definition: The Rules either deliberately or inadvertently omit a clear definition of "Driving Under Influence." This omission deviates significantly from international practice, where suspicion of impaired driving typically arises from observable signs of alcohol influence on a driver's behavior.

4.Absence of Pre-Breathalyser Tests: The current framework overlooks the importance of preliminary sobriety tests, such as assessing a driver's ability to walk a straight line, stand on one leg, or maintain clear speech. These tests are crucial for establishing a reasonable suspicion of impairment before subjecting an individual to an alcohol test, ensuring that enforcement is targeted and justified.

5.Confusion with "Driving While Intoxicated" (DWI): The Rules appear to conflate "drink-driving" with "Driving While Intoxicated" (DWI). This lack of distinction is problematic, as DWI typically implies a higher degree of impairment with more severe consequences, and blurring these terms can lead to disproportionate penalties for less severe infractions.

6.Lack of Nuance in Alcohol Consumption: The Rules fail to differentiate between various levels and contexts of alcohol consumption. This results in a blanket approach to enforcement that may penalize individuals who have consumed alcohol but are not impaired, rather than focusing on those who pose a genuine risk to road safety.

7.Preference for Blanket Roadblocks: The Rules do not emphasize proactive observation of drivers through patrols or radio tracking of suspected impaired individuals. Instead, they implicitly encourage indiscriminate roadblocks, (at high end estates for cash) which often net individuals who are not driving under the influence or while intoxicated, diverting resources from genuine threats where real drink driving crashes happen.

8.One-Sided and Biased Drafting: The overall drafting of the Rules appears to be skewed in favour of law enforcement, rather than reflecting a balanced approach that protects both public safety and the rights of motorists, a common practice in civilized jurisdictions worldwide.

III. Specific Critiques of Proposed Regulations

A. Regulation 2 – Interpretation

- "blood alcohol concentration": The provision that the "blood alcohol concentration" is determined by the Cabinet Secretary introduces a risk of arbitrary or politically motivated adjustments to critical legal thresholds.
- "drink-driving": The broad definition of "drink-driving" as merely exceeding a "prescribed limit" without explicit reference to impairment risks criminalizing the act of drinking itself, rather than focusing on the dangerous act of driving while impaired.

B. Regulation 4 – Alcohol Tests

- (1) Police Officer's Discretion: The clause stating that a police officer "may require the suspected person to provide a specimen for the purpose of conducting an alcohol test" based solely on suspicion is ripe for abuse. This can lead to the victimization of drivers and the criminalization of alcohol consumption, even in the absence of actual driving impairment.
- (2) & (3) Accident Scenarios: These sub-rules allow for alcohol testing of individuals involved in road traffic accidents, even if they are not at fault. This approach risks criminalizing drivers who may have consumed alcohol but were not responsible for the accident, thereby conflating alcohol consumption with culpability.

C. Regulation 5 – Use of Breathalysers

- (1) Cabinet Secretary's Approval: This sub-rule reiterates the concern regarding the unfettered powers of the Cabinet Secretary in approving breathalyser use. MAK argues that only individuals genuinely suspected of DUI or DWI, based on observable impairment, should be subjected to such tests.
- (3), (4), (5), (6) Breathalyser Protocols: While these sub-rules outline important protocols for breathalyser usage, calibration, and evidence presentation, they do not address the fundamental issue of ensuring that only genuinely impaired drivers are targeted for testing. The focus remains on the technical aspects of testing rather than the justification for initiating the test.

IV. Broader Concerns

Beyond the specific regulations, MAK identifies several broader concerns:

1. Indiscriminate Grouping of Drinkers: The Rules fail to distinguish between social drinkers, moderate drinkers, and heavy drinkers. This indiscriminate grouping unfairly subjects all individuals who consume alcohol to the same level of scrutiny, regardless of their actual risk profile. MAK asserts that "Driving Under Influence" (DUI) should be the primary determinant of dangerous driving, not merely the presence of alcohol.

2. Revenue-Driven Roadblocks: There is a perception that roadblocks, particularly in high-end residential areas, are often staged with a primary objective of revenue generation rather than enhancing road safety. Such practices are not supported by data on road crashes and can lead to a focus on easily payable fines rather than addressing high-risk driving behaviors.

3. Disparate Enforcement: The enforcement of these Rules appears inconsistent across different categories of road users. For instance, commercial motorcyclists and tuk-tuk drivers, who are frequently involved in road accidents, often face less stringent enforcement compared to private motorists.

4. Neglect of Drunk Pedestrians: A significant oversight in the Rules is the lack of provisions addressing the role of **drunk pedestrians in road accidents**. Drunk pedestrians contribute substantially to road fatalities and injuries, and their behavior should also be considered within a comprehensive road safety framework.

