

CDS
Forwarded and recommended for
approval for tabling
09/06/2026



REPUBLIC OF KENYA

THIRTEENTH PARLIAMENT | FIFTH SESSION

THE SENATE

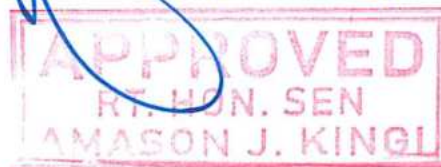
COMMITTEE ON DELEGATED LEGISLATION

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

PAPERS LAID	
DATE	10.06.2026
TABLED BY	Chairperson D-L
COMMITTEE	-
CLERK AT THE TABLE	Polycop



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



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 Rules	1
Chapter 2: Consideration of the Rules	
Introduction	4
Response from the Cabinet Secretary, Ministry of Roads and Transport	6
Overview of Stakeholder Submissions on the Rules	9
Chapter 3: Committee Observations	
Committee Observations	15
Chapter 4: Recommendations	
Recommendations	19
List of Annexes	20

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
MSMEs	- Micro Small and Medium Enterprises
OEM	- Original Equipment Manufacturer
UNECE	- United Nations Economic Commission for Europe

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 Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 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 Rules aim to provide a framework for inspection of motor vehicles and licensing of motor vehicle inspectors and motor vehicle testing centres.

Hon. Speaker,

In considering the Rules, the Committee held meetings with the Cabinet Secretary, Ministry of Roads and Transport to deliberate on and receive responses to concerns raised on the Rules. The Committee also met and received submissions from various stakeholders including the Inspector-General, National Police Service, the Motorist Association of Kenya, Kenya Association of Manufacturers and the Kenya Auto Bazaar Association. 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-

- (a) the Rules, which generally require the annual inspection of all motor vehicles on Kenyan public roads, come into operation on **1st July, 2026**. A clear and reasonable transition period has not been clearly provided for, and as such, it will be impossible to have all motorists comply with the Rules as from 1st July without causing havoc and disruptions in the use of private motor vehicles.
- (b) This is particularly in respect of private vehicles, which are currently only inspected prior to importation and in the event of a major accident. Currently, the NTSA operated facilities do not have additional capacity to accommodate inspection of private motor vehicles, and the private motor vehicle inspection centres are yet to be established. This exposes vehicle owners and drivers to uncertainty and possible harassment by enforcement agencies. Whereas the Cabinet Secretary indicated the NTSA will develop an implementation guide which 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 ought to have been expressly provided for in the Rules.

The Committee further observed that the Rules 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 Rules, 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 Rules, 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 Rules between April and May, 2024, targeted stakeholder engagement with persons or organizations likely to be affected by the Rules was not adequately carried out, contrary to section 5 of the Act;
- (c) The regulatory impact statement does not give any justification or empirical basis for annual inspections as opposed to biennial inspection or inspection once every three years;
- (d) The Rules are not in accordance with the Act pursuant to which it is made, contrary to section 13(a) of the Statutory Instruments Act, Rule 14(3) erroneously refers to the general penalty in section 118(2) of the Traffic Act, Cap. 403 as the penalty for operating a motor vehicle without a valid inspection sticker, whereas the correct penalty for that offence is provided for in section 29(1) of the Traffic Act. The penalty in Rule 30(1)(a) also conflicts with the penalty under section 29(1) of the Traffic Act;
- (e) The Rules 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;
- (f) The Rules inappropriately delegate legislative powers contrary to section 13(m) of the Statutory Instruments Act. Rule 22 requires a person to demonstrate, to the satisfaction of the Authority, that the person has adequate land, infrastructure, capital and equipment to establish and operate a motor vehicle testing centre. The instrument ought to have specified the exact requirements that applicants are required to meet, as failure to specify the requirements may lead to uncertainty and abuse of discretion by the Authority;
- (g) 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. They reference KEBS Standards which were neither availed to the public nor easily accessible to the public. Rule 21(2) is also vague to the extent that the invitation for applicants to submit applications for licences to operate inspection centres is to be done by the Authority ‘whenever it becomes necessary’ introducing introduces uncertainty as to what constitutes necessity. There are also drafting errors contained in the Rules.

Hon. Speaker,

Arising from its observations on the Rules, the Committee recommends that the House **annuls** the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026).

Hon. Speaker,

Allow me to thank the Members of the Committee for their diligence and insights during the consideration of these Rules. 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 this Rules.

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 Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026).

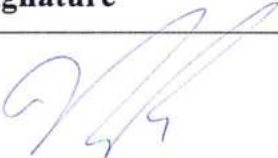
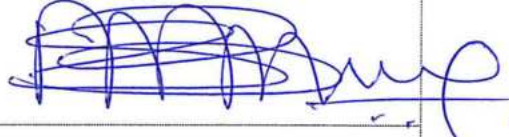
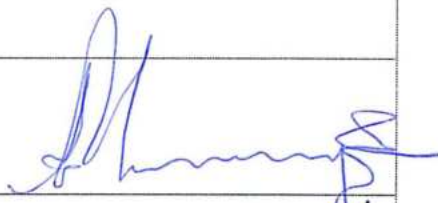


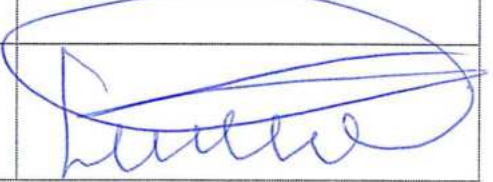
Signed.....

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 TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2026 (LEGAL NOTICE NO. 13 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 Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026) to the Senate for scrutiny. A copy of the Rules is attached to this Report as *Annex 2*.
2. The Rules were drafted pursuant to powers conferred section 119(g) of the Traffic Act, Cap. 403 of the Laws of Kenya (“the Act”) which empowers the Cabinet Secretary to make rules prescribing all matters relating to the inspection, registration, licensing, regulation and control of vehicles and to the conditions which may be imposed in regard thereto.
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 Rules 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 Rules 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 Rules. The extended period for considering the Rules will lapse on 23rd June, 2026.

1.2 Overview of the Rules

5. The purpose of the Rules is to provide a framework for inspection of motor vehicles and licensing of motor vehicle inspectors and motor vehicle testing centres. The rules shall come into operation on **1st July, 2026**.
6. Part II of the Rules provides for inspection tests. Motor vehicles older than four years since their manufacture, whether owned by the government or private individuals, shall be subject to an inspection once a year. The rules further exempt agricultural tractors, golf carts, motorised pedal cycles and all-terrain vehicles from undergoing inspection tests.

7. This Part further provides that each school vehicle shall undergo an inspection test by the Authority at least once a year. Motor vehicles involved in an accident shall be subjected to an inspection test by the Authority. This part also obligates the authority to do an inspection test on all vehicles that are undergoing a re-registration or change of particulars, such as the length, colour and height, etc.
8. Part III of the Rules contains provisions on salvage vehicles, which classify salvage vehicles into Category A (Actual Loss Category), which means the motor vehicle is beyond repair and Category B (Structural Damage Category), which means that the damage suffered has compromised the structure of the motor vehicle but is repairable. It provides for salvage inspection tests and provides for category B vehicles to be repaired, undergo tests, be certified and for the registration status to reflect the salvage status of the vehicle.
9. Part IV of the Rules provides for inspection standards, and further provides that inspection shall be in accordance with Kenya Standards or a similar standard approved by the Kenya Bureau of Standards. The Authority shall provide each motor vehicle inspection centre with a system for submission of inspection data for each motor vehicle that has undergone an inspection test.
10. Part V of the Rules provide for inspection stickers and reports for each motor vehicle that passes an inspection test, and a motor vehicle will be required to operate with a valid inspection sticker affixed to it. The Rules further provide that the authority shall also issue a defect inspection sticker and defect inspection report for motor vehicles that did not pass the inspection test.
11. The Rules provide for a re-inspection test for the motor vehicles that did not initially pass the inspection, and motor vehicles presented for a re-inspection within 14 days after failure of the inspection test shall incur no additional costs for the inspection. Motor vehicles that failed the inspection test shall not operate on a public road, unless being driven for repair. In the case of public service vehicles or commercial vehicles, the motor vehicle shall not carry passengers or goods.
12. Part VI of the Rules contains the provision for licensing of motor vehicle inspectors. It provides for the criteria for persons to qualify as motor vehicle inspectors, and upon appointment as an inspector, they shall renew the licence every year from the date of issuance.
13. The Rules further provide that when on duty, the inspector shall produce their

licence when requested to do so. Further, the circumstances under which a license may be revoked, suspended or refused to renew are provided.

14. Part VII of the Rules provides that an applicant seeking to operate a private motor vehicle testing centre must apply to the Authority for a licence and pay the prescribed fee. The Authority will invite applications through a nationwide newspaper notice whenever necessary, specifying all requirements for licensing.
15. The Rules further stipulate that the Authority will issue a licence only to applicants who demonstrate they possess the requisite land, infrastructure, capital and equipment. However, the Authority disqualifies licensed motor vehicle assemblers who are also motor vehicle repairers, and owners or operators of public service vehicles from obtaining such licences. Once issued, these licences are valid for five (5) years at the specified premises, are non-transferable, and only authorise inspection of the vehicle categories stated in the licence.
16. This Part also provides that licensees bear full responsibility for their centre's operations. They must maintain proper equipment, retain all inspection records for at least five (5) years, employ only licensed inspectors, and issue inspection stickers solely to vehicles tested at their centre. They must also display the official fee schedule prominently and verify proof of payment, specifically the booking fee paid to the Authority, before conducting any inspection.
17. This Part further provides that the Authority may conduct unannounced inspections during business hours to verify compliance, investigate complaints or assess record-keeping and inspector qualifications. It may refuse licence renewal for non-compliant premises, and may suspend or revoke licences obtained through false statements or for contravening these Rules. Persons aggrieved by an Authority decision may appeal to the Transport Licensing Appeals Board within seven (7) days.
18. Part VIII of the Rules provides for the offences and penalties. It provides that a person commits an offence by operating a vehicle or allowing another to do so without a required inspection, using an inspection sticker meant for a different vehicle, altering an inspection report without authorisation, or doing anything intended to circumvent these, and upon conviction faces up to six (6) months imprisonment, a fine not exceeding twenty thousand shillings, or both, in addition to any other penalties under the Act.

CHAPTER TWO: CONSIDERATION OF THE RULES

2.1 Introduction

19. The Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 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.
20. At a meeting held on Friday, 27th March, 2026, the Committee considered the Rules and made the following observations—
 - (a) A public participation report was submitted together with the Rules. However, some of the amendments which were indicated in the public participation report as having been adopted, such as the revenue sharing ratio of 70:30, appear not to have been effected in the published Rules;
 - (b) The regulation making authority submitted a regulatory impact statement as required under the Statutory Instruments Act, Cap.2A and a copy of the Gazette Notice dated 18th June, 2025, was provided as evidence of notification of the regulatory impact statement. No newspaper advert was provided to show that notification was done in a newspaper likely to be read by people particularly affected by the proposed legislation as required under section 8(1) of the Act. It is not clear whether any comments or submissions were made upon notification, as the summary of comments availed does not indicate which Rules it refers to. It is therefore not clear whether the regulation making body received or considered comments made on the regulation impact statement and Rules, as a copy of the submissions made was also not availed;
 - (c) The regulatory impact statement availed does not demonstrate why the Authority and the inspection centres need to collect the same fees whereas the Authority has already collected licence fees from the inspection centres. It also does not give a justification for conducting inspection tests on private motor vehicles below 3048kg annually and not at any other interval;
 - (d) In addition to the above, a clear and reasonable transition period has not been clearly provided for, thus exposing vehicle owners and drivers to uncertainty and possible harassment by enforcement agencies;
 - (e) Rule 14(3) erroneously refers to the general penalty in section 118(2) of the Traffic Act, Cap. 403 as the penalty for operating a motor vehicle without a valid inspection sticker, whereas the correct penalty for that offence is provided for in section 29(1) of the Traffic Act. The penalty in Rule 30(1)(a) also conflicts with the penalty under section 29(1) of the Traffic Act;

- (f) 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) The instrument makes reference to inspection standards formulated by the Kenya Bureau of Standards. Copies of these standards have not been availed to the Committee yet the Rules 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 Rules;
 - (ii) Rule 3(1) is not grammatically correct while Rule 3(2) appears to exempt all-terrain vehicles from inspection without defining what these vehicles are; and
 - (iii) Rule 21(2) is vague to the extent that the invitation for applicants to submit applications for licences to operate inspection centres is to be done by the Authority 'whenever it becomes necessary'. This introduces uncertainty as to what constitutes necessity.
- (g) The Rules 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; and
- (h) The Rules inappropriately delegate legislative powers contrary to section 13(m) of the Statutory Instruments Act. Rule 22 requires a person to demonstrate, to the satisfaction of the Authority, that the person has adequate land, infrastructure, capital and equipment to establish and operate a motor vehicle testing centre. The instrument ought to have specified the exact requirements that applicants are required to meet, as failure to specify the requirements may lead to uncertainty and abuse of discretion by the Authority.

21. Subsequently, the Committee resolved to invite the Cabinet Secretary, Ministry of Roads and Transport and stakeholders to a meeting for further deliberations on the Rules. 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.

22. The Minutes of the Committee in considering the Rules are attached to this Report as *Annex 1*.

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

23. 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 non-inclusion of the agreed 70:30 revenue sharing agreement during the public participation process, the Ministry duly considered the same but noted that the 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. 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.

(b) In respect of the foregoing-

- (i) Fees are structured on a cost-recovery basis, covering inspection infrastructure, personnel and enforcement costs, ICT systems (including digital compliance platforms) and administrative processing;
- (ii) The fee model was informed by benchmarking against comparable regulatory regimes, assessment of actual operational costs, avoidance of excessive or punitive charges; and
- (iii) Safeguards include non-duplication of fees across regulatory processes and alignment with public finance principles under Article 201 of the Constitution.

(c) 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 Rules. 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.

- (d) Regarding the frequency of inspections i.e. annually; 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 Rules 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.
- (e) On the issue of referenced KEBS standards, the Cabinet Secretary asserted that these were public documents available through KEBS channels. In addition, they were part of the established regulatory baseline upon which the instruments are anchored, and were presumed to be within the reach and knowledge of regulated persons, particularly where they are referenced in subsidiary legislation. This notwithstanding, going forward, the Ministry undertook to ensure that copies or references to the applicable standards were availed during public participation where practicable;
- (f) In respect of errors in Rules, the grammatical issue in Rule 3(1) was acknowledged. Rule 3(2) relates to all-terrain vehicles intended for off-road use and the absence of its definition was noted. The Ministry proposed to address the issue through the statutory instrument rectification process in consultation with the Office of the Attorney-General before implementation of the Rules;
- (g) The Ministry noted the Committee's observation that Rule 21(2) may appear vague due to the use of the phrase "whenever it becomes necessary" and clarified that the formulation was deliberate and intended to preserve operational flexibility within the regulatory framework. Accordingly, the phrase "whenever it becomes necessary" was 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;
- (h) On the failure to provide for a reasonable transition period for implementation of the Rules, the NTSA will develop an implementation guide which 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.
- (i) On the penalty provisions and their alignment to the Traffic Act—

- (i) with respect to Rule 14(3), the reference to section 118(2) of the Traffic Act (Cap. 403) in place of section 29(1) was 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;
 - (ii) In relation to Rule 30(1) and its relationship with section 29 of the Traffic Act, it was clarified that the Rules 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 Rules that are not covered under the Traffic Act, and therefore does not conflict with section 29 of the Act.
- (j) 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.

- k) On the issue of inappropriate delegation of legislative powers, the Ministry clarified that Rule 22 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 Rules.

24. 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 Rules

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

I. Inspector-General, National Police Service

26. The Inspector-General, National Police Service proposed that Regulation 17(3) on qualifications of inspector, requiring them to hold a *diploma* in motor vehicle engineering, mechanical engineering or automotive engineering, be deleted and replaced with a *degree*. Further proposal was made to amend the rule to include provision to ensure the inspector has a physical garage or inspection facility so as to eliminate “briefcase” inspectors.
27. Further proposal was made for the insertion of a new Rule 17(8) providing that inspectors shall undertake annual examinations administered by the Authority. This would ensure the inspectors’ suitability and professional development to continue discharging inspection services adequately.

II. Motorist Association of Kenya

28. The Motorist Association of Kenya proposed that the Rules be annulled for the following reasons—
- (a) 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. 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;
 - (b) 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. 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);
 - (c) The inspection fees amount to double taxation as motorists already pay numerous taxes including Road Maintenance Fund Levy which was recently

increased from Kshs.18/- to Kshs.25/- per litre, VAT on fuel which was increased to 16%, import duty of 35%. In addition, motorists must pay for insurance inspections annually.

- (d) 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;
- (e) 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. Vehicles older than four or five years in Kenya often remain in excellent condition making them completely safe. The focus should be on encouraging self-regulation rather than imposing statutory inspections that lack empirical justification.
- (f) The 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 deplorable. 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.
- (g) Inadequate public participation was conducted, as stakeholders most likely to be affected by the Rules were not adequately consulted by the Ministry in the formulation of the Rules; and

- (h) 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.

III. Kenya Association of Manufacturers

29. Kenya Association of Manufacturers submitted as follows –

- (i) That Rule 3 providing for inspection of motor vehicles older than four (4) years be amended to eight (8) years. This would align with Kenya's second-hand vehicle import age limit pursuant to KS1515 on conformity with road worthiness. This would also reduce the regulatory burden for newer vehicles already certified as safe, noting that majority of vehicles on Kenyan roads are second hand imports older than eight years.
- (ii) Further, second-hand vehicles must have a pre-export verification of conformity (PVOC) before being allowed into the country. PVOC ensures that imported vehicles conform to the KS1515 KEBS standard for motor vehicles. All imported vehicles are considered roadworthy through the PVOC and are therefore safe to drive on Kenyan roads hence do not require an additional inspection prior to registration.
- (iii) Requiring annual inspections is a regulatory burden that would discourage vehicle ownership and lead to fraudulent dealings to acquire the inspection sticker.
- (iv) That Rule 3 (1) be amended to allow vehicles that are locally assembled or purchased through licensed dealers and maintained through structured service programmes to undergo biennial inspection or benefit from discounted inspection costs. This would reduce recurrent costs for MSMEs, incentivize purchase of newer locally assembled vehicles and promote formal dealership service, strengthening local assembler and dealer networks.

- (v) That Rule 16(2) on re-inspection be amended to extend the free inspection window to 30 days and allow re-inspection at any certified centre; and waive or discount re-inspection fees for vehicles purchased through licensed dealers or assemblers as part of aftersales services. This would provide flexibility for repairs, reduce operational downtime for MSMEs and encourage use of formal dealerships and structure aftersales programmes.
- (vi) That Rule 6 on pre-registration inspection tests be amended to allow new vehicles sold by licensed local assemblers or distributors to be issued with an inspection and road license sticker valid for a specified period pending full processing. This would enable immediate use of compliant vehicles, encourage formal and regulated vehicle sales channels, reduce administrative delays for MSMEs and enable faster uptake and usability of new compliant vehicles.
- (vii) Proposal was made that the inspection centre inspectors be licensed by the Kenya Accreditation Service (KENAS), based on international best practices in quality assurance and conformity assessment. KENAS would develop a requisite checklist to ensure compliance with this registration and to standardize the inspection process across inspection centres.
- (viii) That the licensing fees for inspection centres as contained in the First Schedule be reduced for motorcycles to Kshs.100 and inspector's licences for Cluster to be reduced from Kshs.500,00 to Kshs.300,000/-. Further proposal was made to prioritize licensing of dealer or assembler-run inspection centres using existing aftersales infrastructure.

IV. Kenya Auto Bazaar Association

30. Kenya Auto Bazaar Association submitted as follows –
- (i) That Rule 3 providing for inspection of motor vehicles older than four (4) years be amended to five (5) years. Further proposal was made to exempt vehicles that have undergone pre-export inspections and for the Authority to have the discretion to require frequent inspections of public service vehicles, commercial vehicles, school vehicles and high-risk categories.
 - (ii) That Rule 6 be amended to provide for a new sub rule 1 providing that the inspection prior to registration shall not apply to motor vehicles compliant with United Nations Economic Commission for Europe (UNECE) type approval standards. Further proposal was made for pre-registration

inspection to apply only to vehicles not covered by recognized international standards, locally assembled vehicles and vehicles suspected of alteration.

- (iii) That a new Rule 6A be introduced to provide that a motor vehicle incorporating emerging technologies shall not be registered unless the importer demonstrates availability of trained personnel and certified facilities. Evidence shall include training certification, diagnostic tools and facility approval;
- (iv) That Rule 8 be amended to provide that only material modifications affecting safety, emissions or structural integrity shall undergo inspection. Minor modifications shall not require inspection;
- (v) That a new Rule 13A be introduced to exempt vehicles compliant with UNECE Regulations under the 1958 Agreement, a new Rule 13B be introduced to incorporate emerging technologies for inspection including electric, hybrid, hydrogen and autonomous systems including safety and high-voltage systems; and a new Rule 13C be introduced to provide that inspection shall include verification of software integrity, ECUs and cybersecurity protections;
- (vi) That Rule 14 on inspection stickers be amended to provide for a digital inspection certification system, with the electronic verification as primary proof of compliance and physical stickers be supplementary;
- (vii) That a new Rule 17A be introduced to provide that no person shall inspect advanced technology vehicles without specialized certification by the Original Equipment Manufacturer (OEM); a new Rule 24A be introduced requiring that testing centres possess specialized diagnostic tools and safety equipment, and a new Rule 24B be introduced providing for certification of facilities by the Authority prior to inspection or repair of advanced vehicles;
- (viii) That Rule 27 be amended to-
 - a) require maintenance of CCTV, digital records and real-time reporting;
 - b) require at least 30% local ownership;
 - c) provide that OEMs, assemblers, distributors and importers to provide training tools and documentation to inspection centres and certify availability of trained personnel and facilitation prior to registration;
 - d) provide for secure access to information; and
 - e) repair information to be available on fair and reasonable terms.

- (ix) That Rule 28 be amended to provide for a unified inspection fee with payment made digitally and centrally managed; and provide for apportioning of fees between the Authority and inspection centres;
 - (x) That Rule 29 be amended to provide that all payments shall be electronic and for verification prior to inspection; and provide that inspection fees remain valid for thirty days;
 - (xi) That the Rules be amended to introduce a new Part IX on end-of-life vehicles, defining the same, classification subject to Authority confirmation, de-registration, facilities for processing of the vehicles and extended producer responsibility for the environmentally sound management of motor vehicles at the end of their life cycle. The Part should also prohibit re-use, sale and re-registration of the vehicles; and
 - (xii) That the First Schedule be amended to provide a unified fee structure with automatic revenue sharing i.e. 30% to the Authority and 70% in the centres or application fees as provided under the schedule be reduced by 50%.
31. Copies of the submissions from stakeholders are attached to this Report as *Annex 4*.

CHAPTER THREE: COMMITTEE OBSERVATIONS

32. Upon scrutinizing the Rules 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 Rules, 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 Rules, hence falling short of the requirements of the Act;
- (c) The regulatory impact statement does not give any justification for annual inspection of motor vehicles, and why for instance biennial inspection or inspection once every three years would not be sufficient; and
- (d) The regulatory impact assessment did not examine the impact of annual inspections, including the cost of inspection, viability of annual inspections, logistical challenges for both vehicle owners and inspection centres, possible disruptions and impact of the inspection costs on the rising cost of living, as well as possible violations of the right to privacy since private vehicles are considered to be personal spaces.

Public participation

- (e) 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 Rules between April and May, 2024, targeted stakeholder engagement with persons or organizations likely to be affected by the Rules was not adequately carried out;

Transition

- (f) The Rules which generally require the annual inspection of all motor vehicles on Kenyan public roads come into operation on **1st July, 2026**. Currently, the NTSA operated facilities do not have additional capacity to accommodate inspection of private motor vehicles, and the private motor vehicle inspection centres are yet to be established. A clear and reasonable transition period has not been clearly provided for, and as such, it will be impossible to have all motorists comply with the Rules as from 1st July without causing havoc and disruptions in the use of private motor vehicles. This exposes vehicle owners and drivers to uncertainty and possible harassment by enforcement agencies.
- (g) Whereas the Cabinet Secretary indicated the NTSA will develop an implementation guide which 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 ought to have been expressly provided for in the Rules.

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

- (h) The Rules are not in accord with the Act pursuant to which it is made, contrary to section 13(a) of the Statutory Instruments Act, Rule 14(3) erroneously refers to the general penalty in section 118(2) of the Traffic Act, Cap. 403 as the penalty for operating a motor vehicle without a valid inspection sticker, whereas the correct penalty for that offence is provided for in section 29(1) of the Traffic Act. The penalty in Rule 30(1)(a) also conflicts with the penalty under section 29(1) of the Traffic Act;

The Cabinet Secretary acknowledged the error in Rule 14(3). In respect of Rule 30(1)(a), he stated that Rules create specific offences arising from non-compliance with requirements introduced under the inspection framework,

which are not expressly provided for under the Act. However, Rules must always conform to the parent Act.