V. MAK's Position

The Motorist Association of Kenya wishes to reiterate that its position is not one of opposition to the deterrence of drink-driving. On the contrary, MAK is deeply committed to the prevention of serious injuries and fatalities caused by genuine Driving Under Influence (DUI) and Driving While Intoxicated (DWI).

Our opposition is specifically directed towards the illegalities, ambiguities, and predatory or emotionally driven aspects of the current Rules. We advocate for a legal framework that is clear, just, equitable, and effective in targeting genuinely impaired drivers, rather than criminalizing responsible alcohol consumption or facilitating arbitrary enforcement.

VI. Recommendations

To rectify the identified flaws and ensure a just and effective legal framework, MAK respectfully proposes the following recommendations to the Senate Delegated Legislation Committee:

1. Clarify "Suspected Driver" Definition: Develop and incorporate clear, objective, and observable criteria for identifying a "suspected driver" to prevent arbitrary stops and ensure that alcohol testing is based on reasonable suspicion of impairment.

2. Incorporate International DUI Standards: Align the definition and enforcement of "Driving Under Influence" with international best practices, focusing on observable signs of impairment rather than solely on blood alcohol concentration levels.

3. Mandate Pre-Breathalyser Sobriety Tests: Introduce mandatory preliminary sobriety tests (e.g., field sobriety tests) that must be conducted and documented before a breathalyser test is administered, to establish a verifiable basis for suspicion.

4. Distinguish Drink-Driving and DWI: Clearly differentiate between "drink-driving" (exceeding a prescribed limit) and "Driving While Intoxicated" (a higher degree of impairment) within the legal framework, with corresponding distinctions in penalties and enforcement.

5. Data-Driven Enforcement: Base enforcement strategies on comprehensive road safety data and accident statistics, ensuring that resources are directed towards areas and behaviors that pose the highest risk, rather than being driven by revenue targets.

6. Address Drunk Pedestrians: Incorporate provisions within the Traffic Act or related regulations to address the issue of drunk pedestrians and their contribution to road accidents, promoting a holistic approach to road safety.

7.Balanced Rule Drafting: Revise the Rules to ensure a balanced approach that protects both public safety and the rights of motorists, incorporating input from all stakeholders to foster a sense of fairness and legitimacy.

We trust that the Senate Delegated Legislation Committee will give due consideration to these critical concerns and recommendations, working towards a more just and effective road safety regime in Kenya.

Signed

Peter Murima

The Motorist Association of Kenya (MAK)

SUBMISSION ON THE NATIONAL TRANSPORT AND SAFETY (OPERATION OF COMMERCIAL VEHICLES) REGULATIONS, 2026 (LEGAL NOTICE NO. 14)

1. Introduction

The Motorist Association of Kenya (MAK) welcomes the opportunity to submit its views regarding the **National Transport and Safety (Operation of Commercial Vehicles) Regulations, 2026**. While we support efforts to enhance road safety, we find several provisions in this Legal Notice to be punitive, legally flawed, and economically regressive.

The transport sector is the backbone of the Kenyan economy, a primary driver of GDP, and the largest employer in the informal sector. Over-regulation and "back-door" taxation threaten to stifle this vital industry.

2. Specific Objections and Observations

Regulation 6(1) & (2): Commercial Vehicle Operator Licence

The Provision: Requires owners/operators to obtain a "Commercial Vehicle Operator License" renewable annually for **Ksh 2,000**.

- **MAK Position:** This is an **illegal levy** introduced outside the substantive provisions of the parent Act.
- **Justification:** The creation of multiple licensing layers, moving from vehicle inspection to driver licensing and now "operator licensing", creates unnecessary bureaucratic hurdles. This will deter small-scale enterprise and stunt growth in a sector that is already struggling with high operational costs.

Regulation 8(1), (2) & (3): Commercial Vehicle Road License

The Provision: Reintroduces a "Commercial Vehicle Road License" (Road Tank) renewable annually for **Ksh 500**. Just like the Ksh 8 Toll fees meant to fool the vehicles owners that it is low, the same trick is being applied here to by starting with Ksh 500 annual then inflate it. Same trick was applied on Nairobi Expressway start with low fees then increase steeply.

- **MAK Position:** This provision is **Ultra Vires** and amounts to **Double Taxation**.
- **Justification:** Road licensing was historically proscribed by the Ministry of Finance (under Hon. Amos Kimunya) and replaced by the **Fuel Maintenance Levy**. By reintroducing a road licence fee, the Ministry is charging motorists twice for the same service (road usage). This is a transparent attempt to raise revenue through the "back door" without parliamentary oversight on taxation.