- (i) The Rules 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.

While the Cabinet Secretary stated that adequate 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.

- (j) The Rules inappropriately delegate legislative powers contrary to section 13(m) of the Statutory Instruments Act. Rule 22 requires a person to demonstrate, to the satisfaction of the Authority, that the person has adequate land, infrastructure, capital and equipment to establish and operate a motor vehicle testing centre. The instrument ought to have specified the exact requirements that applicants are required to meet, as failure to specify the requirements may lead to uncertainty and abuse of discretion by the Authority.

Whereas the Cabinet secretary stated that that Rule 22 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 containing specific technical specifications, including land requirements, infrastructure standards, capital adequacy benchmarks, and equipment specifications, the Committee opines that the Rule is likely to be abused to the detriment of the public, and such requirements ought to have been included in the Rules.

- (k) 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) The instrument makes reference to inspection standards formulated by the Kenya Bureau of Standards. Copies of these standards have not been

availed to the Committee yet the Rules 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 Rules.

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, KS 1515 - Road Vehicles-Inspection of road vehicles-Code of practice referenced in the Rules is priced at Kshs.5400.00;

- (ii) Rule 3(1) is not grammatically correct while Rule 3(2) appears to exempt all-terrain vehicles from inspection without defining what these vehicles are. The Cabinet Secretary acknowledged the same; and
- (iii) Rule 21(2) is vague to the extent that the invitation for applicants to submit applications for licences to operate inspection centres is to be done by the Authority 'whenever it becomes necessary'. This introduces uncertainty as to what constitutes necessity.

CHAPTER FOUR: RECOMMENDATIONS

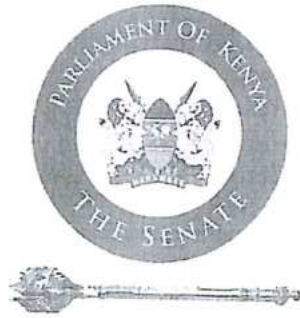
33. Arising from its observations as set out in the preceding Chapter, the Committee on Delegated Legislation recommends that the House **annuls** the Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 of 2026).

LIST OF ANNEXES

- Annex 1:** Minutes of the Committee in Considering the Rules
- Annex 2:** The Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No. 13 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

10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

ANNEX 1



13TH PARLIAMENT | 5TH SESSION

MINUTES OF THE 71ST SITTING OF THE COMMITTEE ON DELEGATED LEGISLATION HELD ON SATURDAY, 28TH MARCH, 2026 AT 10.00 A.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 Odhowa - Principal Clerk Assistant I
2. Ms. Carol Kirorei - Clerk Assistant I
3. Ms. Lillian Waweru - Legal Counsel II
4. Ms. Belinda Ogollah - Research Officer III
5. Mr. Nandimu Baraza - Media Relations Officer III
6. Mr. John Pere - Serjeant-at-Arms
7. Ms. Fatuma Abdi - Audio Officer

MIN. NO.SEN/CDL/382/2026

PRELIMINARIES

The meeting was called to order at 10.05 a.m. followed by a word of prayer.

MIN. NO.SEN/CDL/383/2026

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 Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No.13 of 2026) (*Committee Paper No. 38*)
4. Any Other Business
5. Date of the Next Meeting and Adjournment

MIN.NO.SEN/CDL/384/2026

POST-PUBLICATION SCRUTINY OF THE
TRAFFIC (MOTOR VEHICLE
INSPECTION) RULES, 2026 (LEGAL
NOTICE NO.13 OF 2026)

The Legal Counsel presented Paper No. 38 (*The Traffic (Motor Vehicle Inspection) Rules, 2026 (Legal Notice No.13 of 2026)*).

During deliberations, the Committee observed that—

1. A public participation report was submitted together with the Rules. However, some of the amendments which were indicated in the public participation report as having been adopted, such as the revenue sharing ratio of 70:30, appear not to have been effected in the published Rules;
2. The regulation making authority submitted a regulatory impact statement as required under the Statutory Instruments Act, Cap.2A and a copy of the gazette notice dated 18th June, 2025, was provided as evidence of notification of the regulatory impact statement. No newspaper advert was provided to show that notification was done in a newspaper likely to be read by people particularly affected by the proposed legislation as required under section 8(1) of the Act. It is not clear whether any comments or submissions were made upon notification, as the summary of comments availed does not indicate which Rules it refers to. It is therefore not clear whether the regulation making body received or considered comments made on the regulation impact statement and Rules, as a copy of the submissions made was also not availed;
3. The regulatory impact statement availed does not demonstrate why the Authority and the inspection centres need to collect the same fees whereas the Authority has already collected licence fees from the inspection centres. It also does not give a justification for conducting inspection tests on private motor vehicles below 3048kg annually and not at any other interval;
4. In addition to the above, a clear and reasonable transition period has not been clearly provided for, thus exposing vehicle owners and drivers to uncertainty and possible harassment by enforcement agencies;
5. The instrument, in Rule 14(3), erroneously refers to the general penalty in section 118(2) of the Traffic Act, Cap. 403 as the penalty for operating a motor vehicle

- without a valid inspection sticker, whereas the correct penalty for that offence is provided for in section 29(1) of the Traffic Act. The penalty in Rule 30(1)(a) also conflicts with the penalty under section 29(1) of the Traffic Act;
6. 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, Cap. 2A in the following ways-
 - a) The instrument makes reference to inspection standards formulated by the Kenya Bureau of Standards. Copies of these standards have not been availed to the Committee yet the Rules 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 Rules;
 - b) Rule 3(1) is not grammatically correct while Rule 3(2) appears to exempt all-terrain vehicles from inspection without defining what these vehicles are; and
 - c) Rule 21(2) is vague to the extent that the invitation for applicants to submit applications for licences to operate inspection centres is to be done by the Authority 'whenever it becomes necessary'. This introduces uncertainty as to what constitutes necessity;
 7. The Rules 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; and
 8. The Rules inappropriately delegate legislative powers contrary to section 13(m) of the Statutory Instruments Act, Cap.2A. Rule 22 requires a person to demonstrate, to the satisfaction of the Authority, that the person has adequate land, infrastructure, capital and equipment to establish and operate a motor vehicle testing centre. The instrument ought to have specified the exact requirements that applicants are required to meet, as failure to specify the requirements may lead to uncertainty and abuse of discretion by the Authority.

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 Rules.

MIN.NO.SEN/CDL/385/2026

ANY OTHER BUSINESS

There was no other business considered at the meeting.

MIN.NO.SEN/CDL/386/2026

DATE OF THE NEXT MEETING AND
ADJOURNMENT

The Chairperson adjourned the meeting at 1.20 p.m. The next meeting would be held on Saturday, 28th March, 2026 at 2.00 p.m.

SIGNED: 

DATE: 4/6/2025



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 |
| 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

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: 04/09/2026

- 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 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

SPECIAL ISSUE

99

Kenya Gazette Supplement No. 15

13th February, 2026

(Legislative Supplement No. 11)

LEGAL NOTICE NO. 13

THE TRAFFIC ACT

(Cap. 403)

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

Rule.

PART I—PRELIMINARY PROVISIONS

- 1—Citation and commencement.
- 2—Interpretation.

PART II—INSPECTION TESTS

- 3—Privately-owned motor vehicle inspection tests.
- 4—Annual inspection tests.
- 5—Inspection of school vehicles.
- 6—Pre-registration inspection tests.
- 7—Accident inspection tests.
- 8—Change-of-particulars inspection tests.
- 9—Police inspection tests.
- 10—Re-registration, alternative transfer and re-validation inspection tests.

PART III—SALVAGE VEHICLES

- 11—Classification of salvage vehicles.
- 12—Salvage inspection tests.

PART IV—INSPECTION STANDARDS

- 13—Standards.

PART V—INSPECTION STICKERS

- 14—Inspection stickers and reports.
- 15—Defect inspection stickers and reports.
- 16—Re-inspection tests.

PART VI—MOTOR VEHICLE INSPECTORS

- 17—Inspectors.
- 18—Production of inspector's licence.
- 19—Suspension and revocation of inspectors' licences.
- 20—Random inspection by Authority.

PART VII—MOTOR VEHICLE TESTING CENTRES

- 21—Private motor vehicle testing centres.
- 22—Licenses issued for privately-owned motor vehicle testing centres.
- 23—Validity of licences.
- 24—Responsibilities of licensees.
- 25—Suspension and revocation of licences.
- 26—Records.
- 26—Inspection of centres.
- 28—Fees.
- 29—Booking fees.

PART VIII—OFFENCES AND PENALTIES

- 30—Offences and penalties.

THE TRAFFIC ACT

(Cap. 403)

IN EXERCISE of the powers conferred by section 119(g) of the Traffic Act, the Cabinet Secretary for Roads and Infrastructure makes the following Rules—

THE TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2026

PART I—PRELIMINARY PROVISIONS

1. These Rules may be cited as the Traffic (Motor Vehicle Inspection) Rules, 2026, and shall come into operation on the 1st July, 2026.

Citation and commencement.

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

Interpretation.

“all-terrain vehicle” means a wheeled or tracked vehicle designed for travel primarily on unprepared surfaces including open country but does not include an implement of husbandry or construction machinery and which is not intended for use on public roads;

“Authority” means the National Transport and Safety Authority established under section 3(1) of the National Transport and Safety Authority Act;

Cap. 404.

“centre” means a motor vehicle testing centre including a motor vehicle testing centre operated by the Authority and a privately-owned motor vehicle testing centre;

“inspection test” means the assessment of a motor vehicle to determine whether or not the motor vehicle conforms to Regulations and standards governing safety;

“Inspector” means a person licensed by the Authority to conduct inspection tests;

“inspection sticker” means a certificate, including a decal, issued by the Authority or a licensed private motor vehicle inspection centre that shall be affixed to a motor vehicle indicating the fitness status of the motor vehicle after an inspection test;

“inspector licence” means a licence issued by the Authority indicating that the person is authorised to conduct inspection tests;

“mobile motor vehicle testing unit” means a mobile motor vehicle testing unit owned by the Authority or by a private party licensed by the Authority to conduct motor vehicle testing;

“privately-owned motor vehicle testing centre” means a privately-owned place of business licensed by the Authority to conduct motor vehicle testing and includes a privately-owned mobile motor vehicle testing unit;

“privately-owned mobile motor vehicle testing unit licence” means a licence issued by the Authority in respect of a privately-owned mobile motor vehicle testing unit; and

“salvage vehicle” means—

- (a) a motor vehicle which is damaged by collision, fire, flood, accident, trespass or other occurrence to the extent that the cost of repairing the motor vehicle for lawful operation on a public road exceeds the fair market value of the motor vehicle immediately prior to the damage; and
- (b) a motor vehicle that has been declared a salvage vehicle by an Inspector.

PART II—INSPECTION TESTS

3. (1) Subject to subrule (2), each motor vehicle, whether privately-owned or owned by a Government entity, once in each year, that is older than four years since the recorded date of manufacture shall be subjected to an inspection test.

Motor vehicle inspection tests.

(2) The following motor vehicles shall not be required to undergo inspection tests—

- (a) tractors used exclusively for agricultural purposes;
- (b) golf carts;
- (c) motorised pedal cycles; and
- (d) all-terrain vehicles:

Provided that the vehicles specified in paragraph (a), (b), (c) or (d) shall not be driven or operated on a public road unless they have undergone an inspection test.

(3) Each tractor used for the haulage of agricultural produce that is older than four years since the recorded date of manufacture shall, whether privately-owned or owned by a Government entity, once in each year, be subjected to an inspection test.

4. (1) Each public service vehicle, commercial vehicle, driving school vehicle, vehicle owned by the national government and vehicle

Annual inspection tests.

owned by a county government shall, once in each year, undergo an inspection test by the Authority.

(2) Despite sub-rule 3(1), each public service vehicle, commercial vehicle and school vehicle shall, regardless of the age of the vehicle, once in each year, undergo an inspection test by the Authority.

5. Each school vehicle shall, at least once every year, undergo an inspection test by the Authority.

Inspection of school vehicles.

6. 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.

Pre-registration inspection tests.

7. Any motor vehicle that has been involved in an accident may be subjected to an inspection test by the Authority.

Accident inspection tests.

8. Any motor vehicle that undergoes any change in its length, height, width, maximum payload, colour, engine or any other structural or mechanical change shall undergo an inspection test by the Authority after the change.

Change-of-particulars inspection tests.

9. These Rules shall not affect the right of a police officer in uniform or an Inspector to inspect any motor vehicle in accordance with section 105(1) of the Act.

Police inspection tests.

10. (1) Any motor vehicle that is intended to be re-registered shall undergo an inspection test conducted by the Authority before it is re-registered.

Re-registration, alternative and transfer inspection tests.

(2) Any motor vehicle that undergoes an alternative motor vehicle transfer shall undergo a motor vehicle test by the Authority before the motor vehicle can be transferred.

(3) Any motor vehicle that is missing from the Authority's online records shall undergo an inspection by the Authority before the details relating to that motor vehicle are entered into the Authority's online records.

PART III—SALVAGE VEHICLES

11. (1) Salvage vehicles shall be classified as follows—

Classification of salvage vehicles.

(a) Category A or Actual Loss Category which is a salvage vehicle that has been found to be unsuitable for use on a public road or the salvage vehicle is beyond repair; and

- (b) Category B or Structural Damage Category which is a salvage vehicle that has suffered damage that is detrimental to the motor vehicle's structural rigidity, but which is repairable.

(2) The determination of the classification of a salvage vehicle under sub-rule (1) shall be made by an Inspector.

12. (1) A person shall not operate any Category B salvage vehicle on a public road unless—

Salvage
inspection tests.

- (a) it has been repaired to a degree that it is capable of being safely operated on a public road;
- (b) it has undergone an inspection test and been certified as being safe to be operated on a public road; and
- (c) the registration details of the motor vehicle have been submitted to the Authority for endorsement to reflect the salvage status of the motor vehicle.

(2) A Category A salvage vehicle—

- (a) shall not be operated on a public road; and
- (b) shall be de-registered by the Authority and its number plates withdrawn.

(3) A Category B salvage vehicle shall have its number plates retained by the Authority and shall not be operated on a public road.

(4) The Authority shall return the number plates of a Category B salvage vehicle and permit its operation on public roads only after it has undergone repairs to make it roadworthy and it has undergone a motor vehicle inspection by the Authority.

(5) An insurance company, or any entity or individual who fails to report to the Authority that a vehicle has been classified as a salvage vehicle commits an offence.

(6) A person who operates motor vehicle that should be classified as a salvage vehicle without the salvage status of the vehicle being endorsed on its registration details commits an offence.

PART IV—INSPECTION STANDARDS

13. (1) Each inspection test shall be conducted in accordance with—

Standards.

- (a) Kenya Standard KS 1515 or similar standard approved by the Kenya Bureau of Standards; and

(b) the standards set out in the Second Schedule.

(2) The Authority shall provide each operator of a motor vehicle inspection centre with a system for the submission of inspection test results in respect of each motor vehicle that has undergone an inspection test.

PART V—INSPECTION STICKERS

14. (1) An inspector shall issue an inspection sticker and inspection report in respect of each motor vehicle that passes an inspection test.

Inspection stickers and reports.

(2) No person shall operate a motor vehicle on a public road unless the motor vehicle is affixed with a valid inspection sticker.

(3) Any person who operates a motor vehicle on a public road that does not have affixed to it a valid inspection sticker commits an offence and shall be liable, on conviction, to the penalty specified in section 118(2) of the Act.

15. (1) An inspector shall issue a defect inspection sticker and defect inspection report in respect of each motor vehicle that does not pass an inspection test.

Defect inspection stickers and reports.

(2) A defect inspection report shall specify the repairs that require to be undertaken on a motor vehicle that fails an inspection test.

16. (1) The owner of a motor vehicle that fails an inspection test shall cause the repairs specified in the defect inspection report to be made to the motor vehicle before it is presented for re-inspection.

Re-inspection tests.

(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.

(3) Where a vehicle that failed an inspection test is presented for re-inspection after the expiry of fourteen days after the date of the issuance of the defect inspection report or it is presented for re-inspection at a different motor vehicle inspection centre, the owner of the motor vehicle shall bear the cost of the re-inspection test.

(4) The owner of a motor vehicle that failed an inspection test shall not—

(a) operate the motor vehicle on any public road after the failed inspection test except for the purposes of taking the vehicle

to a place where the repairs specified in the defect inspection report shall be undertaken; and

- (b) in the case of a public service vehicle or commercial vehicle, the operation of the motor vehicle shall not be for the purposes of the carriage of passengers or goods.

PART VI—MOTOR VEHICLE INSPECTORS

17. (1) A person who wishes to be appointed as an inspector for the purposes of these Rules shall apply to the Authority in writing. Inspectors.

(2) An application under subrule (1) shall be accompanied by the fee specified in the First Schedule.

(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 engineering from an institution recognised in Kenya;
- (b) has at least three years relevant experience in the motor vehicle industry;
- (c) has successfully undertaken an entry training course authorised by the Authority; and
- (d) has a valid driving licence.

(4) The Authority shall issue each qualified person with an inspector's licence.

(5) An inspector's licence shall be valid for a period of one year from the date of issuance and shall be renewed in accordance with subrules (1) and (2).

(6) An inspector shall conduct inspection tests in accordance with these Rules and, in respect of each motor vehicle presented for an inspection test, verify the registration details before conducting the test.

(7) Each inspector shall be solely responsible for the results of an inspection test uploaded onto the system provided by the Authority.

18. An inspector shall, when performing the functions of an inspector under these Rules, produce his or her inspector's licence when requested to do so. Production of inspector's licence.

19. (1) The Authority may suspend, revoke or refuse to renew an inspector's licence if— Suspension and revocation of inspectors' licences.

- (a) the inspector conducts inspections in a manner contrary to these rules;
- (b) the inspector engages in corrupt practices when conducting inspections including soliciting and receiving a bribe in respect of an inspection.

(2) The Authority may refuse to issue an applicant with an inspector's licence if the applicant made a false statement in respect of an application for an inspector's licence under rule 16(1).

(3) A person aggrieved by the decision of the Authority may within seven days seek for a review of the decision of the Authority and the Authority shall convey its decision within fourteen days.

(4) A person who is dissatisfied by the decision of the Authority after the review under subrule (3) may appeal against the decision to the Transport Licensing Appeals Board.

20. The Authority may conduct random checks of inspectors to determine whether or not the inspectors are complying with these Rules.

Random inspection by Authority.

PART VII—MOTOR VEHICLE TESTING CENTRES

21. (1) A person who intends to operate a private motor vehicle testing centre shall apply to the Authority for a licence and pay the fee prescribed in the First Schedule.

Private motor vehicle testing centres.

(2) Whenever it becomes necessary, the Authority shall, by notice in at least one newspaper with a nationwide circulation, invite applicants for licences to operate private motor vehicle testing centres and shall specify in such notice the requirements to be met for issuance of the licences.

22. (1) The Authority shall issue an applicant with a licence under these Rules if the person can demonstrate to the satisfaction of the Authority that the person has the requisite land, infrastructure, capital and equipment to establish and operate a motor vehicle testing center.

Licenses issued for privately-owned motor vehicle testing centres.

(2) The Authority shall not issue a person with a licence under these Rules—

- (a) if that person is a licensed motor vehicle assembler; and
- (b) if that person is engaged in the business of repairing motor vehicles.

(2) A licence issued in respect of a private motor vehicle testing centre shall not be transferrable or assignable to any other person.

(3) Each licensed private motor vehicle testing centre shall—

(a) at all relevant times, have the necessary equipment for conducting inspections;

(b) be capable of conducting inspection tests in accordance with these Rules and the applicable standards; and

(c) not issue a motor vehicle inspection sticker in respect of any motor vehicle unless that vehicle has undergone an inspection test in accordance with these Rules and the applicable standards.

(4) A licence issued in respect of a privately owned motor vehicle testing centre shall authorise—

(a) inspection tests in the premises named in the licence; and

(b) inspection of the category or classes specified in the licence.

(5) Despite any other provision of these Rules, the owner or operator of a public service vehicle shall not be issued with a licence to operate a private motor vehicle testing centre.

23. (1) A licence issued in respect of a private motor vehicle testing centre shall be valid for a period of five years from the date of issuance.

Validity of licences.

(2) The holder of a licence issued in respect of a private motor vehicle testing centre may apply to the Authority for renewal of the licence and pay the fee prescribed in the First Schedule.

(3) The Authority may, before renewal of a licence, inspect or cause the inspection of the premises in respect of which the application for renewal of a licence is made and where the premises do not comply with these Rules or the applicable standards, may refuse to renew the licence until the premises attains compliance.

(4) Where the premises do not comply with these Rules or the applicable standards, the Authority may refuse to renew the licence until the premises attains compliance.

24. The holder of a licence issued in respect of a private motor vehicle testing centre shall be responsible for the operation of the centre and ensure that—

Responsibilities of licensees.

- (a) inspection stickers are only issued in respect of motor vehicles that have undergone an inspection test at the centre;
- (b) only licensed inspectors conduct inspection tests at the centre;
- (c) each inspector conducting inspection tests at the centre is issued with a copy of the relevant standards;
- (d) keep and maintain a record of each inspection test conducted at the centre;
- (e) produce when requested by the Authority or a person authorised in that respect copies of the record of each inspection test conducted at the centre;
- (f) the centre is at all times be equipped with the necessary equipment for conducting inspections; and
- (g) the Authority is notified of any motor vehicle presented for an inspection test in respect of which the registration details are inaccurate or contain inconsistencies.

25. (1) The Authority may revoke the licence of the holder of a licence issued in respect of a privately-owned motor vehicle testing center, or suspend the licence where—

Suspension and revocation of licences.

- (a) the licensee made false statements or representations in respect of the application for the license; or
- (b) the licensee contravenes any of the provisions of these Rules.

(2) A person aggrieved by the decision of the Authority may within seven days appeal to the Transport Licensing Appeals Board established under section 39 of the National Transport Safety Authority Act.

Cap. 404.
Records.

26. (1) Each private motor vehicle testing centre shall keep—

- (a) a copy of the licence of each inspector conducting inspection tests at the centre; and
- (b) a copy of each certificate and record of inspection test issued by the centre.

(2) Each private motor vehicle testing centre shall keep the records required under subrule (1)—

- (a) for at least five years; and

(b) in the format and medium prescribed by the Authority.

27. (1) The Authority may inspect a private motor vehicle testing centre and its operations to— Inspection of centres.

(a) ascertain the state of compliance with these Rules and the applicable standards;

(b) ascertain the adequacy of the records management systems of the centre;

(c) ascertain the qualifications of the inspectors conducting inspection tests at the centre; and

(d) investigate any complaint made against the centre or an inspector conducting inspection tests at the centre.

(2) The Authority may, without prior notice but during normal business hours, enter a private motor vehicle testing centre to conduct an inspection for the purposes specified in subrule (1).

28. Each operator of a private motor vehicle testing centre shall, in respect of each inspection test— Fees.

(a) charge the fees prescribed by the First Schedule in respect of the relevant motor vehicle inspection test; and

(b) display the fee schedule in a prominent place in the centre.

29. (1) Each person who wishes to have a private motor vehicle inspected in accordance with these Rules shall pay to the Authority the booking fee specified in the First Schedule in respect of the motor vehicle before submitting the vehicle to the private motor vehicle testing centre to conduct the inspection. Booking fees.

(2) A person who has paid the booking fee specified in sub-rule (1) shall present proof of the payment to the private motor vehicle testing centre at the time of submitting the vehicle for inspection.

(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.

PART VIII—OFFENCES AND PENALTIES

30. (1) A person commits an offence if that person—

(a) operates or, as the owner of a motor vehicle, allows another person to operate on a public road or a public place a motor vehicle for which an inspection test is required has not been conducted;

Offences and penalties.

- (b) affixes on a motor vehicle an inspection sticker that has been issued in respect of a different motor vehicle;
- (c) alters, without the authorisation of the Authority, an inspection report issued by a motor vehicle testing centre; or
- (d) performs any act that is intended to circumvent the requirements of these Rules.

(2) A person convicted of an offence under subrule (1) shall be liable, in addition to any other penalties prescribed under the Act, to imprisonment for a term not exceeding six months or a fine not exceeding twenty thousand shillings or to both.