Regulation 14(1) & (2): Mandatory Towing of Stalled Vehicles

The Provision: Allows the Authority to tow stalled heavy commercial vehicles at the owner's expense, recoverable as a civil debt.

- **MAK Position:** Punishing misfortune is **unconscionable and barbaric**.
- **Justification:** A vehicle stalling is a mechanical failure, not a criminal offence. The transport sector is already the highest contributor to the exchequer via fuel taxes and various levies.
- **Recommendation:** Instead of charging owners for breakdowns, the government should utilize existing tax revenues to provide emergency clearing services to ensure road safety,

rather than subcontracting "predatory" third-party towing services that exploit motorists in distress.

3. Financial Implications (First Schedule)

Item	Proposed Fee	MAK Observation
Operator Licence	Ksh 2,000	New levy; lacks legal basis in the parent Act.
Road License	Ksh 500	Reintroduction of an abolished tax; double taxation.

4. Fundamental Constitutional & Legal Concerns

1. **Encroachment of Powers:** The Cabinet Secretary for Roads and Transport has exceeded the mandate provided under Cap. 404. Regulations should facilitate the law, not create new tax burdens.
2. **Public Participation:** These regulations appear to have been drafted without meaningful consultation with the stakeholders most affected - the commercial vehicle owners and drivers.
3. **Economic Impact:** At a time when the cost of living and doing business in Kenya is at an all-time high, these "micro-taxes" will lead to increased transport costs, which will be passed down to the consumer, further inflating the price of basic goods. Already the end consumer is reeling in a disadvantage after fuel prices hike that was passed on them.

5. Conclusion

The Motorist Association of Kenya prays that the Senate Committee on Delegated Legislation finds these regulations **null and void**. We recommend the deletion of Regulations 6, 8, and 14 in their current form to protect the transport industry from predatory regulation and illegal taxation.

Signed,

**Secretariat,
Motorist Association of Kenya**

SUBMISSION ON THE TRAFFIC (SCHOOL TRANSPORT) RULES, 2026 (LEGAL NOTICE NO. 11)

1. PREAMBLE

The Motorists Association of Kenya (MAK) welcomes the opportunity to submit our views on the **Traffic (School Transport) Rules, 2026**. While we support the enhancement of safety for our children, several provisions in this Legal Notice are impractical, economically burdensome, or disconnected from the reality of Kenya's road infrastructure.

2. KEY CONCERNS AND RECOMMENDATIONS

PART II: LICENSING OF SCHOOL TRANSPORT PROVIDERS

Rule 6: School Vehicle Road License

- **MAK Position:** We strongly object to the reintroduction of a specific "Road License."
- **Justification:** This appears to be a "backdoor" reintroduction of the road license system that was abolished by the government (during the tenure of Hon. Amos Kimunya) and replaced by the **Fuel Levy**. Reintroducing it for school vehicles constitutes double taxation and an unnecessary administrative hurdle for educational institutions.

PART III: OBLIGATIONS & TECHNICAL SPECIFICATIONS

Rule 13: Reflectorized Red Stop Mechanical Signal Arms

- **MAK Position:** This requirement is **far-fetched** and dangerous in the Kenyan context.
- **Justification:** Unlike the US, where this system originated, Kenyan roads are often narrow and lack the specialized design to support mechanical arms extending from the vehicle side. On many of our highways and urban roads, these arms would pose a

significant risk of side-swipe accidents with passing traffic. Driver attitudes cannot be changed overnight to accommodate such obstructions are, therefore, superfluous.

Rule 14: Telematic Systems and Passenger-Facing Cameras

- **MAK Position:** We raise concerns over **private profiteering**.
- **Justification:** Mandating specific high-tech telematic systems creates a captive market for private vendors. This adds a heavy financial burden on schools and parents without clear evidence that such surveillance-heavy systems improve safety more effectively than standard speed governors and proper driver training.

Rule 16: Windows

- **MAK Position:** Windows on school mini-buses and buses should be designed with **non-openable lower layer. It should open on upper layers.**
- **Justification:** To prevent accidents involving students protruding body parts (heads/arms) outside the vehicle and to protect occupants from sudden wind gusts or external objects, the upper portions of windows should be openable for fresh air. Installing bars on windows would be counterproductive since they act as emergency exits when the buses overturn.

PART VI: PROCEDURES FOR OPERATION

Rule 22: Permitted Passengers (Hiring of School Buses)

- **MAK Position:** The government should **not** restrict the hiring out of school buses for non-school activities.
- **Justification:** School buses represent a significant capital investment. Allowing schools to hire out these vehicles during weekends or holidays provides vital income that helps maintain the vehicles to high safety standards and keeps tuition costs lower for parents.

Rule 34: Stop Signal and Red Light Indicators

- **MAK Position:** This rule is incompatible with current road design.
- **Justification:** Mandating that a driver stop and extend a signal arm to halt traffic is impractical on Kenyan trunk roads, main & minor roads, and highways. Our road

network lacks the "pull-over" provisions or dedicated lanes required to make this safe. This rule would likely cause massive traffic snarl-ups and rear-end collisions. The mishaps involving pick and drop are rare if any.

PART VII: MOTORCYCLES (BODA BODA) TRANSPORT

Rule 35: Protective Gear and Pillion Passengers

- **MAK Position:** The rules are dangerously **silent** on the number of pillion passengers for pupils.
- **Justification:** We frequently see "overloading" of school children on motorcycles (sometimes 3 or 4 children). The Senate must introduce a strict limit (ideally one child per motorcycle) to ensure safety.

3. SUMMARY OF RECOMMENDATIONS

1. **Delete Rule 6** to avoid double taxation via road licenses.
2. **Review Rule 13 and 34** to align with Kenyan road infrastructure rather than adopting "copy-paste" Western models.
3. **Clarify Rule 35** to explicitly limit the number of children allowed on a single motorcycle.
4. **Ensure Window Designs** prioritize safety by limiting opening ranges to prevent body protrusion. Open on upper layer to allow fresh air.

Signed,

Motorists Association of Kenya (MAK)

Annexures



**ANNEXURES TO THE MOTORISTS ASSOCIATION OF KENYA (MAK)
SUBMISSION**

TO THE SENATE COMMITTEE ON DELEGATED LEGISLATION

**RE: POST-PUBLICATION SCRUTINY OF LEGAL NOTICES NO. 11, 12, 13, AND 14
OF 2026**

TABLE OF CONTENTS

- 1 Annexure I: Summary of Motorists' Petition and Public Opposition (2016–2026)
 - 2 Annexure II: Formal Press Statements and Position Papers by MAK
 - 3 Annexure III: Evidence of Systemic Corruption and Regulatory Failures
 - 4 Annexure IV: Analysis of Punitive Inspection Fees and Economic Impact
 - 5 Annexure V: Technical Objections and Infrastructure Prerequisites
-

ANNEXURE I: SUMMARY OF MOTORISTS' PETITION AND PUBLIC OPPOSITION

The following table summarizes the feedback collected from Kenyan motorists regarding the mandatory inspection of private vehicles.

Parameter	Details
Petition Period	May 2016 – April 2026
Opposition Rate	99% of respondents oppose mandatory private vehicle inspection.
Key Reason 1	Revenue vs. Safety: Move seen as a revenue-raising scheme rather than a safety measure.
Key Reason 2	Systemic Corruption: Existing commercial vehicle inspection is riddled with graft (certificates sold "over the counter").
Key Reason 3	Infrastructure: Road conditions (potholes, poor design) are the primary cause of accidents, not private vehicle mechanical failure.
Key Reason 4	Double Taxation: Motorists already pay high fuel levies (RMLF), VAT, and import duties.

"MAK study shows that accidents relating to disrepair are almost nonexistent for private vehicles. Most accidents are caused by reckless driving and poor road conditions."

ANNEXURE II: FORMAL PRESS STATEMENTS AND POSITION PAPERS

1. Statement on "Ultra Vires" Laws (Ref: Ext. Vol.15/2021/05/134)

MAK asserts that the National Transport and Safety Authority (NTSA) has repeatedly attempted to "test the patience" of vehicle owners by introducing laws without proper parliamentary legislation or meaningful public participation.

2. Rejection of Private Garage Involvement

MAK strongly condemns the plan to outsource inspections to private garages. This is viewed as:

- State-sanctioned exploitation: Profiteering by privateers who lobbied for the windfall.
 - Conflict of Interest: Garages have a financial incentive to find "defects" to charge for repairs.
 - Betrayal of Trust: Abdicating government duty to unregulated third parties.
-

ANNEXURE III: EVIDENCE OF SYSTEMIC CORRUPTION AND REGULATORY FAILURES

The submission includes references to the BBC Investigative Report which exposed gross corruption within the NTSA and specific driving schools (e.g., Rocky and Petannes).

Evidence Point	Description
BBC Expose	Documented "sham" inspections where unroadworthy vehicles receive stickers without physical checks.
Graft in PSV Sector	"Death traps" operate daily despite being "NTSA inspected," proving the current system fails its safety mandate.
Administrative Rot	NTSA lacks the expertise and logistical capacity to manage its current commercial mandate, let alone millions of private cars.