FIRST SCHEDULE [rr. 16(2), 20(1),

22(2), 28(1)(a), 29(1)]

Fees

A. Motor vehicle inspection fees

S/No.	Type of inspection	Booking fee (NTSA) Ksh.	Max inspection fee (Centre) Ksh.
1.	Inspection of motorcycles and three-wheeled motor vehicles	200	300
2.	Inspection of motor vehicles with engine capacity of less than 3,000 cubic centimetres or electric vehicles with battery capacity of less than 150 kilowatt hours	1,000	1,000
3.	Inspection of motor vehicles with engine capacity exceeding 3,000 cubic centimetres or electric vehicles with battery capacity of more than 151 kilowatt hours	1,000	1,000
4.	Inspection of trailers weighing less than 5 tonnes	1,000	1,000
5.	Inspection of trailers weighing more than 5 tonnes	1,000	1,000
6.	Inspection of commercial vehicles weighing less than 5 tonnes	1,000	1,000
7.	Inspection of commercial vehicles weighing more than 5 tonnes	1,000	1,000
8.	Accident vehicle inspections	1,000	

B. Application fees

<i>S/No.</i>	<i>Type of application</i>	<i>Fee (Kshs.)</i>
1.	Inspector's licence, annual	2,000
2.	CLUSTER 1: Motor vehicle inspection centre (Nairobi City, Kiambu, Mombasa, Nakuru, Machakos, Nyandarua, Meru, Kisumu, Bungoma, Kakamega, Narok, Nyeri, Murang'a, Kisii, Uasin Gishu, Bomet, Elgeyo/Marakwet, Nandi, Kilifi, Trans Nzoia, Homa Bay, Kajiado and Embu)	1,000,000
3.	CLUSTER 2: Motor vehicle inspection centre (Nyamira, Kitui, Makueni, Kirinyaga, Migori, Siaya, Baringo, Busia, Kericho, Kwale, Laikipia, Turkana, Tharaka-Nithi, Vihiga, Taita/Taveta, West Pokot, Garissa, Wajir, Mandera, Marsabit, Tana River, Lamu, Samburu and Isiolo)	500,000
4.	Private motor vehicle inspection mobile unit	300,000

SECOND SCHEDULE [r. 12(1)(a)]

List of Standards for Motor Vehicle Inspection Tests

<i>S/No.</i>	<i>Standard</i>	<i>Description</i>
1.	KS 2295-2	Maximum road speed limiters for motor vehicles, Part 1: Performance and installation requirements
2.	KS 2295-2	Maximum road speed limiters for motor vehicles, Part 2: Specification for system and component requirements
3.	KS 372	Road vehicle – Passenger vehicle body constructions – Specifications
4.	KS 1515	Code of Practice for Inspection of Road Vehicles
5.	KS 2499	Road Vehicles – Inspection Centre Evaluation – Code of Practice
6.	KS EAS 1047	East African Standard Vehicle Exhaust Emission Limits
7.	KNWA 2460	Code of Practice for Motor Vehicles Garages for Repair and Services

Made on the 9th February, 2026.

DAVIS CHIRCHIR,
Cabinet Secretary for Roads and Transport.

<i>S/No.</i>	<i>Type of application</i>	<i>Fee (Kshs.)</i>
1.	Inspector's licence, annual	2,000
2.	CLUSTER 1: Motor vehicle inspection centre (Nairobi City, Kiambu, Mombasa, Nakuru, Machakos, Nyandarua, Meru, Kisumu, Bungoma, Kakamega, Narok, Nyeri, Murang'a, Kisii, Uasin Gishu, Bomet, Elgeyo/Marakwet, Nandi, Kilifi, Trans Nzoia, Homa Bay, Kajiado and Embu)	1,000,000
3.	CLUSTER 2: Motor vehicle inspection centre (Nyamira, Kitui, Makueni, Kirinyaga, Migori, Siaya, Baringo, Busia, Kericho, Kwale, Laikipia, Turkana, Tharaka-Nithi, Vihiga, Taita/Taveta, West Pokot, Garissa, Wajir, Mandera, Marsabit, Tana River, Lamu, Samburu and Isiolo)	500,000
4.	Private motor vehicle inspection mobile unit	300,000

SECOND SCHEDULE [r. 12(1)(a)]

List of Standards for Motor Vehicle Inspection Tests

<i>S/No.</i>	<i>Standard</i>	<i>Description</i>
1.	KS 2295-2	Maximum road speed limiters for motor vehicles, Part 1: Performance and installation requirements
2.	KS 2295-2	Maximum road speed limiters for motor vehicles, Part 2: Specification for system and component requirements
3.	KS 372	Road vehicle – Passenger vehicle body constructions – Specifications
4.	KS 1515	Code of Practice for Inspection of Road Vehicles
5.	KS 2499	Road Vehicles – Inspection Centre Evaluation – Code of Practice
6.	KS EAS 1047	East African Standard Vehicle Exhaust Emission Limits
7.	KNWA 2460	Code of Practice for Motor Vehicles Garages for Repair and Services

Made on the 9th February, 2026.

DAVIS CHIRCHIR,
Cabinet Secretary for Roads and Transport.



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 a 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.

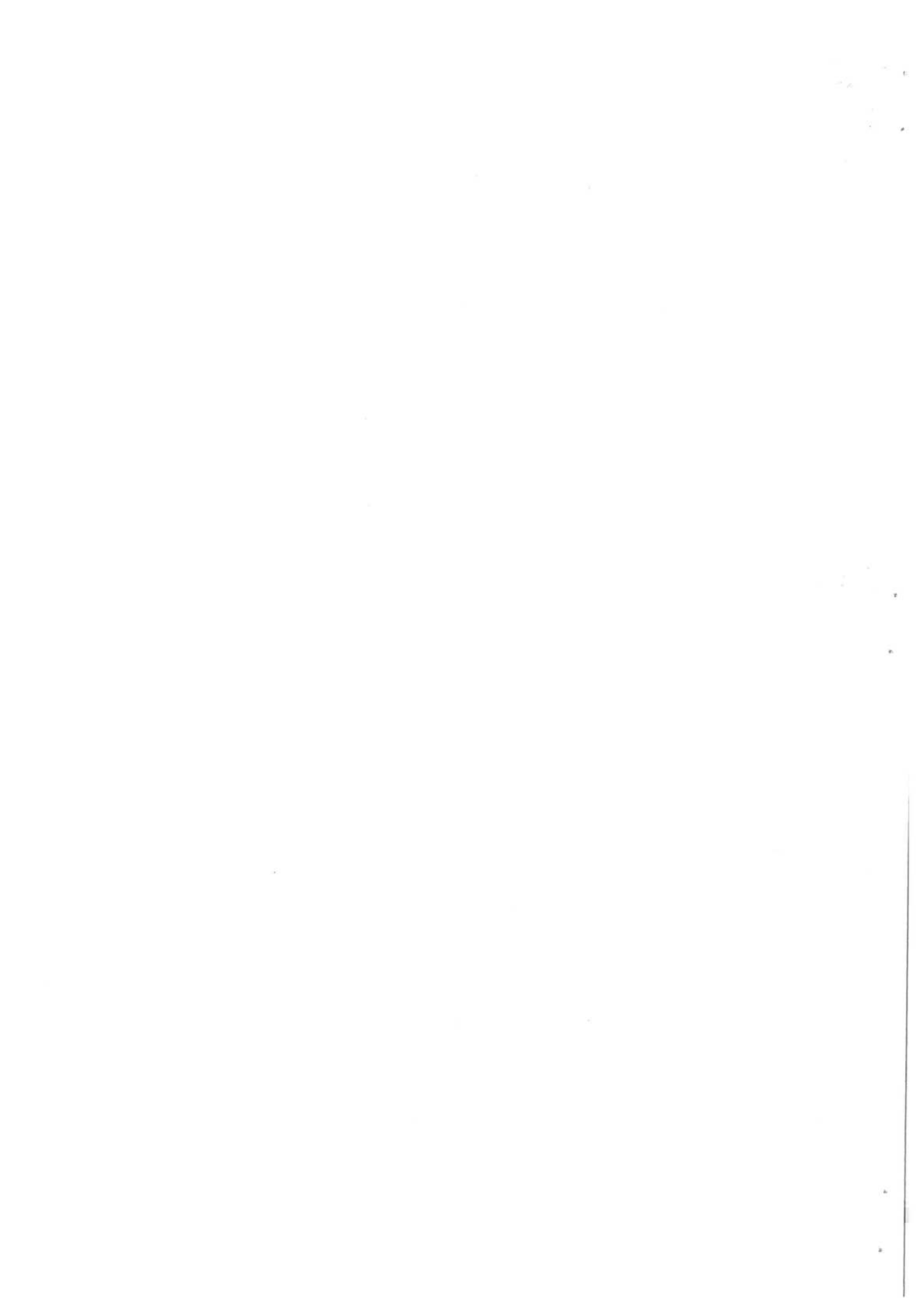
I submit.

A handwritten signature in black ink, appearing to read 'Davis Chirchir', with a long horizontal flourish extending to the right.

Davis Chirchir, E.G.H
CABINET SECRETARY

Date: 18th May 2026

ANNEX 4



THE SENATE
RECEIVED
07 MAY 2026
DIRECTOR'S COMMITTEE SERVICES
6/1/26

CONFIDENTIAL



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

THE SENATE
RECEIVED
07 MAY 2026
CLERK'S
OFFICE
P.O. Box 41842-00100 NAIROBI

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

THE SENATE
RECEIVED
07 MAY 2026
DEPUTY CLERK

**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

DGAC

② HOD - ~~ADMINISTRATIVE~~
RCIE - 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 deplorable. 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 gazettement 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.

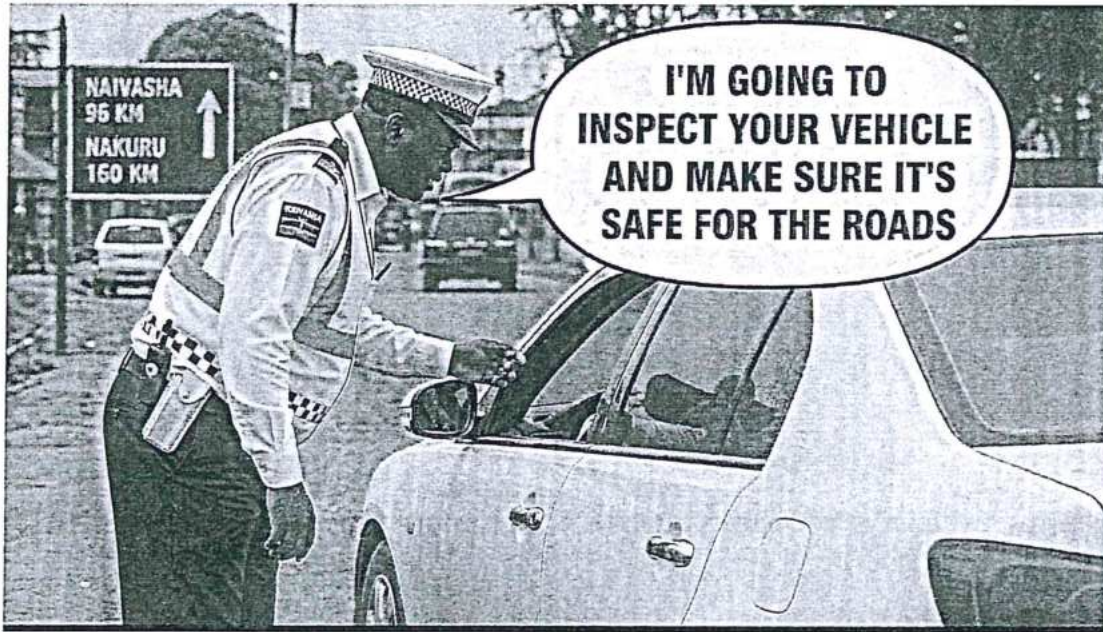
3. SUMMARY OF RECOMMENDATIONS

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

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	Infrastructure: Road conditions (potholes, poor design) are the primary cause of accidents, not private vehicle mechanical failure.
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



Private motorists Petition to NTSA & Private Agents Car Inspection Update

MAK Petition Desk has so far received overwhelming petitions from motorists. We have sampled the comments below.

The same will form bases for MAK action aimed at stopping the retrogressive plan. Our past advocacy has seen the stop of toll roads, high fuel prices, and has overseen formation of traffic cases directions by NCAJ, among other many activities.

Below you will find the first list of petitioners complete with comments.

We have hidden your personal contacts. (Email and Telephone)

The office will keep you posted on the progress of the matter and inform you on any necessary further action.

The petition will be tabled to the Ministry of Transport & Infrastructure, Ombudsman and to the office of the President of the Republic of Kenya.

We have also contacted lawyers on the best way forward which could involve a court process. Together we are stronger





Find Your Online
Feedback as received

Mr Jude

More avenues for corruption is something we don't need

Mr Dennis Magundu

Totally not in the interest of improving safety. Vehicles don't drive themselves; people do. Start with ensuring that driving schools are churning out quality drivers and nit the ill trained ones who don't know a red traffic light means stop.

Enforcement: psv and hgv are already being inspected yet they form the largest chunk of unroadworthy vehicles. Re-align that sector first prior to going after private vehicles

Mr Joshua Omukhoko

NTSA don't have capacity and have failed to inspect public service vehicles. I don't accept

Mr Mohamed Bagha

Illegal taxation without getting any service for it. NTSA should be disbanded

Mr ayub karoki

Comments* This another way of taxing motorists,ntsa had failed in bringing sanity back into our roads.They are re-introducing the road licence through the back door. They have failed miserably in containing errant matatu drivers.STOP THIS HARRASSMENT NOW!

Dr Cleophas Maende

Comments* This would be a good idea but I don't support it because it will be another avenue for motorists to be fleeced through corruption.

Name* Prof David Gichuru

Comments* I find the checks are being made too frequently & the charges exorbitant.

Mr James Muriithi

Comments* I don't think that NTSA have people's safey in their minds but to use this as a means to extort

money from innocent Kenyans. It should not be allowed to take effect at all.

Mr Cyrus Mutunga

Comments* NTSA have lost control of commercial vehicles inspection reports, some unworthy commercial vehicles are still on the road, through corruption First they need to attend to this before expounding their works to Private vehicles

Mr Otieno Stanley Otieno

Comments* I totally disagree with the charges to be raised. If the government wishes to do the inspection let it meet the costs on its own

Mr Otieno Stanley Otieno

Comments* I totally disagree with the charges to be raised. If the government wishes to do the inspection let it meet the costs on its own.

Prof David Gichuru

Comments* The vehicle checks are too frequent & charges exorbitant.

Mr Aliasger Zakir

Comments* This is completely uncalled for and its just another way of minting money from motorists as if we are not paying enough.

Mr Felix muriuki

Comments* Hi this should never happen. I have taken vehicle's for inspection and the service wasnt pleasing. Told to repaint a whole vehicle because of two scratches (not a dent) whereas older vehicles were allowed to pass. Drive from city centre to survey bumps, how many PSV vehicles will overtake you at over 80 kph. They pass this inspection all the time despite the digital (tamperproof) governors installed. Nothing seems to work . this department needs a used on approach , not enacting more rules becoz The ones we have are more than enough.

Mr Richard Irungu

Comments* NTSA are already not delivering on there mandate. And making Road side decision that don't make sense. Erecting bumps and speed limits from the 60s.

Mr Patrick Gatembo

Comments* The current PSV inspection is utterly

useless, doesn't serve the intended purpose, since even the most ramshackle unsafe vehicle can still get a PSV sticker. How then is this going to work when we can't implement the current one. NTSA should concentrate on things like standardization of bumps, road signage, public safety messaging and driver training. not taxing private motorists at the drop of a hat.

Mr Nelson Kikuyu

Comments* We do not want to be treated unfairly. Let that act not be passed. Let's not be greedy to fill pockets with struggling Kenyans' money.

Mr fidelis kavita

Comments* This is a useless exercise. It is a methods to extort money from the public and no real value Will be realised. Matatus are subjected to similar tests yet most of them are in roadworthy.

Mr joshua mburu

Comments* The current system does ensure that vehicles are up to standard.

Mr joshua mburu

Comments* The current system does ensure that vehicles are up to standard.

Mr MOHAMED AMAR

Comments* This should be a concern of the vehicle owners to decide if one wants to do it or not. The other day private cars were being stopped to be checked if you carry anyone else other than family members you are arrested. Where is the privacy for the private vehicles if one is forced to do this ? I believe each and every private motor vehicle is being maintained to a certain level by the owners up to their expectation and desire. NTSA should respect that. I say NO to this.

Mr Kenneth Songoni

Comments* This is insane and uncalled for. Commercial vehicles and psv which should undergo this yearly inspection are majorly unroadworthy. Sort that nonsense out first.

Mr Raphael kariuki Wamae

Comments* I am not persuaded that either the NTSA or their service providers have the necessary infrastructure and qualified manpower to implement these recommendations without seriously inconveniencing motorists and car owners.

Mr Francis Ikere

Comments* The checks should start when the car are 8-10yrs old. Most cars coming to this country are 8 yrs and checks after 4 yrs will mean more than 95% of the vehicles will need to be checked and this is simply not practical

Mr Isaac Kimani

Comments* Recently even the president scrapped the same rule from double cab pickups reason.... It will not in any way contribute to road safety. In fact a whole lot of private vehicles involved in accidents is not due to unroadworthiness. Actually relatively new cars are heavier culprits!! We are about to enrich a few individuals.. I can smell kicks backs all over this decree as well as police are salivating already

Mr Martin Ndonga

Comments* N.T.S.A. should be disbanded and forgotten. It's just a torture to a common low class mwananchi like me. And where is all this cash going to btw? Thank you.

Mr Geoffrey kinyua

Comments* Well I support the inspection but the authorised garages are few and not transparent on which criteria used in selection.. Why did they deny the common mwananchi garages that license..

Mr Philip Kimeli

Comments* NTSA is not being realistic in their proposed course of action i.e. vehicle inspection. They should address the underlying issues of road repairs, public transport menace. The most striking issue arising here is they are sourcing for money as even in inspection yards no quality control, the idea of contradicting private yards is null and void as there will be no control over that but just in paper. What is the use of traffic police? They stop cars and if your car is faulty then you are given a letter detailing what needs to be done/correct failure to which you are disciplined otherwise the proposed action has no focus nor direction.

Mr Elizabeth Thuo

Comments* Ill advised!

Mr Charles Mbuvi

Comments* This idea isn't well thought through.. if only particular stations are to do the inspection.. the pile up will be too much. For now

Mr James Mwangi

Comments* Am disturbed by continuous harassment of private car motorists by the Ntsa. Now this? Don't know where we are heading.

Mr Robert Ouko

Comments* Stop the planned inspections!

Ms Maureen Wangechi

Comments* They really should start with all the PSV's especially matatus. So many, too many of them are in a terrible state of disrepair, not to mention their reckless drivers. They are the first point when it comes to death and injuries on the roads in Kenya.

What if boda bodas? Are those not killing and maiming more people in this country, more than all private cars combined?

NTSA, with this new idea, seems like another cash cow, not to mention extremely lucrative one, for a few honchos. Shame on them. As if don't suffer enough with the endless traffic jams, potholes, corrupt policemen, adulterated fuel.

Mr ERIC AMUGUNE

Comments* Totally unnecessary and inconveniencing. The government are better off re-introducing the road licence than enriching a few garages to the disadvantage of car owners. Do not make car ownership a crime

Mr Eric Oduya Ndonji

Comments* The exercise will open a channel for manipulation and exploitation. The government should look for other ways of making money.

Mr DICKSON KAMAU

Comments* There has been no study or research done to quality the number of accidents involving private.If such was done then we should know who did it , when and which period.

Mr omondi Herman

Comments* This very unnecessary. They need to open a school motor vehicle instructors instead. These driving school instructors are not qualified to be driving then they are allowed to teach new drivers. Disaster!!!!

Mr Sammy Mudimbua

Comments* Totally unwarranted. The leading cause of accidents isn't unroadworthy vehicles but poor vehicle design.

Mr Daniel Odemba

Comments* It's a duplication of duties that other government departments have already done

Mr Joseph Njogu

Comments* That law is both uncalled for as well as unjustified. It is an avenue to rob us off our hard earned cash and also create corruption. On the other hand, it'll serve to stifle growth in the sales of Motor vehicles which has suffered from depreciation of the local currency and the recent blanket tax on imported vehicles. What I see is a calculated scheme by the government to suppress car ownership in this country, this cannot be allowed to happen. A vehicle enhances freedom of movement which is enshrined in the constitution not forgetting that property ownership is also safeguarded by the constitution, NTSA in implementing their hare-brained regulations, will be in violation of the above rights which the constitution expressly grants every Kenyan.

Mr Elly Rajab

Comments* With the few units this can not be viable. The check units should be increased to atleast 40 to undertake the project of private vehicle inspection. This is not viable in my view.

Mr japheth chesire

Comments* its not possible for what reason yet you have alcoblow and speedcheck itwii encourage corruption

Mr nitesh shah

Comments* NTSA is just doing the job that traffic police are doing. They are also trying to do inspection which I doubt they are capable of doing. Another way of making quick money from hard working Kenyans.

Mr Charles Ngwalla

Comments* We are already burdened enough

Mr David Maina

Comments* This is not fair to the average Kenyans. We are suppressing the masses. The inspection should be on vehicles 10 years and more.

Mr Lloyd

Comments* NTSA should go back to the drawing board and come back with another recommendation as for this one we disagree with they way they are carrying out this.

Mr Samson Sigu

Comments* I think this is an extra burden to Kenyan motorist and not forgetting the hassle of getting a car inspected. Unless capacity is increased to 3-5 inspection centers per town. NTSA can relook into other options that will not cost the taxpayers more but yield the same result. My 2%

Mr John Kamicha

Comments* This is greed, corrupt and draconian

Mr Rasugu Obwogi

Comments* I don't support the proposal from NTSA. it will be an opportunity for Police to extort cash from private motorists.

Mr John Kinuthia

Comments* Let them first repair all the roads in and around Nairobi before they can start inspecting my car. There is a direct correlation between the state of car and the state of the roads

Mr Gad Ochiel

Comments* Against the idea. Kenyans already burdened by high cost of living and poor roads. Another avenue for corruption.

Mr Kev Lonix

Comments* I think that NTSA only target personal vehicles because they know private motorists are not part of a bigger group that would potentially engage them in activity crippling riots. Frankly, if and when the NTSA manage to tame overlapping matatus, motorbikes and get them to follow the rules of the land, I will be more than happy to pay that and take my car for inspections. It seems it's the same thing that happened with 'digital speed governors' someone wants to have that tender and will take in big Kshs. The transport sector also includes P.S.Vs and as such I personally want them to tame that first. Show me a single Matatu that does 50kph in city limits also, show me a Matatu that has been nabbed in a speed trap for exceeding 50kph

Mr Reuben Gikabia

Comments* If already they have failed in implementing the existing laws, how will this help. This will only encourage corruption and enrich a few garages which are not even visited by the common mwananchi driver. It should not be implemented.

Mr Kennedy Tanui

Comments* I don't support the idea, not practical

Name* Mr Shakes Lebi

Comments* NTSA should just tell Kenyans the truth.

If it is campaign money, we shall fund raise and give to them but please let them keep off our private vehicles.

Mr John Mutua

Comments* How many accidents from private cars are because of lack of inspections? That figure must be negligible.

Vehicle owners in Kenya are subject of any new idea on fees or taxes why? Let's give them a break.

Cartels and police cannot conspire to fleece private car owners by using a legal body in their schemes.

My recommendation is do inspection every 5 years otherwise it is a tool for harassment and derailing the economy.

Mr Albert Kamau

Comments* Why now? These want to collect cash only from overwhelmed citizen by taxes. Will they be able to handle the no of vehicles.

Mr Michael Njoroge

Comments* Another frustration for motorists. Jams, potholes, corrupt, mata and police and the failed speed limited already abound. It's unacceptable. It's like car owners are the only way the govt can make money. Our protest should be bigger than the iebc one.

Ms Reshma Shah

Comments* Not needed for private cars. Only needed for PSV cars.

Mr Gilbert Omoke

Comments* Totally against it

Mr Odhiambo

Comments* The inspection is uncalled for, private cars are not commercial vehicles and are subjected to annual checks by insurance companies

Mr Bhavesh Shah

Comments* There is no need horse inspection of private vehicles but there is a great need of training to new drivers, as most of them they don't know the rule of KEEP LEFT.

All the accidents are happening because of over seeing and over take at wrong side.

Mr Ndiang'ui Martin

Comments* Good job guys, we must stop new way of corruption

Dr ALEXANDER MUCHUGIA

Comments* I believe checking cars is a good idea, however our country is littered by corruption and there is no evidence that these checks done in Kenya have improved vehicle safety. If something like this is to occur it should be done to improve Kenyans' lives, not to further impoverish motorists coughing heavy bribes and taxes.

Mr Haji Sikander

Comments* I am against this draconian proposal. This will simply waste our money and time

Mr Hardard Macharia

Comments* Have inspections of Commercial vehicles help reduce accidents involving trucks? Ensured roadworthy trucks are on the road? Ensured that the trucks are regularly serviced? What about the crooks who have fake driving licences, is there a possibility they contribute to the accidents? What measures against recklessness on our roads by PSVs? The current rules/Laws if enforced diligently can serve us well without unnecessarily burdening the motorists with more taxes. If NTSA were to enforce all these laws with zeal as they do ONLY two - Drink Driving & Speeding they should be able to contain those unroadworthy cars. These efforts to introduce more requirements I believe add up to no more safety on the roads!

Mr Albert Mwera Linyonyi

Comments* Very few cars in Kenya are showroom bought. Meaning the forseen proceeds from such an exercise is the main motivator for the idea and not the well being and safety of Kenyans.

Mr George Obuyah

Comments* It's not fair for us

Mr David Njoroge

Comments* Not for it. Inspection should be left to commercial and public service vehicles.

Mr Kapil Bhatt

Comments* This is ridiculous !!! Inspect cars on entry, inspect cars during insurance rival but inspection centers are another avenue to demanding bribes.. We are tired of this corruption

Mrs Anna Maina

Comments* This is just another avenue for institutionalized corruption. It is inconvenient to motorists and a waste of valuable time. What is to stop me driving a roadworthy car and only sort it out in time for inspection? We do not maintain our cars for the GOK but for our own good.

Mr Martin Sigei

Comments* Another useless money making scam. There are enough levies already on Kenyans.

Ms Dee Dee

Comments* The NTSA should not start charging for inspections, insurances have the information. They should liaise with insurance companies.

Mr Paul Kirui

Comments* We don't need double work. Traffic police has been doing the same job years and years.

Mr Thomas Odhiambo

Comments* This is crap, NTSA should concentrate their efforts on making the roads safe waachane na innocent motorists.

Mr James Njoroge

Comments* Big NO to personal vehicle inspection. NTSA should first mitigate the risk associated with flooding and also come up on how they will deal with traffic snarl-up along Nairobi Nakuru highway. Also the accident rate is still high --- what are they doing to bring the number of accidents down ??

Mr Joseph Murunga4

Comments* This con game and fleecing of Kenyans must come to an end. I support the petition

Ms Sheila Mwangi

Comments* Totally against the regular inspection of private motor vehicles.

Mr Wallace Muturi

Comments* I am against the inspection

Mr Bryan Otieno

Comments* Let them inspect the rickety matatus, not

private vehicles

Mr EDWIN MAINA

Comments* I am against this law and their money making schemes.

Ms Robi Ochieng

Comments* Let garages do an annual check on one on one level

Mr EDWIN MAINA

Comments* This is just another of their money making schemes. This is pure extortion and illegal.

Dr Rono

Comments* NTSA should make evidence based decisions! This would just be another avenue for harassment of Kenyans and untold corruption. What is the rationale for bi-annual assessment of a car part that wears out within 3-6months like brake pads? On a different note, limit the mushrooming of centres along the highway instead of trying to erect bumps and putting a 30kph speed limit on A104!

Mr Stephen Njoroge

Comments* Not necessary. Creating more avenues for corruption

Mr Odhiambo Akuom

Comments* The Traffic Act already provides for impounding of unroadworthy vehicles. Lets enforce that provision of the law rather than coming up with excuses for perpetuating monetary interests not in sync with the larger need to secure our roads. AND is NTSA all about speed guns, alcoblow and now inspection? How has the inspection of commercial vehicles fared so far? Why do we still see jalopies on the roads? Get your act in order first.

Dr Destains Nyongesa

Comments* Let the government make the roads and ensure that wear and tear of the vehicles is reduced. After that they can implement what they want.

Mr Peter Mwaura

Comments* I oppose this law since it will only be another Avenue for corruption.

Mr Newborn Areba

Comments* This idea is not practical

Mr Antony Wandera

Comments* I am against this because it's is open to abuse and it is an unnecessary extra cost to the public.

Dr Gloria Oyiolo

Comments* The law is unfair and is just opening up avenues of corruption and exploitation. The public vehicles are breaking down on the road everyday and the authorities claim to have inspected them. Let them deal with public transport trailers and lorries effectively first.

Mr Charbel Mbogo

Comments* Ntsa save us the burden please.

Mr Michael Mwangi

Comments* No to capitalist oppression

Mr Victor Alenga

Comments* I oppose the inspection.

Mr John Wambui

Comments* We just don't want it... as it's a total scam to us

Mr Martin Kamau

Comments* I would like to state my opposition to the intended inspection regulations which seem to be more of a money generating scheme rather than a welfare/safeguarding measure. I support the motorists association of Kenya in their stand against the proposed NTSA regulations.

Mr Fredrick Odwako

Comments* I disagree with the proposal, since it amounts to exploitation through double taxation. We are already paying high taxes on fuel. NTSA should focus on road safety in regard to poor roads design, lack of signage, rogue drivers, drunk driving, e.t.c and not looking for avenues to exploit law abiding citizen

Mr Muriithi Murungi

Comments* Not necessary. Waste of time and money. Instead tame drivers especially public transport drivers.

Mr Edgar Alema

Comments* We are not a milking cow as Kenyan motorists and we will not accept this law. We need a demonstration by all private car owners. Ntsa has failed in curbing road carnage their work is targeting speed drivers and alcoblow.

Ms Brenda Ondieki

Comments* It is not necessary, after all private vehicles owners are keen on maintaining their vehicles. This is just another way to make money from the already hard hit citizen.

Mr Nicholas Malaki

Comments* I oppose this as a costly and time wasting affair

Mr James Koima

Comments* Please work on the PSV's and Matatus that go through inspection but are still a mess. Once this is well functioning then we can discuss personal cars

Mr Major Fredy Emmerich

Comments* Absolute disgust to the taxpayers of this country. It is sad to see the state of affairs. The corruption is massive. This is must stop at all cost. This government and its corrupt arms have failed the citizens of this country. NO vehicle is to be inspected other than GK, and NTSA themselves.

Mr Oscar Shipimilu

Comments* I do not support the idea

Name* Mr Edgar otiya

Comments* Why introduce this inspection yet insurance companies do the inspection every year when renewing motor insurance. Insurance companies would be best placed to reject unroadworthy vehicles rather than load Kenyans with on other inspection fee

Mr Dennis Maina

Comments* NTSA is becoming rogue, with all the authority they have, they are bringing absurd rules which will affect almost all motorists. They need to go or have an oversight committee watch their every move

Mr Vincent Mau6

Comments* This is punitive

Mr Munyau Maithya

Comments* Petition against

Mr Pride Njukia

Comments* This I don't support

Mr Ben Ndungu

Comments* The govt shd first of all roads that needs repairs bcoz they are part of what makes the vehicles unroadworthy. Inspection for private vehicles shd not b mandatory. They shd not jst impose laws anyhow. Like

the yellow boxes in Nairobi. For those of us who went to driving schools many years ago, the boxes were not part of yhe syllabus. People who reside out of Nairobi will get caught up in the boxes since they dont knw wat they are abt. Watengeneze barabara ndio magari yetu yawe sawa sawa.

Mr Allen Malala

Comments* It is gross abuse of the privileges of a Kenyan car-owner. Thus with the 8 year rule on all imports, technically each and every car in Kenya shall be subjected to the inspection, hence directly translating to mega amounts of money being minted from the "process".

Mr Allan M

Comments* Petion Against Private vehicle inspection

Mr Naftaly Kamatu

Comments* I oppose this move and suggest that the NTSA works in collaboration with insurance companies to ensure that the valuation report used in renewal of insurance cover is adopted as the most appropriate document for evaluation of roadworthiness of a motor vehicle.

Mr muia Mulandi

Comments* Should not happen as it punishes the masses

Mr John Arum

Comments* I do not support.

Mr leonard Njoroge

Comments* Kenyan Motorists are already overwhelmed with charges and yet the state of roads remains a big mess.

Instead of thinking of how to get more for Motorists they should be thinking of how to get the roads fixed. A big no to this

Mr kelvin Jerry

Comments* i reject the madness of NTSA seems they want to override the roles of traffic police and further be more corrupt in their dealings as they are currently with speed limits. Totally i say no to inspection of private vehicles on grounds that it is going to fuel more corruption and in this hard economic times its a cash cow for top government officials. In fact this NTSA thing should be scrapped off. The other day i saw numerous green cars with NTSA labels this are all hired at the expense of the

tax payers cash. NTSA must go.

Mr Boniface Wanyonyi

Comments* This is unfair. The govt, keen on making owning a car in Kenya impossible. Recently they imposed excise duty which is still biting hard in our pockets. This NTSA planned checks is just another conduit for corruption and making our lives impossible. If it means coming out with our cars and park them on all the roads, then walk to work let's do it. We can't accept this nonsense. NTSA has added no value to our transport industry. They should be disbanded and go home,

Mr Kenneth Ribebe

Comments* I service my car regularly. That's enough inspection

Mr Gertsen Kai

Comments* That is unfair, private cars pay a lot as in taxes and you can't just solicit funds from car owners just like that.

Mr Joseph Mecca Mikolela

Comments* Will be used for discrimination and corruption

Mr Clifford Ogoda

Comments* I am totally against this costly and unjust vehicle inspection. Please stop excessive taxation and extortion of Kenyan citizens by such means. Very disappointed not just with NTSA but govt as a whole.

Mr Daniel Kariuki

Comments* I do not support this new directive. It will only promote corruption.

Mr Edgar Laban

Comments* NTSA has failed on its fight to curb road carnage but instead they have put all their efforts on drunk drivers and speed. This is another mega scandal for corruption to enrich a few.

Mr Allan Karanja

Comments* This law will only subject private vehicle owners to more money out of their pockets and at the same time the ever-existing corruption will rise.

Name* Mr Tony Munene

Comments* Illegal, ill advised and will exacerbate corruption in implementation!

Mr Patrick Odhiambo

Comments* I wish to discourage the law being passed

as there are many loopholes in it. This is just a way to ensure that we cough up more money

Mr Mark Ochieng

Comments* This is just another corruption conduit

Ms Grace Kerongo

Comments* I don't support this proposed regulation

Mr Victor Okudo

Comments* Yes we need to stop this madness. They need to seek other methods of ensuring safety on our roads

Mr Anand Meghani

Comments* Please stop looting Kenyans' bloody everyday you wake up there is a new law. Give us a break enough is enough!!!

Mr Charles Momanyi

Comments* This is unacceptable let's have this enforced through already existing checks by insurance companies. Unnecessary expense on taxpayers, if it should be mandatory then it should be free of charge.

Mr Andrew Maringa

Comments* This is another shady policy move that is not very well thought out. The NTSA should not be the one coming up with the inspection process, rather the police should. In other countries, if the police deem it necessary that your car needs to be inspected, they are the ones who give you a sermon and direct you where to have it inspected and at zero cost. The NTSA should not pretend to be doing this as a service to the nation. Not when it seems they are conniving with business folks who own garages to make money. This policy should be done away with. However, if government wants private vehicles inspected then:

1. Let govt pay for the inspection
2. Let the inspection be done at govt centres and not in private garages.

Mr Peter Njuguna

Comments* This will bring corruption!

Mr Vincent Okoth

Comments* This is absurd the other time blanket exercise duty...kwani hii gava inataka tutembea na viatu

Mr Anand Meghani

Comments* Please stoping looting kenyans bloody everyday we wake up their is a new law to whoop our ass.... give us a breakk!!!

Mr Charles Wambua

Comments* I do not support the proposed private vehicles' inspection.

Mr Tony

Comments* Thats is creating more channels for corruption. Can they first fix the roads or manage matatus before they start going for easy targets.

Mr Timon kipkoech

Comments* Inspection must be done but fees no its exorbitant. But i support inspection.

Mr Leonard Waruingi

Email*

Comments* This should not be charged to the classic cars.

Mr John Kinuthia

Comments* this is another avenue for corruption

Mr Domnic Kurgat

Comments* We don't need inspection

Ms wanjiru

Comments* so selfish of the top private garages which you will find belong to the members of NTSA and cops.

Mr Shahid Ali Shah

Comments* There is no way that you can say that a person should have the vehicle checked and it's not a psv

Mr Patrick Kinuthia

Comments* The cost is two and a half time the current charge and it is not justified.

Name* Mr David Kamau

Comments* This is unnecessary and another avenue for corruption. if it must be done let it be coordinated by insurance providers

Mr Antony Muthuu

I do not support this illegal condition and charges

Mr Eddie wakaratu

Private vehicles should never be subjected to annual or whatever inspection. The law is draconian. No one in their sane will drive a defective vehicle

Mr Eddie Wakaratu

No inspection of private vehicles

Mr Dave Karanja

Good work done

Mr Eddie Wakaratu

No to inspection

Mr antony kamaliki

I DO NOT support this at all at all. This i extortion, we pay enough taxes as it is.

Mr Kitavi Musili

Not acceptable at alll

Mr Meshack Ochieng

They should find ways of looking for funds and stop harassing people.

Mr Anthony Azegele

This is robbery NTSA should stop official thievery to make themselves relevant

Mr Daniel Ngugi

I disagree with the proposal because it contradicts the right to motor asset ownership.

Least we forget that the same was dissolved and incorporated in the fuel levy afew years ago.

Will this mean that fuel will be made cheaper to the same vehicle owner you are targeting

Mr Kim Wanjiku

MAK come to our rescue

Mr Dave Caris

Lets keep the pressure on

Mr Austine Otieno

Transparency is needed in this exercise. As put across, it looks like a cash cow meant to enrich others and not the noble cause of protecting us. Where do these huge trucks

without a single tail light get inspected then. Sort those out first before adding yourselves tasks that you seem incapable of handling in the first place.

Mrs Rebecca Kiplagat

NTSA is supposed to promote safety in our roads not become punitive to the public. Is this decision informed by research in any case. This is uncalled for. Monitor effectiveness of the laws introduced so far before introducing others

Mr Edward Bikketi

This is a wet dream of some people trying to siphon money from the public
Go to hell NTSA

Mr Josephat EMURUGAT

I dont agree,as its amount to double taxation.An how did they arrive at the figures and the garages.

Mr Tony Ouma

I do not support this draconian law meant to fleece the mwananchi

Mr pete gathungu

NTSA is unfairly targeting motorists and doing nothing about boda bodas and Tuk tuks.

These people have absolutely no appreciation of traffic rules, and act as though the highway code does not exist. They cause more accidents than everybody else and yet all that NTSA can think of is to target and victimize motorists. NTSA must do their job fairly!!!

Ms winnie kitetu

Not a good idea especially when corruption has really hot out pockets like this, we can't take it anymore

Mr Eliud Katulamk

-they dont have capacity to inspect all private vehicles in Kenya

-another corruption avenue for police/ntsa

-time wastage coz of unlimited stoppages for inspection

-let them deal with noisy matatus first in the streets

-let them address traffic congestion first

-let then Tarmac all roads, nkt!

Mr paul okwemba

They should focus on new driving curriculum and enforce laws with integrity.

Mr Lawrence gashagaa

No way. I object

Mr Denis Kuchio

My view is that the requirement is oppressive and only driven by the desire to collect revenue. It will, however, lead to more corruption.

Mr Raymond Gathii

This is unfair, PSV means public private vehicle should be left alone. Even if they do the inspection what do I get in return. U just want to steal from us.

Mr Mbarani Echaminy

The inspection is not a bad thing, other countries do it. Problem is in Kenya it's a window for corruption. If the govt wants money from motorists why not just return the road licences that was there before instead of hiding under dubious stunts.

Mr eddy muigai

first construct more inspection units,then make them more efficient.implement the act,stop corruption

Mr Eugene Banja

...NTSA. Twats

Mr MIKI Cardovillis

NTSA should also help drivers and victims of Police Station brutality. .like this week..being hit from behind by a Matatus. .and Police became Police..Judge...Executioner.. in 5 seconds..conniving to extort money from innocent 40-50 year experience drivers..Stand Firm Drivers..

Mr Jude Oyiolo

more avenues for corruption is something we don't need

This is purely an avenue for graft, if the police were doing their jobs properly they could see unroadworthy vehicles.

Mr Geoffrey Oyugi

This is quite absurd! We are busy chasing ghosts every now and then while trying to impose new protocols with the guise of having safety on our roads! Most cars are

more than 8yrs old as stipulated while importing vehicles. The car is subjected to inspection at the point of exit and verified also at port of entry. That already should give a clear understanding of road worthiness, furthermore before we do this, what has the organization done so far, the number of accidents have not reduced as much as is portrayed and best to their chagrin.

Also, look at our roads, those themselves are a danger to motorists and society as a whole; from deep potholes the devil might just one of these day dig his way up and to his behest wreck havoc! Poorly lit highways, no demarcations, failure of the ministries charged with the mandate to maintain the same, poor or no drainage hence flooding that from what we know can make an apartment block assume the roles of a water vessel. Where have you ever seen bumps on a major highway, don't you think this poses more danger to both motorists, cyclists and pedestrians as a whole.

To me this is just another avenue of robbing the motorists their hard earned monies through crafty/dubious means. Tell you, look at our roads, look at all those matatu's (I won't mention routes, we all know them) and trucks (Garbage trucks, zile za mjengo that carry sand and building blocks, City council vehicles, some of the police vehicles etc) that go through inspection yearly and mind you they pass!

So fully I reject the proposal to have this till some of the issues that will be touched by the members are addressed fully.

Ms BERYL AKINYI

This is absurd. They can't treat us like second class citizens. Already we are paying lots of tax.

Mr Mwendwa Mutisya K

They should be stopped let them show us what they have done with the public transport first.

Mr Nicholas Kaaria

I'm strongly opposed to this move as it is economically punitive to private motorists.

Mr ahmed adan hafid

Totally unacceptable..this will only be turned into another cash cow.

Mr JOHN KATHEMBE

I support the petition.

Mr Paul Karingithi

This law/rule should be scrapped

Mr Kalpesh Malde

This will only encourage more corruption as the corrupt elements of the police /NTSA will collude with the garage owners to constantly harass the motorists by finding fictitious faults in their vehicles.

Ms Janet Otheroo

STOP NTSA!

Mr IBRAHIM NAMBATI

The inspection should be reserved for commercial vehicles only.

Private vehicles should only be subjected to inspection upon reasonable/verifiable suspicion by a traffic officer and should be free of charge.

Mr James Mwangi

Ridiculous move that must be stopped immediately... Who gave them the power to even think that they can do this??

Mr Mario Magonga

Absolutely unnecessary. NTSA has even been able to clear road of unroad worthy vehicles so far. It would appear the biggest job they are doing is trying to prove they are effective by creating other jobs that they can do. Sort out the roads and PSVs then bring this back for consideration.

Mr Leah Gakii

This is uncalled for, the vehicles are already inspected at the port, besides the insurance has to do the same every year. We are already dealing with enough charges. We are yet to get over the excise duty and now this?

Mr Raymond N. Gatonye

If the current motor vehicles inspection of psv's is a corruption den which is yet to be properly streamlined & thus you see on our roads junks of psv vehicles which have gone through inspection. Even the speed check is a money minting exercise. By the way speed check cameras are manipulated to extort money from innocent motorists, case in point Mangu checkpoint on Thika Road.

Mr Dominic Gichengo

I THINK NTSA ARE TRYING TO FIT INTO SHOES MUCH BIGGER THAN THEIR SIZE. THEY SHOULD CONCENTRATE ADDRESSING THE MORE URGENT ISSUES FORST RATHER THAN WASTE TIME ON MINOR ONES. THEY SHOULD BE CAREFUL NOT TO OVERSTEP THEIR MANDATE.

Mr Joseph Kariuki

Another make money scheme by some of our leaders

Mr Gideon Kioko
Ludicrous law

Mr Ian Mwangi
Absurd, just propelling corruption to higher heights.
Perforatorize on the psvs first, eliminate all those road
unworthy matatus and canters/lorries oozing smoke like
factories then let's think about private vehicles. Shindwe!!!

Mr simon n. gitau
NTSA should not be allowed to milk more cash from us.
They haven't even managed to deal with PSVs on the same
how will they manage the thousands of Private cars?

Mr Gidraph Mwangi

Not necessary to have such. Will not solve anything ideally

Mr Apollo Owuor
I do not support the proposed regulation for vehicle inspection. This is ill advised.

Mr Eric Ringera
Not supported. Unacceptable.

Mr Wyclife Omondi
An accident can occur even inside showrooms nkt

Mr Eric Amuhaya
I strongly disagree with such a move. NTSA is being superficial on matters road safety. We are beyond experimentation. This is purely to sneak back the road licence levy that Kimunya did away with and opted to nib in on it at the fuel pump. The problem is not quite much to do with road worthiness of the vehicles but moral worthiness of the NTSA, traffic police and drivers. Most accidents on Kenyan roads today have a direct bearing to human error than machine fault. Over 90% of these are avoidable. The situation is compounded by corruption both within the ranks of traffic police and NTSA officials. They introduced speed governors on PSVs but how common do they zoom by at killer speeds?
Besides, what is the situation of the roads themselves in Kenya today? Most of them are 'unmotor worthy' which greatly accounts for the high cost of motor maintenance. Let us not concentrate on removing the cobwebs, kill the spider.
For now let them content with speed gun and alcoblow fines.

Civic education and designing a model that can even be incorporated in our school curriculum would work magics.

Otherwise a brand new Mercedes Benz right from the show room, driven under 'typical Kenyan mannerisms' on a typical Kenyan road is thrice more hazardous as my sneezing jalopy beetle driven at right attitude.
Let NTSA call for a national debate on this. They will never go wrong.

Mr James Morgan
Lez fight

Mr Kevin Limo
I think this is so cruel and humiliating. They should look for means of doing so without subjecting everyone to it.

Mr Steve Kinuthia
What do they have up their sleeves this time?

Mr Michael Mugo
No to private vehicle inspection.

Mr james kabia
I protest very seriously on this unwarranted move

Mr Kayere
I think what they want is just extort more money from Kenyans, how comes they targeting private vehicles, and the public vehicles are getting out of they hands..we getting some kinda dictatorship on our roads

Mr Chris Matu
While it is agreeable that there are unroadworthy vehicles on our roads, the real issues include driver training and corruption which inhibits law enforcement. Enacting "knee-jerk reaction" laws is not the ultimate solution.

Mr Michael Opondo
Reject, reject, reject! It must be unconstitutional - restrictions on some kind of freedom of movement.

Mr Antony Maseno
Kenyans are already overtaxed as it is & we do not see the taxes working for us. The Kenyan motorist in particular has been subjected to hefty taxes on fuel, vehicle & vehicle parts. At this rate one would think that the govt doesn't want Kenyans to prosper or do well. No additional taxation without accountability & prudent financial manage-

ment. We are tired of being extorted just because we are Kenyans.

Ms Sonya Kassam

Apart from the cost, there will be loss of man hours just as we have experienced with commercial vehicle inspection. It is highly unfair that matatus and county vehicles like garbage trucks have so blatantly never been for any inspection. This will only provide yet another excuse to stop and harass motorists

Mr Daniel Mburu

1. Why don't they first get the public service vehicles correctly. Everyday I come across unroadworthy psv on the road yet they have these valid inspection stickers.

2. Second, nothing prevents a police officer to stop a car he or she deems to be in roadworthy and to inspect it on the spot and even arrest / confiscate

3. I would later even propose emission tests / Controls on the spot like it is in India.

I am for safety but it should be orderly and effective.

Mr Brian Njenga

stop inspection on private vehicles yet there's so much more that needs to be done ie. 24hrs. public transport that is safe, collaborate with the kura, etc. on fixing the roads so as to avoid careless accidents, collaborate with the tuk tuk and boda boda operatives so that they can have their stages and lanes marked for them to ride on.

Mr Concerned Citizen

NTSA is a noble idea but the implementation is raising concerns! A good idea with a 'backhole' is in a nutshell defective. NTSA is feared more than regular or traffic policemen in the streets. Why? They are major extortionists! They must be stopped because they have made drivers fear driving, hence accidents!

Mr Joseph Menya

The moment i heard i could not help this is just another conspiracy of "eating" by NTSA.

Mr wambugu maguta

This should not be allowed to happen.

Mr Samson kimunge Kamau

This is retrogressive insurance companies undertake inspection annually what more are we looking to achieve other than raise revenue from an already overstretched citizens

Mr Charles Githinji

This is not practical since the vehicles inspected by your agency are unroadworthy and full of corruption. private vehicles are private and mostly driven and managed by their owners thus are kept well. further more the traffic police can spot an unroadworthy vehicle on the roads by their smoke emission and even worn tyres or dented body work, please bite what you can swallow by first streamlining the psv n commercial vehicles.

Thanks.

Concern motorist.

Mr Darius Makau

This is a draconian law. Unacceptable

Mr Gordon Oloo

This law is outrageous

Mr Joe Amisi

A punitive law that seems more aimed at extracting finances from motorists than looking out for their safety. Fix poor roads and other motoring hazards first!

Mr Bernard Rukungu

This is fertile ground for corruption and I don't support it at all.

Ms Irene Mwobobia

Private vehicles should not be subjected to the bi-annual inspection. this will bring more corruption and unnecessary harassment by police. NTSA should just work on the overspeeding cars.