ANNEXURE IV: ANALYSIS OF PUNITIVE INSPECTION FEES AND ECONOMIC IMPACT

The Legal Notices introduce a revised fee structure that significantly increases the burden on the Kenyan motorist.

Vehicle Category	Previous Fee (Ksh)	New Fee (Ksh)	% Increase
Motorcycles	1,000	1,300	30%
Tuk Tuks / Small Cars (<3000cc)	1,000	2,600	160%
Large Vehicles (>3000cc)	1,000	3,900	290%
5-Ton Trucks	1,000	2,000	100%
Heavy Commercial (>5 Tons)	1,000	4,600	360%

Economic Context:

- Road Maintenance Levy (RMLF): Increased from Ksh 18 to Ksh 25 per litre.
- VAT on Fuel: Increased from 8% to 16%.
- Import Duty: Increased to 35%.
- Conclusion: Motorists are being treated as "cash cows" to fund government wastage.

ANNEXURE V: TECHNICAL OBJECTIONS AND INFRASTRUCTURE PREREQUISITES

MAK maintains that the government must meet specific prerequisites before any discussion on mandatory inspection can occur:

- 6 Road Worthiness: The government must first ensure roads are "vehicle worthy" (fix potholes, ensure clear signage and lane markings).
- 7 Self-Regulation: Private car owners are inherently self-regulating as they maintain their vehicles for personal safety and asset protection.
- 8 Data Transparency: NTSA has failed to provide data showing that mechanical failure in private cars is a significant cause of road carnage.
- 9 Exhaust Emissions: Priority should be given to environmental standards (emissions) rather than arbitrary mechanical checks.

Signed,

Peter Murima Chairperson, Motorists Association of Kenya (MAK) Date: May 19, 2026

**ANNEXURES TO THE MOTORISTS ASSOCIATION OF KENYA (MAK)
SUBMISSION**

TO THE SENATE COMMITTEE ON DELEGATED LEGISLATION

**RE: POST-PUBLICATION SCRUTINY OF LEGAL NOTICES NO. 11, 12, 13, AND 14
OF 2026**

TABLE OF CONTENTS

- 1 Annexure I: Summary of Motorists' Petition and Public Opposition (2016–2026)

- 2 Annexure II: Modern Vehicle Evolution vs. Obsolete Regulatory Frameworks (Euro 4, 5, 6)
- 3 Annexure III: Constitutional Violations: Privacy and the Bill of Rights
- 4 Annexure IV: Evidence of Systemic Corruption and Regulatory Failures
- 5 Annexure V: Analysis of Punitive Inspection Fees and Economic Impact

ANNEXURE I: SUMMARY OF MOTORISTS' PETITION AND PUBLIC OPPOSITION

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Key Reason 3	Double Taxation: Motorists already pay high fuel levies (RMLF), VAT, and import duties.

ANNEXURE II: MODERN VEHICLE EVOLUTION VS. OBSOLETE REGULATORY FRAMEWORKS

MAK asserts that the NTSA "mandarins" are stuck in an era of manual, mechanically simple cars, while the motoring world has transitioned into the AI and Digital Age.

1. The Superiority of Euro 4, 5, and 6 Standards

Modern vehicles imported into Kenya predominantly meet international standards that render manual "visual" inspections obsolete.

Standard	Key Features	Safety/Compliance Impact
Euro 4	Advanced On-Board Diagnostics (OBD)	Continuous monitoring of engine and safety systems.
Euro 5	Particulate Filters & Enhanced OBD	Self-diagnosing systems that alert the driver to any failure immediately.
Euro 6	AI-Integrated Safety & Emissions	Advanced driver-assistance systems (ADAS) and ultra-low emissions.

2. The "Old-School" NTSA vs. AI Age

- **Technological Gap:** NTSA's reliance on physical inspection centers and manual checks is an insult to the intelligence of owners of modern vehicles. These cars possess sophisticated AI-driven self-diagnostic tools that are far superior to the equipment found in local Kenyan garages.
- **Irrelevance of Manual Checks:** A vehicle manufactured after 2020 is "so modern" that any mechanical defect is automatically managed or flagged by the vehicle's internal computer. Forcing these vehicles into "private garages" for inspection is a technical absurdity and a recipe for damaging sensitive electronic systems.