Mr TIMOTHY MAINA MACHIRA

They do not have capacity nor infrastructure to undertake the task. it will be an avenue of corruption.

Mr timothy mwirigi

why do we have to chuck off Kes 2600 and Kes 3600 for inspection yet we bring our ass to your premises plus we already have taken the cars for inspection when the car was new. Also the inspection is time wasted since we could have used that time wisely such as business etc. NTSA Ni pesa mlipenda and matatus are flouting all the rules.

Mr james njagi

Let NTSA look for funding elsewhere

Mr Zeeshan Mirza
This should only apply to commercial vehicles

Mr Nicholas Kanyuru
This will only add more to the already humongous sized bribe pond for law enforcers.

Mr Tremayne D'Souza
It's just another Avenue for cops and ntsa to harass us. There are no systems or equipment in place to do such inspections, more so there will be a rampant wave of corruption at those inspections. Also, if they wish to inspect our cars they should first apply the same to the road network!

Mr Duop Gai
This new law will completely drain us police will want bribes and those private garages will be biased.

Mr Paul Njoga
This is not right at all

Mr Munene Kiura
This is yet another corrupt scheme in the making. Unlike commercial vehicles which are inspected by a established vehicle inspection unit, albeit also seriously flawed and corrupt, this will be done by Garages. The question is which garages, how selected, where do they draw that mandate and what standards will they follow? The cost is also too high. Please stop this scheme meant to rob us

Mr MANISH SOLANKI
THIS WILL JUST INCREASE CORRUPTION BY POLICE / GARAGES/ ETC

Mr Abraham Yosi
This is definitely not a good idea. It is certainly a cash cow scheme to milk more money from motorists. It's better they get a report from insurance firms after valuation is done than provide another avenue for further corruption.

Mr Ken Mukirai
I protest on the inspection of my private vehicle, that is a trespass in my personal territory.

Mr Hitesh Dave
They should reduce the duty on new cars 4 years old car should not have duty more than 10% and 5-8 years

old car can be 20/50% duty. This law will be usefull after they make ammendments on this importation duty and taxation. Also they should stop corruption on public cars before targeting private cars.

Mr PHILIP KIBUE
Am not for this since it doesnt add any value. Am seeing it as a ploy to generate revenue.

Ms Hannah Wakonyo
We refuse the cruel laws for f Private vehicles

Mr Mahmood Islam Said
It looks like another Eurobond and Nys scum, to rake billions off the common man.

Mr Mohamed Janmohamed
This inspection system they want to bring in, is just another ways of getting money out of the public for theyr own comfort and wants. I am against the inspection to be implimented as the public will be harrassed even more for just a peice of paper that has no value. Its just an additional way of adding corruption in our own country.

Ms Esther karuggah
No to privately owned vehicled

Mr Wainaina Patrick
That is clearly a very badly thought out idea to create an avenue for kickbacks and serves no purpose at all.

Mrs Jacqueline Mugambi
It cost money to ensure that our vehicles is road worthy, ntsa shouldn't charge us to prove to them that our cars are road worthy. If they want to check annually that they are road worthy, let them do it at their cost! We'll avail the car one a year

Mr Gachanja Muraya
I reject the proposal in totality

Mr Esmail Mamdani
It is not fair to mistreat small private vehicle owners. More emphasis should be given to big Buses of Githurai 45 as they break all rules and even the cops close their eyes on them! Kindly BE FAIR!!

Mr Bethuel Njenga

We refuse the unorthodox ways being used by government to exhort cash from us

Dr Gloria Oyiolo

Hello.

The new requirement for inspection of private vehicles is outrageous. Currently even to get a lorry or psk inspected is a nightmare. It is a bad idea to have vehicles inspected at government offices where obviously corruption is the order of the day. Most Kenyans are hard working people and placing another burden on them is just wrong.

I also don't understand why I should pay for my vehicle to be inspected yet it is serviced after every 5000km. If it's a service it should be FREE because it doesn't add value to my car.

Why don't u build more inspection centers and hire more staff before embarking on private vehicles. It seems like a transparent attempt to extort money from motorists. It's unfair especially for those who stay upcountry living somewhere like Busia and having to go all the way to Bungoma to get the car checked.

I think u should first deal with all the trailers trucks and matatus that stall everyday on the roads.

I also think u guys aren't concentrating on the safety aspect of your mandate. Coz surely. Matatus are always overlapping and obstructing traffic. It is a daily nuisance yet all we ever see from u guys is Alco blow. Yet if u concentrated on just overlapping and obstruction first so that our people learn manners on the road we would be much happier. If u collect fines from there things will run for u guys.

Also bad roads reduce road safety. What are u guys doing to fix AND MAINTAIN the roads? Please please. Add value to our lives, not increasing expenses.

This business of introducing inspections to drum up revenue, yet our vehicles are damaged by the pathetic state of the road is just unethical.

Thank you and Good day,

Mr Francis Tim Kavingo

It is not welcome because I see it as a way of just collecting revenue not to enhance any safety. If a brand new vehicle from the showroom can have an accident. It is not the age of the vehicle which tells its serviceability and it is also no the age which causes accidents. It is the person behind the wheel.

Mrs James

Bordering on theft

Mr Josiah Ogutu

We have bad roads that make cars unroadworthy. Please let's have workable roads before this inspections that are

meant to check vehicles spoilt by bad roads

Mr DAVIS NYAMACHE

Inspection of commercial vehicles and PSVs has just been a abused with unroadworthy vehicles on the road. Trying to include private vehicles will just be a cash cow for NTSA. Let Insurance companies handle issues of inspection of the vehicles they insure.

Ms kalee maleli

NTSA thinks Kenyans are cash cowsI say NO

Mr Ian Kahungu

Honestly,our cars are inspected annually by insurance for free...use that data...also before even considering inspecting private cars,u have a legal obligation to fix the roads or engage the relevant bodies to do that.inspected vehicles on a bad road are still dangerous.first make sure the roads are roadworthy n safe for use....their condition contributes alot to accidents as well.

Mr Ritesh Vaja

I am totally against the idea. The main culprits are HCV and matatus, if they could maintain inspection standards instead of bribing everywhere accidents would drastically reduce.

Ms Cyrus Kinyua

This is not acceptable

Mr Rihan Habib

I think this Is just trying to get money check on the roads first are the roads worthy how many pot holes and roads are not maintained what do you expect the ?

Mr Charles Muthama

This inspection stuff is just another cash cow to Ntsa, an a total nuisance to the public

Mr JAMES MAGIRI

This is mere duplication; my Insurance company REQUIRES a valuation report prior to offering a cover. Why not just get data from the company(s) and make follow ups as to whether i am road worthy! PUNGUZA MZIGO!

Second Part

Mr Ibrahim Nyariki

Its totally unfair. Some years back this was abolished and now NTSA wants to bring it back as a way of them making money. Are they trying to refund the government the cash that was used to buy those Peugeot vehicles?

Mr Zoab Gulamhusein

The whole scheme is another bureaucratic hurdle to extort money. First get the commercial inspection house in order before subjecting the private vehicles to inspection

Mr Inayet Kudrati

NO to Private Vehicle Inspection.

Mr David Rutere

We do not need this harassment, blatant day light robbery and pure abuse of power.

Mr Chirag Shah

What ntsa intends to do is not legal and beneficial to any roads user.

Mr sharad kumar

no inspections on private vehicles

Mr Timothy Kamau

This is nonsense... They should look for other alternatives...

Mr Juma Omondi

It is not necessary.

Mr Kelvin Olende

This is just another scheme ntsa to mint money from Kenyans. Totally unacceptable. Insurance companies carry out checks every year. Ntsa should get reports from there.

Mr Nictor Efeza

I feel these is a leeway to more corruption because let's be sincere even the commercial vehicles bribe through there way to road fitness even when they are not and that's why there are still more accidents .These thing should STOP because it's just adding more unnecessary headache to us .

Mr Vistasp Vatchha

It's too much to bear. Please don't load the private Motorists unnecessarily.

Mr Said suleiman

No to this draconian rule. Enough is enough.

Mr Satish Shah

Most Private Motrists Value their Lives more so than the Commercial Operators. Hence they always maintain their Private/Personal vehicles in good perfect condition. They don't need to be overregulated by Laws that will only open avenues for more corruption the greatest evil & devil ruining our country.

Mr Daccon Owino

Private vehicle owners are responsible for their vehicles which they don't use for monetary gain unlike public service vehicles hence you can not treat them the same under any circumstances

Mr FRED MWONGERA

This will be a conduit for corruption and it has no set guidelines for inspection.

Mrs Ngeiywa Nancy Cherotich

This is uncalled for. We buy fuel, spares and other accessories which are already taxed. I Why should they drain us further ? No, no, no

Mr Edward kanguru

They have completely failed with commercial and psv inspection, we have cars crashing into buildings,walls, and they were straight from inspection will valid stickers barely weeks old.This is just a cartel to make money from innocent motorist who use their hard earned money to maintain their cars even after being scratched ,side mirrors broken .by the psv's. NO TO INSPECTION OF PRIVATE CARS!!!!!!!

Mr Kuria Kimemia

Vehemently opposed to inspection of private motor vehicles.

Mr Davis Masinde

I strongly oppose the move. NTSA has proved itself to be a crafty attention seeker but fails to demonstrate consistency in effecting good laws. They are so engulfed in grabbing the headlines that they actually miss the point.

Mr Wairuri

NTSA should address real causes of accidents. For instance many roads are unmarked.

Mr James Wakiru

I am against the said law as it will add impunity to motorists.

Dr mukuvi michael

private vehicles are not cause of accidents .owners are responsible and know the importance of safety of their families .fix roads,..commercial vehicles and corruption .that's the problem.don't burden us anymore

Mr Lee Aguko

This is a Draconian way of handling things when you have already failed on your key mandate. NTSA should first convince motorists and Kenyans that they can perform their key objective SUCCESSFULLY before proposing something new. These headless chicken moves should stop.

Mr Emmanuel Ekakoro

It should be premised on the fact that the government has done all it should/can to make our roads comfortably and safely motorable. Every litre of petrol bought in Kenya has numerous taxes specifically meant for road maintenance. It is no secret that there is no visible road maintenance so far. Some places have had craters in place of roads for as long as they have existed. Yet payment of taxes and levies is not negotiable in Kenya. It is therefore not only immoral, but should also be illegal to even consider such a move when we have no idea what happens to the taxes and levies collected to date in respect of motoring. Previous moves to improve the motoring experience in Kenya have remained unimplemented because they didn't have a revenue angle. WE CANNOT HAVE A GOVERNMENT AND GOVERNMENT AGENCIES WHOSE ROLE IS SOLELY TO RAISE REVENUE FROM HAPLESS CITIZENS. We therefore reject such a move until such a time that we are reasonably convinced that our taxes are put to good use and that our roads are in such a state as to impart minimum damage beyond the normal and acceptable level of wear and tear.

Mr Reuel Koech

I don't think NTSA have their priorities in order. How will inspection on private car help if already in inspection of public vehicles have failed. How many matatus do we see on the roads that have faulty brakes, faulty headlamps, faulty doors, etc and apparently they still underwent inspection. I believe this will just be another avenue to encourage corruption. Better implementation strategies should be sought by first bridging the loops they have.

Mr Moses Nganga

There isn't enough capacity to regulate an exercise of this magnitude. There needs to be a comprehensive framework especially in sealing corruption loopholes. The idea

is very poorly thought out and will not work as currently proposed.

Mr Cephas Karanja

This way of looking for money

Mr Antony Wang'ombe

It is regrettable that a public institution mandated to ensure safety on our roads is being used by selfish individuals to enrich themselves, punishing innocent private car owners. I totally oppose this intention

Mr Ken

Totally uncalled for. This are PRIVATE cars with fully paid insurance covers and have adhered to the current laid down laws. I dis-credit the inspection proposal by the government.

Mr Muslim Karimjee

can we first streamline the PSV before going after private cars...and with the checklist does NTSA have the resources in place to implement such a system?
NTSA please clear your plate before you ask for more...

Ms Winnie Towett

Certainly does not make sense....time and money consuming!!

Mr Ndege

very much against the NTSA move to collect illegal levies in the name of inspection of small private cars, do they have the capacity when even the mandate to tame the psv has been wanting.

Mr Eddie Wakaratu

Private vehicles not to be inspected

Mr Kenneth Kimari

I am against private vehicles inspection

Mr Charles Gatherer

This is unjust and I strongly disagree with it.

Ms Faith Towett

Unfair practice .

Mr Akshesh Vagani

NTSA needs to sort out other major issues and stop targeting private vehicle owners. We already pay our necessary licences and other charges to be then thumped

with others. Their target should be PSVs to start with.
Life for a privately owned vehicle is already tough, if they really want to curb congestion, they need to first create alternative means of transport. If they make personal cars expensive, public transport not safe, how is the mwananchi supposed to commute? NTSA needs to think in this perspective

Mr Inderjeet Manku
NTSA sucks only timing private motorists. Get rid of the wreckless matatus and trucks.

Ms Jacqueline Adasa
No to this idea

Ms Maureen Manthi
This is not acceptable at all!! What's with the extortion?
That's too much money

Mr Noel Kasio
The NTCA rules shouldn't not be passed, since it will be expensive for no good reason.

Mr Huzeifa Adamjee
No to the law to be passed on. Private vehicles are maintained on a daily basis by the owners. Commercial vehicles despite being inspected still causing problems on the road

Mr collins rono
The taxes we are paying are a heavy burden now u want to add more burden! I don't support NTSA new intent

Mrs Margaret NJOROGÉ
Am not for the idea

Ms Shiro Kimari
protesting commercially based NTSA Inspection of private vehicles.

Ms Esther Ndungu
It doesn't agree with what they want to do it doesn't make sense.especially for private car owners such as me.

Ms Clementine Levu
I agree that this wont be fair to private owners so the goverment should work on changing the law of the NTSA otherwise alot of money will be lost

Mr DAVID MUTHAMA
If this is a genuine exercise aimed at helping Kenyans, then let it be outsourced. That will check corruption

Mr Farida Limo
I feel that this is extortion and harassment. Please NTSA clear and regulate messes in public transport before you come to private

Ms Caroline Wangu
More concentration on psv

Ms Caroline Wangu
More emphasis on psv and road status

Mr EDWIN MASESE
NTSA is an agency only interested in generating revenue both for individuals and government. We shouldn't allow some individuals to make immature roadside decisions about safety on our roads.

Ms Emmy Mwangiri
NTSA are not serious

Mr Bernard Muiruri
Most of the private vehicles go through valuation before they are given a comprehensive insurance cover. Why then do we have to comply with this new so called law and we know very well the hustles involved? I urge NTSA to seek for a better solution to unroad worthy vehicles by setting a meeting with a selection of motor vehicle owners and NTSA officials to straighten up this matter.

Mr Kenneth Mwiti
Another extortion and corruption scheme

Mr Agina Ochieng
Leave private vehicles alone.

Dr Jeremy Chek
its a bit too much

Mr Denis Mbau
This is utterly unacceptable, cars are already inspected upon import. This is just an Avenue to mint money from local mwananchi who is already so taxed. This should not be passed!

Mr Steve Suchi

I am totally against this greed

Mr Jane Chebet

I'll advised do u think I don't care about my life to drive unroadworthy vehicle. It's uncalled for look for some other source of income NTSA

Mr Kipruto Chirchir

It is in bad faith that the government has decided to introduce such a nasty policy.
It is therefore my wish and plea that this should not see the light of day.

Mr Antony Gitari

This is yet another financial burden to the Kenyan motorist. An avenue for unscrupulous officers to take bribes. As it is we have thousands of vehicles on the roads that don't belong there even on visual inspection. Why don't the police start with this just to demonstrate seriousness?

Mr Douglas Waceke

The inspection is ill timed an unnecessary. I still see some psvs not even worthy to be on the road yet they operate. First bring sanity to the public sector

Mr robert kaugi

A very uphill task that is simply steered to collect funds for 2017
98%of government vehicles can neither afford the fee nor pass the test.total rubbish.copy pasting from other countries without research.

Mr Kabogo Ndegwa

I am fully against the motion as it brings corruption to life. No good can come of this if previous teends are anything to go by

Mr Oliver Misiko

Am against the move. Its meant to make money for NTSA rather than considering the safety.

Mr robert kibor

Such law is drastic and oppressive..should not see the light of the day.

Mr Joseph Kipkoech

What we need to know is the benefit of this exercise to the public. If it is a matter of increasing government revenue then it doesn't hold water. If it a measure to reduce road

accidents then there is no need to charge money.

Mr dan maw

This is not fair at all private car owner need to feel their privacy is not compromised I'm totally against this

Mr Dick Otieno

This is just wrong and it evades peoples privacy.... This is not money that people just have ready to dish out to the Govt. We work hard to earn our own not like them., I'm not up for that idea at all..

Mr dan maw

This is not fair at all private car owners need to feel their privacy is not being compromised I'm totally against this

Mr Franklin Odhiambo

This is absolute ludacris. Ntsa trying to make an extra buck from motorist. Hell no. Inspection should be left to our Insuarance agencies who we already pay a tidy sum to for our vehicles to be on the road.
Kenyans already being bled dry from all quarters. Give us a break.

Mr Dennis Mutuku

Fully against it

Mr Andrew Mbogoh

Wholly unnecessary and will not improve road safety. Focus should be on driver training, sensitisation and behaviour change.

Mr peekay musila

That way

Mr Jackson Bosire

I think all vehicles need to undergo some form of regular inspection. Onl problem I have is that inspection of commercial vehicles has not achieved it's original goal, which was to weed out unroadworthy vehicles. It is not a guarantee that inspecting private vehicles is of any value other than a money-making venture. Thanks

Prof Christopher N Nzyoka
avenue for corruption

Mr Maurice Mulinge

We should plan and demonstrate against this. Someone

somewhere has found a cash cow. Let's find a day, leave our vehicles at home and walk to the NTSA Offices.

Mr Ayaz Manji

Although the idea has good merit in terms of having road worthy vehicles on our roads. The approach taken by NTSA on many of their regulations (such as the very dangerous 50 KPH inter city limits). The mechanism I fear will only serve to propagate frustration and corruption if the NTSA do not do a full capacity assessment to deliver on this and roll out adequate guidelines on how we may be charged (reasonable costs, not these high costs) inform the consumer (on what should be checked) and give a mechanism of customer/consumer protection. As it stands, I am not in agreement of what has been proposed thus far due to the concerns I have articulated

Mr Daniel Ndambuki.

This is completely unnecessary. They already have matatus and trucks that they have been unable to deal with then ati wanajiongezea kazi. What they can do is ask insurance companies to have cars inspected before renewal, something they do anyway.

Mr JACKSON MWAURA

I oppose it. It's just a ploy to subject the citizens to more tax burden, and more money for the MCAs, MPs and Senators to line their pockets.

Mr Douglas Murunga

The rate at which this government is doing business on its people is alarming soon we will be sold...its really sad and disheartening that my government will find and exhaust all means just to rob its citizenry in broad day light in form of NTSA... there agitation is truly un justifiable,wrong,unfair way of collecting money to its basket and above all it can only be equated as robbery with violence... Lets meet in court gentlemen

Mr Patrick Aning Osei

Another scheme to bribery to inconvenient private car owners. They should concentrate on commercial vehicles. N.B I won't move my faulty Car at the expense of my life. NTSA, please dedicate your time to commercial vehicles.

Mr Michael Lusinde

This amounts to overburdening the loyal tax payers. Let them make optimum use of our taxes and rope in the tax evaders and avoiders...

Dr Cleophas Ondieki

Let them fix all roads first then subject us to these inspections

Mr Gregory Okoth

I am also against the proposal. What value does it add to the individual private motorist other than siphon money through illegal laws using gazette notice.

It's also a cash cow for NTSA cronies and private garages. If there has to be inspection, let it be after five years and at cost less than 1k (Ksh. 1000)

Mr Dominic Mwendwa

The idea is not welcome as it seemed focused on cash collection at all costs. The services are very poorly supplied to the commercial sector with apparent under capacity to efficiently handle these numbers. Perhaps limiting this reinsection to accident vehicles may aid their cause. A conduit to further corruption!!

Mr Eliakim Joel Okumu

Its wrong, plain and simple

Mr Sam Githeng'u

This law is just punitive & lack of ideas by NTSA coz cars dont drive themselves but untrained,careless drivers on our road should be ridden off and drunken driving. Wish they would retrain all drivers whereby when one licence expires before they renew one undergoes a rigorous test to ascertain one's skill. am totally against this rules by NTSA

Mr Michael Mbithi

Please let us drive our cars in peace and don't provide an additional avenue for harrassment by the authorities, we love our cars and we make it our concern to ensure they are in a good condition we don't need to spend for someone else to tell us they're okay

Mr martin wanjema

wd should not do that. the exercice is for the public and commercial vihecles

Mr Martin Kipng'etich

I am against private vehicle inspection. Cars on our roads are fairly new as the government put restrictions on vehicle import upto 7 years maximum. These are basically new cars.

Mr ALLAN MUGENI

We need better regulated structures in place before implementing these inspections.

Mr Geoffrey Nyachae

Ill b queeing with my motorbike for inspection! Hell

No. Get money from elsewhere. Im over taxed n want to subject more levies on me. Whereas in TZ taxes are being reduced....

Mr kairi

its a way to try and extort money from poor Kenyans. let the government look for other ways of raising the revenue since they will steal it anyway.

Mr Moses Mugeni

I'm against the inspections. Let them first strengthen psv regulation with regards to speed limiting devices and road worthiness.. thanks

Ms Maureen Nkirote

I feel like this is extortion of the highest order

Mr charles kigwe

I do not trust ntsa and feel that they are adding a burden to private motorists and hence lead to a new avenue of corruption. It is also a duplication of what the traffic police do.

Mr Henry Ondiek

This guys should first sort the mess that is public transport inspection as well as for commercial pick ups n breakdowns on the roads majority of which are not road worthy. Then they can come n engage private car owners. Some matatus u see on the rd u wonder who licences them

Mr Dennis Njeha

Unreasonable!

Private vehicles are used for just that purpose; private use!

Mr Lewis Peters

If subjected to the above inspections, not only will it be a harrassment platform but it will also provide the police and the ntsa with a money minting machine, as has been the case with the speed guns

Mr Tonny Muthiani

The idea is very oppressive..

Mr Stephen Owire

NTSA has failed terribly to contain the matatu madness on our roads. Hands off private vehicles since this is just a scheme to rob motorists and possibly raise money for 2017Elections. NTSA MUST STOP or WE STOP THEM!!!!!!????

Mr Dennis Maina

Absurd rules, taking advantage of motorists due to minor

mistakes

Mr kabole amos

improper way of getting money from innocent kenyans

Ms Joan

I do not support inspection of private vehicles

Mr Joan

I do not support inspection of private vehicles

Mr Kush Patel

NTSA cannot even manage the traffic and motorists, how will they be able to facilitate inspection of all vehicles

Mr Gilbert Kamau

I told like that at all its retrogressive n meant to fleece us.

Mr wairimu Gitau

NTSA was a mistake in the first place

Ms Joy A,

Never ever

Mr Edward Gathurai

This will be another conduit to fleece money from Kenyan motorists. Strengthen the institutions first before setting up parallel agencies to do the same work.

Mr joseph muange

This is a bad idea.

Mr joseph muange

Bad idea this.

Mr Azal Afzal

This thing should be removed

Mr DISHON NYAKWARA

This is preposterous.

The vehicles we term as new are ex-Japan and UK and they are already 8 years old when they land. Why don't we start with these KZZs which are 70 years old before embarking on roadworthy vehicles that are 6 years

Mr Peterson Kagwe

We're ready as motorist even to fundraise for a court in junction

Ill advised ... Source of new corruption

Mr Jacob oloo

This is another plot to swindle the citizens

Mr Alex Njinju

Quite unnecessary. The matatu stop at taj mall is full of operating in roadworthy matatus. Fix those and many others around the country first.

Mr Dan Riunga

This is draconian and unfair to over taxed over burdened and overstressed Kenyans who can hardly make ends meet as it were today. If corruption vices and other loop holes in the Kenyan economy were eliminated the standard of living would be much better. The state of roads in the country has really deteriorated and no one addressing this. All you can think about is to surpress Kenyans by taking bread from their mouths for the benefit of keeping a few individuals in NTSA in employment. We dont need another money eating institution in this country. NTSA has no value addition to Kenyans!!!!

Mr daniel ngome

This is unacceptable what do they want to achieve,private owners will keep their cars in conditions as it carries family and self .so this is uncalled for.

Mr ALEX MENJO

That is uncalled for. Its a way of generating and torturing innocent hard working tax payers

Mr P Waita

UN ACCEPTABLE

Mr James Gicheru

this is utter nonsense...can they take the role of retraining and certifying matatu drivers...can they start manning matatu stages, can they start monitoring the repairs of major roads....they need to stop harassing kenyans who are barely breathing due to the stuffiness of the taxes all over the air....personally i think the entire authority should be scrapped

Mr Tony Wanyoike

This is not a fair legislation. It will just Breed more corruption

Mr Samuel Gakuru

Mr Anthony Nduva

This Is An Ill Advised & Wicked Means To Get Campaign Funds.

Mr Wesley Mogaka

This inspection will not help!!!!

Mr Peter Kasoa

I OPPOSE vehemently the subjection of Private Vehicles inspection by NTSA or any government body . This should be maintained for Commercial Vehicles ONLY. We are tired of more government levies and unfair taxation measures. We are overburdened as it stands. NTSA and Police will harass private motorists for no reason.

Mr Urbanus Kioko

If you look at those vehicles that are currently inspected you would wonder what kind of inspection is done! Let them get serious with commercial vehicle inspection before even thinking of anything else.

Mr Lance Mayabi

NO to inspection

Mr Linud Otula

Inspection by insurance providers is more than enough. We dont want tjis NTSA Inspections. Ni wizi.

Dr Espira Espira

Why should personal vehicles be inspected? NTSA should stop harassed and enforce law on public vehicles that are death traps on the roads.

Mr Joseph Wainaina

This law is not goid given the levels of corruption at the inspection department and the number of units /cars involved. You dont have capacity as you are unable to currently handle the inspection of matatus and pick ups... we also know that most of your inspection staff are selling the inspection stickers out there to those psvs and pick ups that dont qualify to be on the road...

Mr Paul Mwangi

NTSA just keeps looking for ways of collecting more revenue yet they cannot carry out their mandate effectively.

Mr Kelvin Waweru

Sound automobiles on the road are a must. The vast majority of private cars on our roads are not maintained to the rigours of this inspection especially the suspension components. Make it more affordable and the logistics must be understood due to the sheer volumes of vehicles. Fears of corruption and collusion must also be addressed and showcased with commercial vehicles first of all.

Mr praful chandra
We don't need

Mr Isaac Kimetto

I don't think this law would be in order.

First of all this is another avenue for corruption to take place. Its not a secret that most of the drivers caught in the current alcoblow and speed roadblocks, still can 'buy' their freedom with the police after being caught. So this inspection initiative won't be any different, which really will defeat its purpose.

-The fee being proposed is still to high and will be out of reach for the common 'mwananchi.

-What parameters will NTSA use to validate a car Pass/fail. Judging by the ridiculous speed limits they've set on the superhighways, I foresee even far more ridiculous, un-sound unrealistics parameters that'll be set.. Which means motorists, on top of the inspection fees, will be forced to dig deep in their pockets to ensure their vehicles pass the test.

-Most of the used cars being brought into the country are atleast 3yrs-7yrs before arriving in kenya. Meaning almost all vehicles on the road will be subject to the inspections, so I'm curious to see what time limit they'll set for all these cars to have been inspected. I won't be shocked if NTSA puts a deadline of 5months.

-In my opinion.. This inspection should stick to commercial vehicles as they need them the most. Besides, motorists are still subjected to random 'inspection' by the police on the roads. Tyres, insurance, brake lights etc. So I feel this is just another money minting venture for NTSA. If i drive my car and I feel my brakes are not working or any other maintenance part, I have enough sense to go get it checked because it's obviously a risk to my life and any other road user. The inspection shud stick to PSVS AND COMMERCIAL VEHICLES

Mr Duncan Wanjohi
Are the roads worthy of our cars?

Mr Christopher Bittok
Well in...

Mr Wilfred Oroko

The NTSA has been turned into a cash collection cow and this must stop. Modern vehicles are made for reasonable speed

Ms caroline hassan
Not supporting

Ms A Muthoni

NTSA needs to explain why unroadworthy National Police Service vehicles traverse Kenyan roads in the name of law enforcement or County garbage trucks incl. those outsourced operate. Include NCC own fleet that epitomize deplorable state. Who, how have the identified inspection garages been certified? Against what benchmarks? What is NTSA doing/lobbying against poor state of our roads that contribute unsafe conditions? Matatu menace still v much prevalent. Why start this massive initiative before demonstrating having tamed this menace?

I don't support this NTSA initiative.

Mr Thomas Gioko

Totally unacceptable the traffic police are already doing that job on the roads. This is an extra burden to the tax payer who is already baring high cost of car maintaince and repairs due to poor roads.

Dr Miriam Ormolu

Was this regulations subjected to public consultation? in line with the constitution? what is the rationale to this, i do not agree with this because I was not consulted



Private motorists Petition to NTSA & Private Agents Car Inspection Update on 22/5/2016

This is the second list of Petitions which you sent. Look up for yours.

We have sampled the comments below.

The same will form bases for MAK action aimed at stopping the retrogressive plan.

Our past advocacy has seen the stop of toll roads, high fuel prices, and has overseen formation of traffic cases directions by NCAJ, among other many activities.

Thank you all of you who have chosen to stand together to address this common cause.

Below you will find the first list of petitioners complete with comments.

We have hidden your personal contacts. (Email and Telephone)

The office will keep you posted on the progress of the matter and inform you on any necessary further action.

The petition will be tabled to the Ministry of Transport & Infrastructure, Ombudsman and to the office of the President of the Republic of Kenya.

We have also contacted lawyers on the best way forward which could involve a court process.

Together we are stronger

Motorist Association of Kenya MAK activities depend on member registration and individual support to run.

Join in.

<http://www.motoristassociationofkenya.com/index.php/member-registration/membership-application-form>





Find Your Online
Feedback as received

Mrs Pamela Kimwele
Kenyans are already heavily burdened with taxation. Instead of authorities concentrating on developing good public transport (buses, rail) connecting the entire nation, they are wondering how to make life harder for Kenyans. We have a predatory government

. Mr Ken Lairangi
I support this petition.

Dr Einstein Tsuma
Leave our hard earned cars alone NTSA.

Ms Evaline Otindo
It is unfair and punitive. Let them concentrate on PSVs which are in a sorry state in comparison to private vehicles which are well maintained

Mr Daniel Ng'ang'a

how its becoming painful to be a Kenyan

Mrs Margaret Kimondo
I AM NOT IN SUPPORT OF NTSA DECISION. THIS IS ONLY AIMED TO EXTORT MONEY FROM THE ALREADY STRUGGLING WANANCHI DUE TO HEAVY TAXATION AND HIGH COST OF LEAVING.

Mr WILSON LIMO
I AM DEFINATELY NOT IN SUPPORT OF NTSA DECISION OF EXPROITING THE COMMON MWA-NANCHI.

Mr Nicholas Okoth
I am against this because among other reasons the inspections they do are never comprehensive. Nguso sacco 33 that ply South B Ngumo route are in the worst conditions. They cannot keep up with the public service vehicles they want to bully private motorists.

Mr Fred Musyoki
Under what basis are they doing this!! What law support this in human act.

Mr Daniel Ng'ang'a
this is truely painful to us the bribes that police and ntsa take should be enough to send them to hell.

Dr Suleiman Mwangi
I am totally against private vehicles inspection rules. It won't help. It is just extra taxation and will encourage more corruption on our roads. Does the NTSA or private companies have the capacity to do the inspections? We have already seen what the amended Traffic Act is doing. It encouraging traffic police to ask for bigger bribes. The Matatu rules have also failed. How will NTSA assure us that these rules will now work?

Mr Richard Mutuku
I totally disagree about this opinion. I dont think its the right thing to do. Let it be abolished....

Mr Robert Gitau
Inspection amounts to double taxation. The government is just looking for ways to raise revenue, among open up channels for corruption. NTSA smacks of corruption
Dr Suleiman Mwangi
Totally against the proposed private vehicles inspection rules.

Mr Fredrick Macharia
we should not allow this to happen. car owners shall be harrassed and fleeced. I am 100% with you on this.

Mr Fredrick Macharia
This should not be allowed to happen. we shall be fleeced. I am 100% with you on this.

Mr Norbert Ondenge
This is unnecessary unless it's free of charge. The government should focus on improving the roads instead.

Mr Simon Ngigi
They are not able to efficiently inspect the Commercial Vehicles- note the long queues at inspection centres. A vehicle is repaired on a regular basis not annually. Most accidents are caused by overspreading , care-less driving , road conditions, and these need urgent inspection

Mr Simon kinyua Muriithi
For private motor vehicle Inspection i think its not necessary gor now.
Because i keep doing checking up every time i fill like

different sound ETC.

Personal am a mechanic When am free i like doing it by my self.

So my opinion is NO..

Thaw

Mr livingstone wanyama
no way!

Mr Dmitry Gwandho

Motor vehicle inspection as it is has not been effective. It is riddled with corruption since all those unroad-worthy PSVS still operate on our roads causing accidents and choking the environment with their smoke. Deal with the commercial vehicles effectively first before we trust you to do the same with private vehicles otherwise all this is just a cash cow for you!!

Ms Maryann Muiruri

Completely unnecessary

Mr Jotham Kiiru

These inspections are ridiculous and should not be allowed. The NTSA should concentrate on improving the immediate safety issues such as lack of proper signages. Irregular bump location n design. Extreme potholes on the roads, dangerous and intoxicated public drivers etc.

Ms GEORGINA MAGOMA

Thanks for helping me voice my concern over this issue.

Mr Kirti Shah

The roads are not car worthy. Kindly fix the terrible roads first. This will ease a lot of traffic and be safe for all road users.

Mr Peter Kosgey

Totally unwarranted

Mr Nicholas Nzuki

I reject this action as it only gives the police/NTSA a way to harass motorists. NTSA should concentrate on improving the motorways to make them safe for users.

Mr wachira

we are not for that idea of ntsa coz our vehicles are not for businesses

Mr Sevastone Makanda

The NTSA is groping in darkness. It has been unable to carry out its mandate. This is a witch-hunt which we must protest.

Ms Susan Kamau

Completely unacceptable. I reject it.

Mr Jonathan Mwangi

I don't support the proposal

Mr Shah Paresb

This must be stopped at any cost.

Mr stanley katibi

It's not good we should go to court and stop this from happening.

Mr David Karanja

Private car should no pay any thing when been inspected.

Mr Benard Koskei

Totally against this plan

Mr Jenard Ndaru

This is utter nonsense. If the same checks on public transport have been on for all these years, how come we still have unroadworthy psv vehicles on our roads?! Simple! It doesn't work. It's just another way to make money off us. If this law passes I'm selling my very good condition vehicle and resorting to other means. I don't have time to waste queueing and paying good money for a sham of an inspection. Period.

Mr Duncan Nyanamba

We are taking back the power we delegated to this government that is using it to terrorise us

Mr Stephen Mabwa

I strongly protest against this inspection

Mr Jonah Kinuthia

It does not make sense as it is a wastage of time, money and an avenue for corruption.

Mr F M

Do not introduce a new avenue for corruption

Mr silvenus konyole

Any proof that the so called inteeventions ypu keep putting in place are effective?give us a break just a min-ey minting strategy.

Ms Everlynne mainnah

This is another avenue for corruption.can they first deal with PSVs which cause havoc on our roads.

Mr Daniel Kamau

Very much uncalled for. Infact even to commercial vehicles, because it is selective. I have not seen the trailers go for yhe exercices

Mr Victor Mwambacha
Bullshit

Mr harish pindoriya
no this is not good for Kenyan

Mr V Singh
The matatus and public service vehicles have the highest percentage of unroadworthy vehicles in this country. All commercial vehicles undergo inspections and yet we see pieces of metal in the name of vehicles on the road killing numerous Kenyans. I don't need to explain further as to what ntsa aka corruption kings are thinking with this new directive. And 98% of the cars in Kenya are more than 4 yrs old. What are these animals smoking??

Mr David Ndiritu
It's unfair way of government collecting revenue. Let them not tell us it's for the interest of Kenyans. it will just rob poor Kenyans and create a loophole for corruption. Against it 100%.

Mr Francis Karanja
I don't see how this is going to impact on reducing accidents. Just implement the other existing laws and regulations. If you drive around and you see the vehicles that have supposedly been through inspection and are still on the road, it confirms this new move is only another taxation disguised as a fee. I strongly object to this new regulation.

Ms Margaret nteere
This will most certainly open up more Windows for corruption not to mention the inefficiency and frustration of such an exercise

Mr Boniface Wilunda
Few accidents are attributable to un roadworthy private vehicles

Mr Raheem Sarat
This is a neo colonial idea and should be abolished banned n never see the light of the day

Mr Godfrey Nyaga
Can they first sort out the commercial vehicles before they come to the private cars. This is indirect taxation and opening an avenue for corruption.

Mr michael Muriithi
I don't think it's necessary it should be done for commercial vehicles...

Mr Michael Mwendar
Its not fair, already taxes are high life is not easy for

most of us Kenyans

Ms Laurine Saval
NTSA should not be allowed to do this. I protest it as a car owner.

Dr John Kingori
This is only going to enrich police and ntsa team as poor hardworking Kenyans continue to languish

Mr Wahiire Kanake
This is yet another scheme by NTSA to freeze Kenyans we all know our road are full of unroadworthy commercial Vehicle yet they are inspected yearly meaning the inspection do not. Achieve the intended purpose and this won't be different

Mr Mervyne Kolah
It's very unfair

Mr Mervyne Kolah
Its very unfair

Mr kevin gathere
This is purely a strategy for collecting revenue from Kenyans by force. Its treating Kenyans like small children ..if its mandatory then it should be at no cost since it wasn't a decision by Kenyans

Mr Nduta Maina
This will open another avenue for CORRUPTION

Mr Naeem Mughal
Not except able we need better infrastructure and roads

Mr Bryan Muriuki
This is too much....you cant subject is to more financial concerns as if you can manage the money being made off kenyans....this is pure rubbish

Mr Simon Maina
I object.

Mr George Allain
We need updated and logical rule's to govern our traffic and cars

Dr Caleb Nyamwange
This is an exercise that is unnecessary and meant to defraud Kenyan motorist. They can't meet the inspection demand for matatu. I frsist the move

Mr patrick wamae
Am against this inspection this is a way of ntsa stealing from us

Mr Fareedh Kana

This law for inspection of private cars is utterly nonsensical. The government needs to cap the importation and not vice versa. The government scrapped the road licence years ago and now reintroducing similar law to make money.

Mr Wilfred Marube

That is an introduction of another tax thru back door, it's punitive for us vehicle owners it's unacceptable. Let's oppose that using the strongest terms possible.

Mr Priyesh Shah

Inspection should only be limited to commercial and P.S.V vehicles. The latter are the key cause of accidents in the country. Most Nairobi route matatus are unroad-worthy yet they have inspection approved stickers. They flaunt rules under our very own eyes and traffic police either turn a blind eye to the menace they cause daily. How that could happen is perhaps only known to the head of the departments. Let's get that sanity regulated before we go to the next step. Perhaps we may not even need to.

Mr Atul Raithatha

It is pure nonsense. They should concentrate first on PSV'S especially the Matatus and various government vehicles. Private vehicles are by looks in better condition, look around and see vehicles mentioned above, do we think the inspection authorities are serious about passing most Matatus. If they are, why are they in bad state and not stopped on roads with the conditions most are in

Mr Murithi Kamwibua

Let's stop this!

Mr Adrian Kiambati

Regardless of the good intentions of NTSA, compliance of vehicles can not be imposed on private vehicles under such hefty conditions unless the conditions of inspection are subjected to public participation of a wider category and the significant reduction of fuel levies.

Mr Oliver Olalo

I strongly disagree. This is a way of creating another avenue for corruption.

Mr Rex Titus

Leave motorists alone. We are already paying so much in fuel levies, traffic jams, import duty and taxes.

Mr Steve Munyiri

If psv's are checked every year yet they kill innocent Kenyans daily. Reform the inspection unit first then

think of private vehicles. If a must let insurance company's inspect vehicle's before issuing policies am sure they will do it for free to get customers. Final comment what are they checking in the vehicle for them to charge 3500. NTSA have failed us why should this inspection work.

Mr Omari Vincent

I support to oppose

Mr Wilson Tuigong

Inspection of private vehicles unacceptable.

Mr David Kanyanjua

Nuisance and will only promote corruption

Mr Victor Abuka

Petrol prices have just gone up coupled with non commercial inspection this is tripple taxation.

Mr John Oburrah

This is outrageous. If this so called arm of government is unable to tame PSV inspection. How will they enforce private inspection. I meet on the road every mata-tu's and buses that emit smoke so thick that one cannot see even 5 cm past their hoods and yet they came for inspection a day before with with a bill of good health. Let them be fully efficient on public service first. Once done with this then maybe they can embark on private vehicles. For now it just look like a get rich scheme to Kenyans

Mr Jason Wood

Start with all government, army, police vehicles. Then with the public transportation, including vehicles carrying cargo. Then when the private owner starts seeing a change, then maybe, we let you inspect our cars, cause you lot don't know anything about vehicles, or anything that has been modified. Then yall need to style up with this bullocks rule of 50 kph, it's supposed to be 50 mph. Nairobi people are scared to stand up to that rule, not so long ago I remember ntsa were stoned and chased in the rural areas. This is just a way of collecting funds from innocent people. So no, until you sort out all these things, I will not let anyone touch my car. And are yall that blind that you can't see a vehicle that is not Road worthy? Stop trying to take people for a ride. This is wrong.

Mr Catherine Wanjau

I am totally against the idea. Its just a rip off!!

Mr Roy Mbole

I do not agree with this new inspection requirement and if it must be done let it be done for free since we are already paying for those civil servants through various

levies from import duty to fueling to renewal of licences and all vehicle repairs parts are also taxable. Let the already collected taxes work for Mwananchi who drive.

Mr Kyalo Kinyanzui

This will be a backward move which will infringe on our liberties as private motorists. We have been there before and it didn't work.

Mr Geoffrey Ndirangu

Let NTSA address real issues and not just forcing us to pay some ridiculous fees

Ms Jacqueline Wangu

No to inspection of private cars. It has no value add.

Ms Leah Muriu

Please do away with the unnecessary inspection of private vehicles.

Mr Michael Obiero

I have never benefited from Eurobond, I don't see why I should pay for the proceeds in the form of hidden taxes that are oppressive.

Mr Antony Indieka

I may not know the purpose of abolishing road license and introduce a more punitive method of subjecting motor owners to a more involving process. When are we going to work if most of the time is wasted in processing government requirements

Mr Kefa Abongo

We don't want that coz it's an avenue for corruption

Mr David McCreadie

I oppose.

Mr Richard Ogola

It's a scam like Eurobond, NYS and hustler jet. 935,000 vehicles x 3,600 = KShs. 3.6 billion. Every 2 years. For the corrupt and cronies.

Mr Obi Muange

This is not practical at all

Mr Peter Kagwe

Its very sad. Time consuming and does not add any value.

My car can be in perfect condition and I still drive dangerously and cause deaths.

Mr Kimeu Henry

ntsa including the government should first inspect Kenyan roads so that our cars can be roadworthy thus reduced wear and tear.... this is just business for them and the bigger in the society who are already going for

the job... ntsa should start building its house from the foundation not from the roof top.... mandate jumping

Mr Makau James

Waste of wananchis time n noney. Make it for psvs

Mr Anthony Nduva

Hare Brained Idea For Campaign Money

Mr Desmond Dourado

No need

Mr Kimani Dennis

Just another avenue to enhance corruption. we pay far too many levies. there is no empirical data to support. they r not even through with psvs n commercial vehicles. very many of them r clearly unroadworthy even to the naked eye. should b abandoned.

Mr Charbel Muriithi

Not only is the introduction of private car inspection by NTSA meant to punish motorists, it's just another scheme to enrich private garage, NTSA and police.

Mr Njoroge Mwangi

A big NO to draconian laws that are aimed at punishing private for the sake collecting revenue. This has nothing to with road safety at all. Most accident happen due to careless driving n not the mechanical state of cars.

Mr Daniel Mutyota

There are priorities like the condition of the road and uncalled for speed limits.

Mr Francis Kimani

We condemn this move in strongest terms possible.

Mr Maurice Ndung'u

NTSA has been turned into a vehicle (sic) for fleecing Kenyan motorists of their money. Most of the policies they have introduced have a cost aspect to the driver? Why?

Where has all the money they've been collecting from alcohol fines, overspending, courts, licenses etc been going? Is anyone auditing their books? Could this be another Eurobond scandal?

The govt has done almost zero efforts to improve our roads, and so as if it is not bad enough we have to deal with the effects of pot holes on our cars, now this?

We have to stand up to them & say NO!!

No!!

Mr Moses Mugo

I oppose the proposed inspection vehemently. If the long queues witnessed at Likoni Rd everyday for commercial and psv vehicles is anything to go by, it would take a willing private car owner a month plus to be served.

Mr John Wachiuri

This rule is ridiculous and open to increased corruption and misuse. Stop it and give us some peace. We aren't slaves.

Mr John mukigi

No way. Let them do it free of charge if they must.

Mr Paul Muchesi

We shouldn't accept

Mr Kiburu

I don't support the inspection of private motor vehicles. serikali itafute pesa ya campaign elsewhere

Mr Bob Kimani

Unacceptable, we have too many wrongs on our roads that need the time used in find was to extort car owners

Mr Stephen Mande

I support the petition

Mr James Munyu

No to this mischief

Mr Kanyi Gitonga

Inspection of motor vehicles based on the proposal by NTSA doesn't aid in reducing the number of accidents on our roads but is a scheme by NTSA to collect funds from motorists for little return. 17 inspection centres country wide is simply not nearly sufficient. NTSA should instead focus on revamping our driving curriculum and change behaviour to reduce accidents. Disguising cash collection as road safety is in very poor taste.

There is opacity in the selection of the inspection centres, inspection areas, resolution, complaints against rogue centres, payment methods etc. All this contributes to little value for motorists.

NTSA should instead focus on enforcing the law if vehicle conditions are a main cause of accidents. The statistics do not show this. Poor driving habits, poorly designed and lit roads contribute to fatalities.

This is a proposal that simply shouldn't see the light of day.

Mr Alphayo mwoma

That would be another avenue to frustrate motorists. Our roads are currently in bad shape. They should all

be sorted first including upcountry.

Mr John Nguyo

Its not right. Its an avenue for corruption. Why inspect private vehicles which are not for commercial use?

Ms Martin Mugo

I dont find this relevant at any one e time due to the fact that is a personal vehicle for my personal use am not using it for transit of passengers except my family and generally a meet up with my friends
Other from that we need to understand that inspection incurs charges its not free.. LET US NOT TRY TO INCUR LEVI TO RECIPROCATATE TO ONES MINISTRIES HAVE IRREGULARLY MISUSED BY ADDING THE EXTRA CHARGES TO ORDINARY TAXPAYERS THAT LIVE BELOW A DOLLAR A DAY

Mr Justus Naliakho Justus

Road worthness is what matters. Ntsa's intention is another burden of vorruption in the offing. It will be too costly to own a car considering bribe costs during inspection as imaginary faults will have to be crested to discredit oned vehicle. Time wastage will be another cost. So, the programme should never take off.

Mr Mwaniki maina

Nonsense this one,we are also tired of 50km speed along or around KQ

Mr mbogoh M

This is another way to enrich the view.

Its been working without inspections for long,is it a way of collecting more revenue? Are you creating creating cash for top garages and valuers?

Mr Nani Juttla

Follow the good example what Tazania has done for public transport,
How many hijackings and innocent motorist get shot and killed, am sure it's more then accidents on our roads.
Discipline how matatus drive like they own the road.

Mr Musau mwania Richard

Another avenue for corruption like likoni checking

Mr Aullerious Kareithi

This is just a money making scheme, to exploit motorists. There needs to be a system whereby when making laws affecting motorists, they should be consulted. They actually are the main stakeholders.

Ms Wambui

This will be cruel given that the roads that spoil our cars are not regularly repaired. Let them give us perfect

driving conditions before imposing cruel laws on motorists and besides this will just be a means of robbing Kenyans

Dr Boniface Mwaniki

I am not supporting this move. This is not right. let government look for another source of income rather than impoverishing us every day.

Mr peter ngugi

This will open an avenue for NTSA and police to harass motorists and collect bribes....its not acceptable

Mr Moses Ndirangu

We don't need our cars to be checked at all. Plus we are already paying high taxes on fuel

Mr A Opole

Not in support of this Law. It is unnecessary.

Mr Tony Munyso

Bustards

Mr Wayne Bruce Anyamba

Am not of the opinion of inspection of private cars. Train drivers more effectively because safety starts and stops with them and pedestrians

Mr Gilbert Thinji

Then what is the difference between my car and the PSV?

Mr Jimmy Mugambi

This is outright exploitation and a money minting scheme at the expense of the common citizen. First make sure that the roads are in good shape and the public transport service system and operators are adhering to the set rules.

If you cannot effectively run the inspection of psv's without delays and corruption, how do you expect to handle this?

Stamp out corruption as this has become synonymous with NTSA.

Mr Macharia Njuguna

Unnecessary archaic use of double standards, what's then is one of the roles of traffic police?