- Professional Choice: Maintenance and inspection of such high-tech assets must remain the owner's choice, handled by specialized service centers, not government-mandated "privateer" garages angling for a quick fee.
-

ANNEXURE III: CONSTITUTIONAL VIOLATIONS: PRIVACY AND THE BILL OF RIGHTS

The proposed Legal Notices constitute a direct assault on the Constitution of Kenya (2010), specifically the Bill of Rights.

1. Right to Privacy (Article 31)

- Private vs. Commercial: A private car is a personal space, often used for family and private "run-abouts." It is not a commercial tool.
- Nosing into Private Life: Forcing private citizens to stop at checkpoints or submit to intrusive inspections "left, right, and center" is an unacceptable violation of the sanctity of private life.
- Indignity: Subjecting law-abiding families to the harassment of inspection stickers and roadside checks is "indignity treatment" that has no place in a democratic society.

2. Right to Property and Freedom of Movement

- Arbitrary Interference: The state has no legitimate interest in "nosing" into how a private individual maintains their personal property unless there is clear, data-backed evidence of a public threat—which NTSA has failed to provide.
- Extortion as Regulation: By mandating private garages as "inspectors," the state is creating a cartel-like environment where the citizen's right to property is subjected to the whims of profiteers.

ANNEXURE IV: EVIDENCE OF SYSTEMIC CORRUPTION

- BBC Investigative Report: Confirmed that NTSA is unable to manage even the current commercial vehicle regime. Certificates are sold "over the counter" without inspections.
- The "Sham" System: Expanding a failed, corrupt system to include millions of private vehicles is not about safety; it is about creating a wider base for graft.

Conclusion: This is a "sin tax" on mobility. MAK demands the immediate rescission of these Legal Notices to protect the dignity and rights of the Kenyan motorist.

Signed,

Peter Murima Chairperson, Motorists Association of Kenya (MAK) Date: May 19, 2026



**MEMORANDUM ON THE TRANSPORT REGULATIONS, 2026
(LEGAL NOTICE 13 AND 14 OF 2026)**

Submitted to

**THE CLERK, SENATE
PARLIAMENT BUILDINGS
P. O. BOX 41842-00100, NAIROBI**

Presented By

**TOBIAS ALANDO, CHIEF EXECUTIVE,
KENYA ASSOCIATION OF MANUFACTURERS**

APRIL 2026 – NAIROBI, KENYA

1.0 INTRODUCTION

Kenya Association of Manufacturers (KAM) is the leading business membership organization in East Africa that plays a key advocacy role on behalf of manufacturers in Kenya and in the region through her strong linkages with all sectors of the economy. KAM has over 950 members and represents over 40% of Kenya's manufacturing value add industries.

KAM represented Kenya's manufacturing sector interests in the East Africa Trade integration process through the design, ratification and implementation of the Customs Union, and the Common Market Protocol. The integration process in East Africa has been successful with Kenya Playing a critical role. The EAC region integration is expected to spur the manufacturing sector enhancing intra-EAC trade in value added products and thus grow the economies of the region.

KAM has a membership of manufacturers across thirteen manufacturing sectors and Service ranging from **Food and Beverage, Pharmaceutical; Automotive; Chemical and Allied; Metal and Allied; Paper and Paperboard; Leather and Apparel; Textile and Apparel; Plastics and**

Rubber; Timber, Wood and Furniture; Electric and Electronic; Building, Mining and Construction; Agro-Processing.

2.0 PROPOSED AMENDMENTS TO THE TRANSPORT REGULATIONS 2026

In response to the call for public participation on the afore-referenced Regulations, we propose the following amendments to be considered before the draft Regulations are gazetted:

MOTOR VEHICLE INSPECTION RULES (LEGAL NOTICE 13 OF 2026)

	CLAUSE	PROPOSAL	JUSTIFICATION
1.	<p>Clause 3 Privately-owned motor vehicle inspection tests</p> <p>3. (1) Subject to subrule (2), each motor vehicle that is older than four years since the recorded date of manufacture shall, whether privately-owned or owned by a government entity, shall once in each year, subjected to an inspection test.</p>	<p>Increase the age threshold for mandatory annual inspection to 8 years.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • Aligns with Kenya’s second-hand vehicle import age limit (8 years) pursuant to KS 1515 • Majority of vehicles are second-hand imports that have undergone PVOC to meet KS 1515 standards, confirming roadworthiness. • Reduces regulatory burden, especially for newer vehicles already certified as safe. • Avoids discouraging vehicle ownership and minimises potential for fraudulent inspection stickers • The age limit for second-hand imported vehicles in Kenya is 8 years from the date of manufacture. The data shows that the majority of cars on Kenyan roads are second-hand imports, with only 11,059 new vehicles sold in 2024. • Setting the cut-off age for inspection at 4 years therefore targets majority of vehicles of the road. This is despite the fact that imported second-hand vehicles must have a pre-export verification of conformity (PVOC) before being allowed into the country, • The PVOC ensures that imported vehicles conform to KS 1515, which is the KEBS standard for motor vehicles. All imported vehicles are considered roadworthy through the PVOC and therefore safe to drive on Kenyan roads.