Mr Mihir Patel

Inspection of Private Motor Vehicles is outrageous & may 3 or 4 times on taxation to car owners -

Mr Mohammed Kamal

This is nothing more than opening another door for

corruption.

Mr Jeremiah Gathuo

I support

Mr Puneet Gohill

This is a another scam to loot taxpayers money, let's not try to copy western ideology when we are not even competent in running our inspection centers where we have open bribing scandals .Lets be sensible about it

Ms Ruth Kanyoro

It's a personal car not psv.

Mr Gitonga Martin

We will not gonna do it.

Mr jimmi ochieng

Ntsa ought to priotise on making roads safe for all prior to inspection of private vehicles. Speed bumps,lanes are not painted or do not have cat eyes.Road signs for hazards are missing.Lighting is none existant.

Albert Ngure

This is clearly a revenue collection plot. If NTSA were serious about Road safety, they would first address the issues with the current vehicle inspection system instead of trying to expand it. It is the most corrupt place with all sort of junks being cleared as Road worthy!

Mr Jaspal Nyotta

The Inspection centers are having problems handling the Commercial Vehicles so how will they manage with Saloon Vehicles ? If the roads are good nothing can go wrong with the Saloon Vehicles All the roads should be done first This is a tool for the cops to harass the public Thanks Tc

Mr Dishon Wachira

Very unfair

Mr Samuel Njoroge

The proposed private vehicle inspection is not meant to make our roads saver but great wealth to a few corrupt ntsa individuals. I say no

Mr Duncan Kinuthia

Inspections are not bad per se but they must be transparent and must not be used as a tax collection methodology. Why do we have unroadworthy vehicles owned by government as well as county governments , why dont we start the crackdown with some of these before creating a commercial basis that will benefit a

few garages.

Mr Jeffrey Macharia

This is totally unnecessary for private vehicles and should only be maintained on commercial vehicles.

Mr Denis sirere

This form of greed should be stopped at all costs. I say no to this

Mr Harry Righa

Not acceptable at all. We should not allow this.

Mr jym wafula

corruption avenue

Mr Victor Otieno

I don't support the intended bill. It is cruel and draconian and can be subjected to abuse. It is also discriminatory against most Kenyans who cannot afford to purchase brand new cars. I further think the intention to inspect vehicles based on age is misguided as brand new cars have been known to have flaws and have been recalled by manufacturers the world over. I am also aware that brand new cars under the age of 4 years may have been involved in serious accidents or miss-use leading to their rapid deterioration which undoubtedly is not taken into consideration by the framers of the same law.

Mr Martin Kimani

I am saddened by the fact that NTSA is no longer a safety authority but another institution geared towards revenue collection, the gains we as a country made by eliminating road licences are being reversed as this body has made no efforts in providing a safe driving environment but rather continue to extort money for selfish unjustified gains.

Mr Sammy Karuri

NTSA should not be allowed to inspect private vehicles since its will open a new avenue of corruption on our roads.

Mr John Livasia

This will only open up new avenues for extortions in form of bribes. Currently most of the PSVs and commercial vehicles being inspected yearly are unroad worthy yet they have "valid" inspection certificates. NTSA should first address corruption and impunity in this sector before adding another cash cow for corrupt inspectors and traffic police.

Ms Elizabeth Mwangi

Corruption foothold

Mr John Kiama

I disagree with the proposed inspection of private vehicles

Mr Bernet Ojalla

Protest against NTSA

Ms Anne Chazima

NTSA should be more active in bringing sanity to our roads by taming our public service vehicles rather than formulating ridiculous policies to fleece motorists. Money for motorists does not grow on trees just like everyone else.

Mr Harkamal Singh

This is not right!!!

Mr David Wainaina

Its wrong for NTSA to subject small and private vehicle to inspections while they can't handle public service vehicles and heavy commercial trucks on our roads. is it because they can't handle those big companies in Sacco's, and want to for small defenseless ones. its someone's project to make money in the name of being seen to work. Kenya has become a country where whoever is in the office implements whatever comes in his/her head without thinking of the consequences to follow. Its a shame.

Ms Alfelt Abio

Not fair just another way of eating money.

Mr Wallace G

There is no need of inspecting vehicles every two years. This will be more mobey for the police with no results.... First stop corruption then all other things will fall in place

Dr George Ngare

That is pure nonsense. The only private cars that need inspection are those owned by government

Mr Nirav Patel

Not feasible at all. They want to fleece the public.

Mr Joseph sang

All is useless to me my salary is below 20,000 before deduction. And not only me. I can't afford even buy petrol everyday. &, when it happens I decide to travel I must carry a 5 ltrs JERICAN.

Mr Charles Muriuki

I don't support this plan

Mr Moses Kitheka

I DONT SUPPORT INSPECTION OF PRIVATE MOTOR VEHICLE INSPECTION AT ALL.

Mr Karan Pandya

This process is not Viable. The number of private vehicles in Kenya is exorbitant. This process will lead to high levels of corruption and harassment to Private vehicle owners. The exercise is not only time consuming but costly. What they are asking for is roadworthy vehicles on unworthy roads. They should note that the roads in this country are not in pristine condition and as such it leads to damage of vehicles which they want to inspect. First make the roads worth the vehicle and then make the vehicle worth the roads.

Mr Assad Kashmiri

1st and foremost get roads repaired which is one of the main coz of acdnts 2nd sort out the inspection department as 90% of the vehicles dnt even go for inspection and even if they do the stickers are delivered at home at a fee. most of the the inspected vehicles e.g matatus and sand trucks/light transport pickups and breakdowns are not road worthy yet are on the road. this is not a way of making roads safer but a way of generating income and in turn will increase corruption.

Ms Aliya Habib

Fix the roads before you expect cars to be roadworthy.

Mr mahamed ramadhan

I object to this new intended inspection rules to the bone.

This Is another chapter being opened for traffic cops to mint money from motorists.

So long as private garages are involved then corruption is abound.

First let the roads be first class , put signage in proper order. Bring sanity to the yuk yuk and Mashru business then now we can talk about this thing .A developed country like Dubai does not have this kind I'd nonsense

Dr Kim Manga

This law should not be allowed to be effected. It is not necessary. Accidents on our roads are not due to unroadworthy vehicles but due to poor driving. There is no justification for this but another method to steal motorists money.

Mr Webby Abdi

I strongly disagree. No!

Mr Satinder Singh

This is ridicilous. Our infrastucture does not safeguard or help our vehicles. Roads av crater sized potholes that wreck cars.

Let the govt ensure that the country is free from pot-holes before they think about roadworthiness.

If cartels are up to this than I feel sorry fr the citizens of

this country . It should not be allowed . JUST SAY NO

Ms Sahra Abdi

Safety is key but let us not make it an impossible and frustrating scheme

Mr Paul Rukaria

This move is unjustified and punitive. It just another fleecing options bound to increase corruption and line the pockets of afew. I join other citizens for a resounding...NO.

Mr Mohammed Parkar

These checks are definitely going to be a cash cow for someone. I do not support them.

Mr Fredrick Malu

No, never!! We don't want another extortion ring with the guise of an authority. This is just a money making scam. Let's join hands and defeat this absurdity!!

Mr Martin Lake

Unfair in all aspects and just making an already difficult life absolutely unbearable

Mr Abdukadir Laxmidas

This is too much now Kenya

Mr Moses Wasonga

this is not fair to private motorists. create new department to be funded by the normal road users which is not right.

Mr Abdukadir Laxmidas

Ntsa too much malizeni ulevi kwamza

Mrs lea mahinda

Private vehicles inspection is unnecessary and uncalled for. The traffic police already do this, and from data analysis, public transportation is what requires a greater level of monitoring .

Mr Imtiaz Noorani

There is no need for private cars to be inspected. We all love cars very much and take good care of them.

Mr mohamed nur

Let the vehicles inspected when its involved in an accident. But inspection of private vehicles are away of draining our pockets i don't support that idea. already inflation is high and life is hard

Mr Cleopas Juma

First and foremost the idea is not welcome. Can NTSA enlighten me on what this is meant to achieve. So far the reasons I have seen and read are not convincing at

all. I live in Mombasa and I have observed that even the vehicles that are currently subject to inspection are in such a sorry state despite bearing, I believe, an inspection certificate. They are such a hazard on the road. Can NTSA first of all clear this mess before trying to introduce this activity on private vehicles.

Mr salin
they should inspect their cars first and ask themselves if they are road worthy plus check on their licences as i saw one of them indicating right but turned left? who is to penalise who? ntsa get your act together before you come for the mwananchi.
inspection of private cars is another way of looking for money from the hardworking mwananchi. so no.

Mr Abdulhafeez Noorani
We object to these draconian rules

Mr Moses Ndunda
NTSA idea I good but untimely. Either NTSA has no capacity or morality or both to inspect vehicles. A spot-check on few PSVs makes one wonder what exactly is supposed to be inspected. The most justified inspection right now is exhaust emissions. Anything else is a cash cow loophole.

Mr Khalid Abdalla Al-Amoody
Roads have to be better first

Mr Mohamednassar Butt
Owners will be subjected to Unnessary harassment

Mrs Caroline Mwangi
Totally against it. That's increasing corruption avenues

Mr Abu Baj
I do not support. Just like it has never worked for PSV and commercial where only corruption has escalated the same is expected and will even worse for Private vehicles. This is subjective and not objective! I Say no!

Mr Issa Issa
It will not work taking into account the time it will take and inspectors are supposed to be many but corruption and bribery will be high

Mr Geoffrey Ashibaga
I don't see the rationale for this, other than exploit us. The PSVS still run without governor's and they are inspected. We have witnessed old matatus on certain routes in Nairobi, and still ply the routes. I don't support.

Mr Antonio Ndungu

While the intended inspection is well intended the pagents proposed are too punitive and high considering other costs in respect thereof. also the re -inspection of 2 years too short. it should be 4 years at lest.

Mr Habakkuk Nyongesa
The government has created so many regulatory agencies to give their cronies jobs. This is sheer nonsense. Kenyans are already overtaxed. This is just another means to rip us off. shame on the government.

Mr Kinyanjui Njonjo
There are adequate laws to deal with unroadworthy vehicles. More taxation is wrong

Mr Shadrack Wamutunga
I object this private car inspection
Mr David Vide
Get a life & do what will help save lives, not fattening your pockets

Mr Martin Murithi
Against inspection of private vehicles

Mr Wilson Muguiyi
This inspection is an avenue for corruption

Mr Erick Kivuva
We can not afford to be ripped pff the little we sweat blood for. Lucky is the government we sacrifice a lot to even afford these cars.

I reject this motion

Mr Brian Musembi
Tumekataaaa

Mr Zachary Magembe
There is need to consult widely while involving the private motorists owners while developing regulations that will affect them. The model engagement can be debated however, there is no question on the need to do so. It was true when we participated in making the constitution of this country it is imperative now also that the private motor owners must be consulted. We are a sovereign nation not a monarch there we must enjoy the right to enjoy the right to take part in crafting laws that affect us directly. Otherwise expect this like many other Jubilee experiments to come down trampling.

Mr Stephen Waweru
Will add no value just away of enriching some individuals ,P.S.V speed governors have failed, accidents have increased.

Mrs Sabiha Abdul
Another way to harass private motorists

Mr Bhavin Shaj
I do not agree to the above law

Mr Kwame Ogero
Proposed rules are a violations of rights and a way of enriching the government by milking hard working Kenyans.

Mr james koech
i suggest that all the affected parties should agree before any implementation. why should motorist be charged for this service? it should be made free.

Mr Kwame Ogero
Proposed rules are a violations of rights and a way of enriching the government by milking hard working Kenyans.

Mr Brian Mang'ula
My query is does the government has capacity to check all vehicles in the country? It's struggling as it is with Psv what measures are in place really?

Mr Ali Abubaker
We are totally against this inspection of private vehicles.

Mr Abdulali Taj
No

Mr Collins Mwanza
NTSA to me has failed to effectively keep Kenyans safe on the road. What they have been engaged in is a public show and exaggeration of what should be normal things. They gain notoriety by embarrassing drivers instead of following the law without showmanship. Our roads are in a poor state, they haven't come out clearly to address that. They have engaged in sensitization of the public on road safety and how to be better drivers. Now I'm supposed to trust them on an unnecessary procedure that they obviously lack the capacity to conduct? I also believe it will be an avenue for corruption.

Mr Jacob Opiyo
This move is ill informed and another way a failed government is trying to fleece it's citizens and to enrich few individuals. I do not support it.

Mr samuel owich
I think the law makers should stop them, their role should be making sure that traffic rules are regulations are being observed, there's no difference between the traffic police and ntsa! They take big bribes than the traffic police, what is the role of parliament? It is good to keep your vihecle in good condition for your on safe-

ty, but they are coming up with proposals and rules that i can term as stone aged! They will be opening another door to their corrupt ntsa and traffic officers. They must be stopped. The law is there! If found driving with a worn out tyres, they charge you! So what else will be new in there proposal? I reject.

Ms Wanjiku
Not acceptable!!

Mr alex ombongi
this move is to make money with no value addition.can ntsa stop extorting kenyans.i not impressed at all

Mr ernest waweru
No to commercial inspections

Dr Vincent Kioi
There is no justification for this extra tax.

Mr Patrick Lutta
I don't support inspecting private vehicles by NTSA. Let them carry out their mandate as per the law. There's no evidence that lack of inspection for private cars is the leading cause of accidents. NTSA is a corrupt body and lacks the mandate and transparency to carry out this function. If anything inspection can be done at the point of valuation by independent bodies e.g insurance firms prior to issuance of insurance covers.

Mr Amir sang
It's time consuming. Opens up avenues for police and NTSA harassment.

Mr Issa
it's not fare to subject private vehicles to regular inspections. ..

Mr Paul Maina
This is uncalled for,unnecessary and another channel to promote corruption. This should not happen.

Mr Abu
NTSA was formed primarily to tame the growing incidences of road accidents which were claiming more than 3000 lives a year. It has dismally failed in this area and it is looking for scape goats to make itself relevant. Unfortunately the target now is private motorist's whom they intend to rip off in the guise of inspections. If therequired are sincere let the got pay for the Inspections

Mr Frank Akwabi
This is not necessary. It will only create room for corruption and harrasment. It better if ntsa puts more

effort to penalise drivers who misbehave like obstruction speeding overlapping etc

Mr Dhruv Shah

First give us better roads before you judge the cars we drive.

Mr John Nzau

How will NTSA be able to effectively inspect over 2 million cars on Kenyan roads? Why the high fees? This looks like another scam to mint cash since it's the same government that allows old vehicle imports and has not bothered to licence mechanics!!!!

Mr Mohamed Rashid

I think the government is wrong. Firstly why are they allowing so many second hand cars to be brought to the country. Most of these cars that come are either cars that had been involved in accidents and some old cars. There are are just well prepared and look like new and shipped to our country.

There are a lot of showrooms nowadays every corner you will find them filled with these cars and mostly there are owned by Pakistanians who do not care about our country.

So please stop these importations first as these are the ones that bring a lot of accidents.

Mr Antony Mwangi

This is ill advised and we cannot allow this to happen. It's another way of extorting money from motorists & a channel to bribery!

Mr Onesmus Maroko

maroko.onesmus@gmail.com

0724830759

The proposal is not viable at the moment due to the limited number of inspection centers. This will just be another avenue for corruption.

Mr Joseph Okanda

This is a misplaced idea, if the government is looking for money to fund their campaigns next year, then better forget. Kenyans are over taxed, on fuel, food stuff, salaries no way, I condemn this unorthodox means of fleecing motorists in the strongest terms possible.

Mr Samwel Nduati

The requirement is unjustified and untenable.. It is more likely to enrich traffic police and NTSA officers rather than improve sanity on our roads

Mr Donald Mwalimu

Road unworthiness has never been the cause of accidents on our roads, but the lack of enforcing the current laws and thus I do not see what will be the benefit of inspecting private vehicles.

I find this as just an exercise of accruing more money from tax payers.

Dr George Oketch

Support zero fees

Mr Ahmed Abdulkhalqi

It's a private car why would I be forced to go for inspection!?!... That's just an open lane for police never ending corruption and brutality not mentioning the already over crowded inspection centers

Ms Damaris Musinguzi

Against inspection

Mrs Kinyua, Pauline

I protest to this subjection of private vehicles which I feel is unnecessary as it tends to harass the ordinary citizen and deplete their already strained income.

Mr Kelvin Muriithi

We all know your intentions might be right but honestly just leave us alone. For the past years we have been managing ourselves just fine. Plus this will be just another avenue to 'feed' NTSA and money hungry police officers as usual. Just like we saw with your mobile 'kangaroo' offices, most of the government officials are out seeking quick get rich schemes so do not bullshit us. We pay taxes for a reason. Do what's honorable just drop the theatrics.

Mr Henry Gachago

This is punitive and there are no well crafted benchmarks. It is hurriedly thought out.

Mr John Mogaka

The government must stop this ill advised scheme to subject Kenyans to more taxation and efforts to expand corruption to private garages in the pretext of safety. This is unacceptable and must be stopped at all costs.

Mr Munge

Unfair

Ms Rose Wambui WANJEMA

I think the responsibility of regular inspection should be left with the Insurance Companies, since they already subject vehicles to valuation.

The NTSA proposal is just a duplication and unnecessary action that will just cost a vehicle owner additional expenditure and time wastage.

Mr Barnabas Muli

We are already contributing too much through taxes, in fuel, spare parts, salaries, shopping and many more avenues. The government should stop this forthwith.

Pushing us further than this will be detrimental
Mr Omar

This is pure victimisation and easier way of making money to both big garages and to the authority. This will increase corruption instead of decreasing the number of vehicles which are not roadworthy.

If the aim was to decrease the number of old bangers on the road that will be a different story.

But unfortunately it's not that way. The aim here is not about safety, it's pure money spinning

Mr Chottalal Bor

This is the gateway of more corruption. Milking money from hard earned money from wananchi.

Mr Albert Gitonga

The NTSA inspections for private vehicles seem to think its mandate is to punish motorists for owning cars. The capacity to do this in a fair manner does not exist.

Mr David Mbithi

As a regulatory Authority NTSA has been acting as a judge, jury & executioner of its own cause, continuously harassing private car owners, rather than facilitating the implementation of road safety regulations, the perception that all cars have a mistake/default has to be abandoned. Safe driving is not just a factor of speed or condition of the car. Good roads, proper signage, proper lighting, the state cannot victimize its citizens for buying private cars to escape from the chaos that public service transport...

Mr Peter Tipapa

Only commercial vehicles should be inspected. Or this cost should be deducted from the insurance cost!

Mr Jorgen Nielsen

When it goes national the problem the states personnel look at paint, dents, music and not brakes, lights, steering which is what saves accidents.

Also why are driving schools only doing 40 on the road why not follow traffic? You get your license next day you are alone in a car doing 100, following traffic, and no idea what to do if shit happens in front of you. Bang

Ms Kelvina Atambo

New ntsa inspection rule on private cars rejected. Find other ways to make yourselves relevant without putting a financial yoke on mwananchi.

Mr Andrew Siro

I support this initiative.

Mr Samuel Munene Gichohi

I completely disagree with the move. This has since

been a money collection for commercial vehicles without value addition. Every motorist is currently paying the fuel levy which substituted such obligations. We urge the authority to channel their efforts to preventive and informative safety measures as their name indicate. We need to see it work and add value with Commercial vehicles before we are persuaded to follow suit.
My two cents.

Mr Charles Muse

the inspection should be free
then owners pay for the repairs

Mr WILLIAM GITAU

This scheme is fraudulent & intended to make money to corrupt individuals

Mr Ahmed Bakari

Another way of getting money from Kenyans.

Mr Babu Sunday

Draconian

Mr Ben Ndegwa

This law is an avenue for corruption and we cannot purport to have capacity to inspect almost 2 million vehicles. A BIG NO FROM ME.

Mr Amos Njoroge

When will we ever have forward facing policies? Trucks and pick-up inspections were a total failure and an avenue for major corruption which did nothing to weed out non-roadworthy vehicles, (now include the private vehicles and you can start to see the task ahead) so what will be the difference now. Look at how you approached the drink driving problem. How many accidents and deaths happened where you placed those roadblocks?. In a nutshell, this is meant for a few garage owners to make a killing in inspection fees and will be a source of constant harassment of private motorists by law agencies. Kindly point out one thing you guys have implemented that has improved the driving experience/safety of the motorist. This is another example of the proverbial "curse of the Blackman", only thinking about self and preying on their own.

Mr Gichina Kanyi

Citizenry should not feel harassed and excessively interrupted in their daily lives...this move will only go to do that. It's highly doubtful it will serve any public interest other than raising cash for the government. There was time when even bicycles and fax machines were subject to various regulations and taxation. This is retrogressive. Indirect taxation through fuel levy should be the only point of revenue collection it's equitable and has direct relation to consumption of road resources.

The main factor in majority of road accidents is human behavior..drivers and pedestrians.

Ms Simran Manku

We are paying for hoards of services to the govt. Including better roads. We are already doing our part. Give us roads with no potholes. No flood on road that damages our engines . Security so that our side mirrors are not pulled off. Then ask for our cars to be inspected.

Mr Edwin K.

NTSA should focus on road safety instead of their current mission of milking Kenyans dry. I think this institution should be disbanded

Mr simon kimani

Hii inaonyesha vile watu Kenya wanafikilia pesa. NTSA thinks money nothing else.

Mrs June Migui

I'm not sure what they hope to gain by doing this but I strongly oppose the same.

Mr Alfred Murithi

The regular inspection should only serve commercial and public service vehicle where an assurance is required prior to using the vehicles. Private vehicles are already subject to annual insurance inspection and this will be an additional burden. This will also be an avenue to encourage corruption due to the huge number of private vehicles on the roads. Annual inspection does not guarantee safety as none of accidents involving private vehicles are as a result of unroadworthy vehicles. The government should instead offer tax rebates to allow purchase of new vehicles

Mr Nimrod Anami

This will be be abused by the police and ntsa officers

Ms Serah Gitome

This is completely illegal and oppressive! How will the fees levied from this exercise benefit Kenyans???? It must not be approved!

Mr Dennis Mbera

It's totally uncalled for,
If you guys were genuine about the whole idea, you should make it free and let the motorists enjoy bringing their cars in for Inspection, by choice, from there those who will have done the inspection can be rewarded with things like being licence to do drive at 160 kph on the highways.

Otherwise, what is your reason for subjecting this vehicles to an inspection?

Mr Manish Shah

The ques at inspection unit is so long generally at the beginning of the month.

Also is the government ready with more lanes for ease of inspection?

Something to think about before the law is implemented.

Mr Aquinas Birika

This is a further burden to kenyan drivers

Mr Abdul Azim Sayyid

Looks like they are their to harass public. Colluding with garages to frustrate car owners

Mr Munyao Nthuli

Inspection of private use cars doesn't make sense since the car will never be used to carry public. The users are restricted to the owners family and close friends and therein he undertakes any risk inherent with transporting them.

Mrs Kizzy Laura

Just another avenue for more corruption...unacceptable

Mr Ndunda

this is in itself an irregularity and an unfortunate desperate move by the government raise money for hell knows why. I strongly oppose this and call upon all motorist to stand up and say NO to this day time robbery with violence.

Mr Samson Nyutu

NTSA has failed on its mandate and now they have resulted to extortion. Can they first deal with what they started on with so much enthusiasm.....drunk driving and show us the results. As far as am concerned, they have not met the threshold of making our roads any safer than they were before.

Mr simon Gachoka

It's completely against the law. Does the traffic act have such provisions? I believe ntsa is guided by the law and such harassment cannot be allowed

Mr David Koi

Another venue for corruption is to be opened by this law. The status of the roads which damage the vehicles need to be sorted out first.

Mr Michael Wachira

Strongly opposed

Mr Erick Ruiwa

Kenya is a country where corruption reigns. Traffic department has failed coz of massive corruption. This inspection is meant to create another avenue for NTSA

and Traffic police to cash in and make themselves rich. Considering the hunger in our civil servants. This an avenue for Policemen and NTSA to cash in. The inspection should be free. Corrupt systems

Mr KELVIN MAWEU

I object to that...it will lead to extortion n exploitation by police n NTSA officers

Mr Leonard Matata

This will not be for the greater good for the wananchi, it's just another law to make our lives unbearable. So we say NO

Mr Martin Mwangi

Private vehicle have never been a subject of unroadworthiness in Kenya. Can NTSA give us statistics of how many accidents in Kenya have been attributed to unroadworthy private vehicles? Or is this just another case of unsupported board room decisions to collect revenue?

Mr Bernard Kihui

Ntsa still have a lot of work to do to ensure safety on our roads before they come to picking our pockets, matatus picking and dropping people on the super highways, bus stops converted to matatu terminus and causing accidents, faulty unroadworthy police owned breakdowns, old matatus plying the odd routes, unruly miraa drivers, proboxes and sientas turned to 14 seated matatus, the list is endless

Mr Nikunj Shah

Cars do not create accidents, drivers do!!!!!! Make traffic laws tight and reduce courption to zero.. look into drunk drivers and underage drivers.. instead of blaming the cars condition for deth

Mr Rupinder Singh Soin

Waste of public funds and will lead to corruption as always. We need car worthy roads not only roadworthy cars

Mr James Wakiru

I am against the said law as it will add impunity to motorists.