			<ul style="list-style-type: none"> • Requiring annual inspections is another regulatory burden that will discourage vehicle ownership and lead to fraudulent dealings to acquire the inspection sticker.
		<p>We further propose to amend clause 3 (1) to allow vehicles that are:</p> <ul style="list-style-type: none"> a) locally assembled or purchased through licensed dealers, and b) maintained through structured service programs <p>to undergo biennial inspection or benefit from discounted inspection fees.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • This will reduce recurrent costs for MSMEs operating on thin margins. Many of the small SMEs function on narrow profit margins, where recurring regulatory costs such as mandatory annual vehicle inspections represent a disproportionate financial burden. By transitioning qualifying vehicles to biennial inspections or offering discounted inspection fees, the proposed amendment would directly reduce the frequency and cost of compliance obligations. • It also incentivizes purchase of newer locally assembled vehicles. Newer vehicles assembled under regulated standards are generally safer, more fuel-efficient, and less emissions intensive. • Finally, it promotes formal dealership service, strengthening local assembler and dealer networks. By conditioning the biennial inspection benefit on participation in structured service programs offered by licensed dealers or approved service centres, the amendment creates a direct incentive for vehicle owners to shift towards formal, documented maintenance.

2.	<p>Clause 16 (2) Re-inspection Tests</p> <p>(2) Where a vehicle that failed an inspection test is presented for re-inspection within fourteen days after the issuance of the defect inspection report at the motor vehicle inspection centre where the failed inspection test had been undertaken, the re-inspection test shall be undertaken at no cost to the motor vehicle owner.</p>	<p>We propose as follows:</p> <p>a) Extend the free re-inspection window to 30 days and allow re-inspection at any certified center; and</p> <p>b) Waive or discount re-inspection fees for vehicles purchased through licensed dealers or assemblers as part of after-sales service.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • Provides flexibility for repairs. • Reduces operational downtime for MSMEs. • Encourages use of formal dealerships and structured after-sales programmes.
3.	<p>Clause 6 Pre-registration inspection tests</p> <p>Each new commercial vehicle, public service vehicle, driving school vehicle, school vehicle and locally assembled vehicle shall undergo an inspection test by the Authority before the motor vehicle is registered.</p>	<p>We propose new vehicles sold by licensed local assemblers or distributors should be issued with an inspection and road license sticker valid for a specified period, pending full processing.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • Enables immediate use of compliant vehicles. • Encourages formal and regulated vehicle sales channels. • Reduces administrative delays for MSMEs purchasing new vehicles. • This enables faster uptake and immediate usability of new, compliant vehicles. Bundling the first-year road license into the purchase package would further incentivise MSMEs to buy through formal, regulated channels.
4.	<p>PART VII— MOTOR VEHICLE TESTING CENTRES</p>	<p>We propose that inspection centre inspectors/bodies should be licensed by the Kenya Accreditation Service (KENAS).</p>	<p>This proposal is informed by international best practices in quality assurance and conformity assessment. KENAS shall develop a requisite checklist to ensure compliance with this regulation and to standardize the</p>

			inspection process across inception centres.
5.	<p>Licensing Fees for Inspection Centres</p> <p>First Schedule</p>	<p>We propose reducing the fees for</p> <p>(1) Motorcycle to booking fees and inspection fees to ksh 100</p> <p>(2) Cluster 2 counties to Ksh 300,000.</p> <p>We further propose to prioritise licensing of dealer or assembler-run inspection centres using existing aftersales infrastructure.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • Motorcycles are owned by people at the pyramid of our social fabric and requires support • We have 2.9 boda boda motorcycle on the road, the proposed fees of 100 for booking and inspection is economical • Expands geographic access to inspection services. • Reduces compliance travel costs for MSMEs. • Leverages manufacturers' infrastructure to maintain compliance.

OPERATION OF COMMERCIAL SERVICE VEHICLES REGULATIONS, 2026 (LN 14 OF 2026)

	CLAUSE	PROPOSAL	JUSTIFICATION
1.	<p>Clause 6 Licensing of commercial service vehicle owners, carriers or operators</p> <p>6. (1) A commercial service vehicle owner, carrier or operator shall not operate or permit another person to operate a commercial service vehicle without a valid commercial service vehicle operator license issued by the Authority.</p> <p>Clause 8 Licensing of Commercial Service Vehicles</p> <p>8 (1) A person shall not operate a commercial service vehicle without a valid commercial service vehicle road license issued by the Authority for each vehicle.</p>	<p>We propose for the harmonization of the commercial service vehicle operator license and the commercial service vehicle road license into a single license.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • The Regulations have mandated two separate licences that commercial service vehicles must have: the operator licence and the road licence. • This is a duplication of similar licences, both of which need to be renewed annually. • This increases the cost of compliance for businesses who rely on commercial vehicles. This further decreases Kenya's competitiveness as compared to our EAC neighbour states, whose requirements are less stringent and bureaucratic. • We therefore propose to merge the two licenses into one singular license, renewable annually.
2.	<p>Clause 9 Commercial Service Vehicles</p> <p>A commercial service vehicle shall have:</p> <ol style="list-style-type: none"> third party insurance cover vehicle inspection certificate a speed limiter 	<p>We propose a phased implementation approach for these requirements.</p> <p>Further we propose to exempt vehicles purchased from certified assemblers where equipment is factory-fitted to Kenyan standards</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • These requirements are expensive to retrofit and lack a phased implementation timeline or financial support measures. • Reduces upfront compliance cost burden. • Avoids retrofitting costs for already compliant vehicles.

	<p>d) a vehicular telematic system</p> <p>e) retro reflective contour markings with a minimum width of 2 inches</p> <p>f) a fire extinguisher</p> <p>g) a first aid outfit</p> <p>h) underride protection devices on the rear and side</p>		<ul style="list-style-type: none"> • Promotes demand for locally assembled vehicles.
3.	<p>Clause 12 Parking</p> <p>(1) No carrier or owner shall request, require or allow a driver to park and no driver shall park on undesignated parking areas including but not limited to roadsides, road reserves, roadways, bridges or tunnels.</p>	<p>We propose to allow assembler-run branded depots and parking facilities, supported by PPPs or subsidies, for overnight parking and compliance services.</p>	<p>This is based on the following justification:</p> <ul style="list-style-type: none"> • Reduces illegal roadside parking and associated penalties.
4.	<p>Clause 14 (2) Power of Authority to tow stalled vehicles.</p> <p>(2) The cost referred to in subregulation (1) shall be recoverable as a civil debt: Provided that the Authority or the road authority shall ensure that any person engaged to tow or remove the stalled commercial vehicle on the road shall charge a standard fee that is reasonable and based on the distance travelled from the place where the commercial vehicle broke down or stalled to the place directed for delivery by the Authority.</p>	<p>We propose to standardise towing fees nationally and to publish the rates in the Regulations.</p> <p>We further propose to encourage assembler emergency support programmes to assist MSMEs.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • Prevents overcharging by towing service providers. • Prevents exploitation and overcharging by ensuring all towing operators apply uniform, transparent rates that are publicly available. • Enhances predictability for MSMEs, allowing them to plan for breakdown-related costs without fear of inflated or arbitrary charges. • Encourages accountability among service providers through published rates monitored by the NTSA or relevant authority. • Promotes partnerships with vehicle assemblers

			<p>to offer emergency breakdown assistance, reducing delays and costs for operators.</p> <ul style="list-style-type: none"> • Improves road safety by ensuring stalled vehicles are cleared promptly and affordably, minimising obstruction hazards.
5.	<p>Clause 13 Safety Audits</p> <p>(1) The Authority may conduct safety audits on any carrier, operator or owner and the commercial vehicle driver.</p> <p>(2) The safety audits shall include—</p> <p>(a) an examination of the qualification of the driver of a commercial vehicle;</p> <p>(b) an examination of the duty status of the driver of a commercial vehicle; and</p> <p>(c) an examination of the maintenance records of the commercial vehicle.</p>	<p>We propose to introduce incentive schemes such as waivers on initial licensing or exemption from the first safety audit for businesses purchasing new locally assembled compliant vehicles.</p>	<p>This is based on the following justifications:</p> <ul style="list-style-type: none"> • Rewards proactive compliance by recognising businesses that invest in safer, environmentally compliant, and locally assembled vehicles. • Stimulates demand for locally assembled vehicles, supporting Kenya's manufacturing sector and job creation in line with the "Buy Kenya, Build Kenya" policy. • Encourages fleet modernisation, reducing the number of older, less roadworthy vehicles on the roads. • Lowers enforcement costs for regulators by targeting resources towards higher-risk operators rather than those already compliant. • Aligns with international best practice, where regulatory incentives are used alongside penalties to achieve higher compliance rates.