Mr Atif Mushtaq

We condemn this... It really going to increase bribe for police and will cause harassment for all motorists by police

Mr Wycliffe Osoo

This did not work with private pick ups. NTSA is trying to be relevant. Once we get stuck in

this money seeking scam we will be forced to put speed gadgets.

Let's stop this before its too late

Mr Derrick Ngigi

We don't need this at the moment

Mr Dennis Simiyu

This is pathetic. Tell the government to give the plates for free. They are the ones who gacebrhevtender to inmates for the ugly plates. Also : inspecting cars more than 4 years old yet they let us import cars bolder than 8 years ... Smart move

Mr Kaizer Allu

I believe that the inspection of vehicles is not fair as taxpayers already pay a lot of money in taxes but the application of those funds is not visible. If for example there was proper maintenance of our roads then the inspection of vehicles would be okay. But how can you want to inspect vehicles yet many roads are almost unworthy of even being called roads and also do a lot of damage to our vehicles. If we have not seen the application of taxes to better the roads how can we believe that the introduction of new taxes will be applied.

Mr Charles Karuri

This is an unnecessary regulation. It's going to be an avenue for police to further collect bribes on the Kenyan roads.

Mr Antony Lunalo

No to this regulation. Remove cars off the road. the government has no capacity to handle the inspection

Mr James Kimani

Another misplaced regulation. NTSA should address the real causes of accidents on our roads instead of adding more financial burdens to the already over taxed Kenyans! Fix the roads.

Punda Amechoka!

Mr Mudemb Joseph

This is in accepted doing this to commercial vehicles has not been to the standard every Kenyan during his car knows the need to take care of the car unlike commercial cars that are left in the hands of workers who are not owners and don't care any bit about the vehicles my answer is no to inspection of private vehicles

Mr Binoy Zachariah

Under 'normal' circumstances in a well regulated environment this is not a bad idea. In our dysfunctional and corrupt environment this will not serve any purpose besides increased corruption, backlogs, more jams and chaos.

Mr edward ratemo

we don't need the inspection for private cars it will bring corruption

Mr Abdi Chome

I say NO to regular inspection of private cars.

Mr Mungai Kamau

The number of years is too low. I propose inspection of all cars beyond 10 years.

Mr Peter Mukiri

We are against this...It is just another Avenue to increase corruption by the police and NTSA officials.

Mrs Margaret Nyaywera

This not right please government we sre already over burden by many tax .accidents donot happen because vehicles are road unworthy but because of many other factors .sometimes its the state of the roads.please do not add to us another burden.

Mr Joe Wachira

The timing of these inspections is ill-advised as most systems in the transport sector are prone to corruption. PSV inspections are not even water-tight, this is just another money-minting operation

Mr Gerald Waimiri

This is not practical, going by the challenges faced by commercial motorists. It is an avenue for corruption, not to mention inconvenience. It needs to be done away with, as the existing mechanisms to curb road sanity have not been exploited to the maximum. More regulations have not reduced road accidents; we should interrogate this before any more ridiculous regulations

Mr Joe Wachira

The timing of these inspections is ill-advised as most systems in the transport sector are prone to corruption. PSV inspections are not even water-tight, this is just another money-minting operation

Dr menge moraa

why is the poor mwananchi becoming a source of finance for 2017 ! who is this NTSA.. n who is behind it... how much taxes are Kenyans paying...how much duty... someone should be held responsible

Mr Ajay Parel

Rob the poor and help the rich !!!!
New way of making money legally.

Mr Dipak V Shah

My opinion is a yes.all private vehicles should have a thorough vehicle inspection as we have many vehicles on the road which are not roadworthy.

I also feel that even drivers should be having refresher

tests at least every 2 years as some do not even have courtesy for pedestrians to allow them to cross the roads.

But all this can only be implemented if the corruption is at zero level as the vehicles will get a certificate without even physically going to the inspection centres.

Mr Paul Njuguna

This is insane

Mr Titus Njenga

Private vehicles inspection is not justified.

Mr Richard Muthama

This is envading my privacy

Ms Rachel Nguli

This needs to stop.I support this petition

Mr ngaira

the road licence that was once mandatory was abolished. this proposed bill is of a similar nature. we Kenyans have not forgotten

Mr John Kimani

Daylight Robbery. Same Taxes were there and they were Added to the Fuel. Reduce Full Levy by 3SHs. Per liter and introduce this.

Mr Japheth Momanyi

its a big no from me.this will enhance corruption hence making more money for afew individuals who own garages.its a waste of time and will go back to the days of long ques that take up to one week.

Mr Andrew Amadi

This must not be allowed to happen

Ms Bina Shah

This is only a ploy to make money and in this era of zero graft no one should support such policies. It is not going to reduce accidents as they claim!

Mr Sila Sulwey

NTSA concept on inception was a very noble idea that core mandate was to set regulation to govern the transport industry esp public transport utilities also commercial trucks etc. Formulation of policies and enforcement does not include revenue collection the way NTSA has become . They have lost this war as all they have diviated to revenue collection at whatever costs using shameful tactics to fleece Kenyans. Their greed is what is now targeting private motorists yet the public transport sector is still in shambles since Hon. Michuki exit. Their boss Mr

Meja behaves & of late talks like Mr.Njiraini of KRA as

if he is running a revenue collection agency. This the next Youth Enterprise scandal in waiting. They should not dare touch private cars and for anything they NTSA have no capacity to undertake this ...hii ni ukora yao tu wakwende huko!

Mr James Kiniu

Lets all be involved in policy making. Lets not let NTSA make all this guidelines and later find ourselves at a crossroad. A private bill maybe to counter all this policies they develop could come in handy.

I remain against the inspection of private motor vehicles because it will leave us at the mercies of the police but on the other end I wouldn't mind more regulations on ownership of older vehicles to curb unroadworthiness!

Mr James Karanja

It is simply extortion, and I'm glad we are not accepting this.

Mr Ahmed Kana

How much can the major taxpayers suffer with new laws and rules be frustrated. Matatu, tuk tuk and boda boda enjoy all the blind eye from traffic and NTSA when they over lap, drive without lights, dangerous driving as they know their way through out when caught.

If allowed more money will be pocketed by the officials.

Ms Lilian Macharia

It's unfair and unnecessary! It's just another way of propagating corruption with the money going into a few people's pockets. It must be resisted by all. We are tired of these burdens!

Mr BHAVIN SHAH

I think private motor vehicles should not be subjected to inspections. Only commercial and psv should be subjected to inspections.

Mr James Mbugua

Against this proposal. Let it remain for PSV and commercial vehicles.

Mr ODUOR DANIEL

We are Totally against these charges, we are being over tax on fuel, import duties, PAYE, VAT, railway levies etc. we cannot take it any more, NTSA is doing totally nothing to Kenya transport system. This is a daylight robbery.

Dr Stephen Ndicho

This will be the brooding nest of corruption. Why is kila mtu anachora vile watakula. The inspection of private motor ve

hicles will rake in trillions, not for govt but for NTSA officials. Let Kenyans stop them right in their tracks. Ufisadi ushindwe.

Mr Nilesh Dodia

Totally useless.

Another way of making money.

All that will happen is that people will be harrassed And with this people will start bribing.

Mr Peter Kihungi

This is the worst thing that can happen to Kenyan, We need to recant from such an idea.

Mr Rohit Maganlal Shah

I think commercial vehicle must have inspection done yearly but private or personal vehicle should not be inspected.

Mr DAVID MACHARIA

It's unfair. Kenyans are already heavily taxed.

Mr Martin Matu

We are already paying too much and many taxes. NTSA is not genuine in any way. They lack honesty and transparency, their aim is only to collect money.

Ms Alice W. Mwangi

This is an unfair practice that will serve to enrich a few while the rest of the country will be suffering. Life in Kenya instead of being made comfortable by our politicians they are making it harder and harder while enriching themselves

Mr Stephen Koech

I am against because private vehicles will be subjected to rigorous police and NTSA bureaucratic procedures. plz give us a break and deal with PSV.

Mr Ibrahim Nyariki

Its totally unfair. Some years back this was abolished and now NTSA wants to bring it back as a way of them making money. Are they trying to refund the government the cash that was used to buy those Peugeot vehicles?

Mr Zoab Gulamhusein

The whole scheme is another bureaucratic hurdle to extort money. First get the commercial inspection house in order before subjecting the private vehicles to inspection

Mr Inayet Kudrati

NO to Private Vehicle Inspection.

Mr David Rutere

We do not need this harassment, blatant day light robbery and pure abuse of power.

Mr Chirag Shah

What ntsa intends to do is not legal and beneficial to

any roads user.

Mr sharad kumar

no inspections on private vehicles

Mr Timothy Kamau

This is nonsense... They should look for other alternatives...

Mr Juma Omondi

omondimark@yahoo.com

Mr Kelvin Olende

This is just another scheme ntsa to mint money from Kenyans. Totally unacceptable. Insurance companies carry out checks every year. Ntsa should get reports from there.

Mr Nictor Efeza

I feel these is a leeway to more corruption because let's be sincere even the commercial vehicles bribe through there way to road fitness even when they are not and that's why there are still more accidents .These thing should STOP because it's just adding more unnecessary headache to us .

Mr Vistasp Vatchha

It's too much to bear. Please don't load the private Motorists unnecessarily.

Mr Said suleiman

No to this draconian rule. Enough is enough.

Mr Satish Shah

Most Private Motrists Value their Lives more so than the Commercial Operators. Hence they always maintain their Private/Personal vehicles in good perfect condition. They don't need to be overregulated by Laws that will only open avenues for more corruption the greatest evil & devil ruining our country.

Mr Daccon Owino

Private vehicle owners are responsible for their vehicles which they don't use for monetary gain unlike public service vehicles hence you can not treat them the same .under any circumstances

Mr FRED MWONGERA

This will be a conduit for corruption and it has no set guidelines for inspection. Mrs Ngeiywa Nancy Cherotich

This is uncalled for. We buy fuel, spares and other accessories which are already taxed. I Why should they drain us further ? No, no, no

Mr Edward kanguru

They have completely failed with commercial and psv inspection, we have cars crashing into buildings,walls, and they were straight from inspection will valid stickers barely weeks old.This is just a cartel to make money from innocent motorist who use their hard earned money to maintain their cars even after being scratched ,side mirrors broken .by the psv's. NO TO INSPECTION OD PRIVATE CARS!!!!!!!

Mr Kuria Kimemia

Vehemently opposed to inspection of private motor vehicles.

Mr Davis Masinde

I strongly oppose the move. NTSA has proved itself to be a crafty attention seeker but fails to demonstrate consistency in effecting good laws. They are so engulfed in grabbing the headlines that they actually miss the point.

Mr Wairuri

NTSA should address real causes of accidents. For instance many roads are unmarked.

Mr James Wakiru

I am against the said law as it will add impunity to motorists.

Dr mukuvi michael

Private vehicles are not cause of accidents .owners are responsible and know the importance of safety of their families .fix roads,. Commercial vehicles and corruption .that's the problem. Don't burden us anymore

Mr Lee Aguko

This is a Draconian way of handling things when you have already failed on your key mandate. NTSA should first convince motorists and Kenyans that they can perform their key objective SUCCESSFULLY before proposing something new. These headless chicken moves should stop.

Mr Emmanuel Ekakoro

Such a move should be premised on the fact that the government has done all it should/can to make our roads comfortably and safely motorable. Every litre of petrol bought in Kenya has numerous taxes specifically meant for road maintenance. It is no secret that there is no visible road maintenance so far. Some places have had craters in place of roads for as long as they have existed. Yet payment of taxes and levies is not negotiable in Kenya. It is therefore not only immoral, but should also be illegal to even consider such a move when we have no idea what happens to the taxes and levies collected to date in respect of motoring. Previous moves to improve the motoring experience in Kenya have remained unimplemented because they didn't have a revenue angle. WE CANNOT HAVE A GOVERNMENT AND GOVERNMENT AGENCIES WHOSE ROLE IS SOLELY TO RAISE REVENUE FORM HAPLESS CITIZENS. We therefore reject such a move until such a time that we are reasonably convinced that our taxes are put to good use and that our roads are in such a state as to impart minimum damage beyond the normal and acceptable level of wear and tear.

Mr Reuel Koeh

I don't think NTSA have their priorities in order. How will inspection on private car help if already in inspection of public vehicles have failed. How many matatus do we see on the roads that have faulty brakes, faulty headlamps, faulty doors, etc and apparently they still underwent inspection. I believe this will just be another avenue to encourage corruption. Better implementation strategies should be seeked by first bridging the loops

they have.

Mr Moses Nganga

There isn't enough capacity to regulate an exercise of this magnitude. There needs to be a comprehensive framework especially in sealing corruption loopholes. The idea is very poorly thought out and will not work as currently proposed.

Mr Cephas Karanja

This way of looking for money

Mr Antony Wang'ombe

It is regrettable that a public institution mandated to ensure safety on our roads is being used by selfish individuals to enrich themselves, punishing innocent private car owners. I totally oppose this intention

Mr Ken

Totally uncalled for. This are PRIVATE cars with fully paid insurance covers and have adhered to the current laid down laws. I dis-credit the inspection proposal by the government.

Mr Muslim Karimjee

Can we first streamline the PSV before going after private cars...and with the checklist does NTSA have the resources in place to implement such a system?

NTSA please clear your plate before you ask for more...

Ms Winnie Towett

Certainly does make sense....time and money consuming!!

Mr Ndege

Very much against the NTSA move to collect illegal levies in the name of inspection of small private cars, do they have the capacity when even the mandate to tame the psv has been wanting.

Mr Eddie Wakaratu

Private vehicles not to be inspected

Mr Kenneth Kimari

I am against private vehicles inspection

Mr Charles Gatherer

This is unjust and I strongly disagree with it.

Ms Faith Towett

Unfair practice .

Mr Akshesh Vagani

NTSA needs to sort out other major issues and stop targeting private vehicle owners. We already pay our necessary licences and other charges to be then thumped with others. Their target should be PSVs to start with. Life for a privately owned vehicle is already tough, if they really want to curb congestion, they need to first create alternative means of transport. If they make personal cars expensive, public transport not safe, how is the mwananchi supposed to commute? NTSA needs to think in this perspective

Mr Inderjeet Manku

NTSA sucks only timing private motorists. Get rid of the reckless matatus and trucks.

Ms Jacqueline Adasa

No to this idea

Ms Maureen Manthi

This is not acceptable at all!! What's with the extortion?

That's too much money

Mr Noel Kasio

The NTCA rules shouldn't not be passed, since it will be expensive for no good reason.

Mr Huzeifa Adamjee

No to the law to be passed on. Private vehicles are maintained on a daily basis by the owners. Commercial vehicles despite being inspected still causing problems on the road

Mr Collins Rono

The taxes we are paying are a heavy burden now u want to add more burden! I don't support NTSA new intent

Mrs Margaret NJOROGE

Am not for the idea

Ms Shiro Kimari

Protesting commercially based NTSA Inspection of private vehicles.

Ms Esther Ndungu

It doesn't agree with what they want to do it doesn't make sense.especially for private car owners such as me.

Ms Clementine Levu

I agree that this wont be fair to private owners so the government should work on changing the law of the NTSA otherwise alot of money will be lost

Mr DAVID MUTHAMA

If this is a genuine exercise aimed at helping Kenyans, then let it be outsourced. That will check corruption

Mr Farida Limo

I feel that this is extortion and harassment. Please NTSA clear and regulate messes in public transport before you come to private

Ms Caroline Wangu

More concentration on psv

Ms Caroline Wangu

More emphasis on psv and road status

Mr EDWIN MASESE

NTSA is an agency only interested in generating revenue both for individuals and government. We shouldn't allow some individuals to make immature roadside decisions about safety on our roads.

Ms Emmy Mwangiri

NTSA are not serious

Mr Bernard Muiruri

Most of the private vehicles go through valuation before they are given a comprehensive insurance cover. Why then do we have to comply with this new so called law and we know very well the hustles involved? I urge NTSA to seek for a better solution to unroad worthy vehicles by setting a meeting with a selection of motor vehicle owners and NTSA officials to straighten up this matter.

Mr Kenneth Mwitii

Another extortion and corruption scheme
Mr Agina Ochieng
Leave private vehicles alone.
Dr Jeremy Chek
it's a bit too much
Mr Denis Mbau
This is utterly unacceptable, cars are already inspected upon import. This is just an Avenue to mint money from local mwananchi who is already so taxed. This should not be passed!
Mr Steve Suchi
I am totally against this greed
Mr Jane Chebet
I'll advised do u think I don't care about my life to drive unroadworthy vehicle. It's uncalled for look for some other source of income NTSA
Mr Kipruto Chirchir
It is in bad faith that the government has decided to introduce such a nasty policy.
It is therefore my wish and plea that this should not see the light of day.
Mr Antony Gitari
This is yet another financial burden to the Kenyan motorist. An avenue for unscrupulous officers to take bribes. As it is we have thousands of vehicles on the roads that don't belong there even on visual inspection. Why don't the police start with this just to demonstrate seriousness?
Mr Douglas Waceke
The inspection is ill timed an unnecessary. I still see some psvs not even worthy to be on the road yet they operate. First bring sanity to the public sector
Mr Robert kaugi
A very uphill task that is simply steered to collect funds for 2017
98%of government vehicles can neither afford the fee nor pass the test.total rubbish.copy pasting from other countries without research.
Mr Kabogo Ndegwa
I am fully against the motion as it brings corruption to life. No good can come of this if previous teends are anything to go by
Mr Oliver Misiko
Am against the move. Its meant to make money for NTSA rathet than considering the safety.
Mr robert kibor
Such law is drastic and oppressive..should not see the light of the day.
Mr Joseph Kipkoech
What we need to know is the benefit of this exercise to the public. If it is a matter of increasing government revenue then it doesn't hold water. If it a measure to reduce road accidents then there is no need to charge money
Mr Dick Otieno
This is just wrong and it invades peoples privacy.... This

is not money that people just have ready to dish out to the Govt. We work hard to earn our own not like them.. I'm not up for that idea at all..
Mr Dan maw
This is not fair at all private car owners need to feel their privacy is not being compromised I'm totally against this
Mr Franklin Odhiambo
This is absolute ludacris. Ntsa trying to make an extra buck from motorist. Hell no. Inspection should be left to our Insuarance agencies who we already pay a tidy sum to for our vehicles to be on the road.
Kenyans already being bled dry from all quarters. Give us a break.
Mr Dennis Mutuku
Fully against it
Mr Andrew Mbogoh
Wholly unnecessary and will not improve road safety. Focus should be on driver training, sensitization and behaviour change
Mr peekay musila
That way
Mr Jackson Bosire
I think all vehicles need to undergo some form of regular inspection. Onl problem I have is that inspection of commercial vehicles has not achieved it's original goal, which was to weed out unroadworthy vehicles. It is not a guarantee that inspecting private vehicles is of any value other than a money-making venture. Thanks
Prof Christopher N Nzyoka
Avenue for corruption
Mr Maurice Mulinge
We should plan and demonstrate against this. Someone somewhere has found a cash cow. Let's find a day, leave our vehicles at home and walk to the NTSA Offices.
Mr Ayaz Manji
Although the idea has good merit in terms of having road worthy vehicles on our roads. The approach taken by NTSA on many of their regulations (such as the very dangerous 50 KPH inter city limits). The mechanism I fear will only serve to propagate frustration and corruption if the NTSA do not do a full capacity assessment to deliver on this and roll out adequate guidelines on how we may be charged (reasonable costs, not these high costs) inform the consumer (on what should be checked) and give a mechanism of customer/consumer protection. As it stands, I am not in agreement of what has been proposed thus far due to the concerns I have articulated
Mr Daniel Ndambuki.
This is completely unnecessary. They already have matatus and trucks that they have been unable to deal with then ati wanajiongezea kazi. What they can do is ask insurance companies to have cars inspected before renewal, something they do anyway.

Mr JACKSON MWAURA

I oppose it. It's just a ploy to subject the citizens to more tax burden, and more money for the MCAs, MPs and Senators to line their pockets.

Mr Douglas Murunga

The rate at which this government is doing business on its people is alarming

soon we will be sold...its really sad and disheartening that my government will find and exhaust all means just to rob its citizenry in broad day light in form of NTSA...there agitation is truly unjustifiable, wrong, unfair way of collecting money to its basket and above all it can only be equated as robbery with violence...

Lets meet in court gentlemen

Mr Patrick Aning Osei

Another scheme to bribery to inconvenient private car owners. They should concentrate on commercial vehicles. N.B I won't move my faulty Car at the expense of my life.NTSA, please dedicate your time to commercial vehicles.

Mr Michael Lusinde

This is amounts to overburdening the loyal tax payers. Let them make optimum use of our taxes and rope in the tax evaders and avoiders...

Dr Cleophas Ondieki

Let them fix all roads first then subject us to these inspections

Mr Gregory Okoth

I am also against the proposal. What value does it add to the individual private motorist other than siphon money through illegal laws using gazette notice.

It's also a cash cow for NTSA cronies and private garages. If there has to be inspection, let it be after five years and at cost less than 1k (Ksh. 1000)

Mr Dominic Mwendwa

The idea is not welcome as it seemed focused on cash collection at all costs. The services are very poorly supplied to the commercial sector with apparent under capacity to efficiently handle these numbers. Perhaps limiting this reinsepection to accident vehicles may aid their cause. A conduit to further corruption!!

Mr Eliakim Joel Okumu

Its wrong, plain and simple

Mr Sam Githeng'u

This law is just punitive & lack of ideas by NTSA coz cars dont drive themselves but untrained,careless drivers on our road should be ridden off and drunken driving. Wish they would retrain all drivers whereby when one licence expires before they renew one undergoes a rigorous test to ascertain one's skill. am totally against this rules by NTSA

Mr Michael Mbithi

Please let us drive our cars in peace and don't provide

an additional avenue for harrassment by the authorities, we love our cars and we make it our concern to ensure they are in a good condition we don't need to spend for someone else to tell us they're okay

Mr martin wanjema

wd should not do that. the excercise is for the public and commercial vihecles

Mr Martin Kipng'etich

I am against private vehicle inspection. Cars on our roads are fairly new as the government put restrictions on vehicle import upto 7 years maximum. These are basically new cars.

Mr ALLAN MUGENI

We need better regulated structures in place before implementing these inspections.

Mr Geoffrey Nyachae

Ill b queeing with my motorbike for inspection! Hell No. Get money from elsewhere. Im over taxed n want to subject more levies on me. Whereas in TZ taxes are being reduced....

Mr kairi

its a way to try and extort money from poor Kenyans. let the government look for other ways of raising the revenue since they will steal it anyway.

Mr Moses Mugeni

I'm against the inspections. Let them first strengthen psv regulation with regards to speed limiting devices and road worthyness.. thanks

Ms Maureen Nkirote

I feel like this is extortion of the highest order

Mr charles kigwe

I do not trust ntsa and feel that they are adding a burden to private motorists and hence lead to a new avenue of corruption. It is also a dublication of what the traffic police do.

Mr Henry Ondiek

This guys should first sort the mess that is public transport inspection as well as for commercial pick ups n breakdowns on the roads majority of which are not road worthy. Then they can come n engage private car owners. Some matatus u see on the rd u wonder who licences them

Mr Dennis Njeha

Unreasonable!

Private vehicles are used for just that purpose; private use!

Mr Lewis Peters

If subjected to the above inspections, not only will it be a harrassment platform but it will also provide the police and the ntsa with a money minting machine, as has been the case with the speed guns

Mr Tonny Muthiani

The idea is very oppressive..

Mr Stephen Owire

NTSA has failed terribly to contain the matatu madness on our roads. Hands off private vehicles since this is just a scheme to rob motorists and possibly raise money for 2017 Elections. NTSA MUST STOP or WE STOP THEM!!!!!!????

Mr Dennis Maina

Absurd rules, taking advantage of motorists due to minor mistakes

Mr kabole amos

improper way of getting money from innocent kenyans

Ms Joan

I do not support inspection of private vehicles

Mr Joan

I do not support inspection of private vehicles

Mr Kush Patel

NTSA cannot even manage the traffic and motorists, how will they be able to facilitate inspection of all vehicles

Mr Gilbert Kamau

I told like that at all its retrogressive n meant to fleece us.

Mr wairimu Gitau

NTSA was a mistake in the first place

Ms Joy A,

Mr Edward G

athurai
This will be another conduit to fleece money from Kenyan motorists. Strengthen the institutions first before setting up parallel agencies to do the same work.

Mr Joseph muange

This is a bad idea.

Mr Joseph Muange

Bad idea this.

Mr Azal Afzal

This thing should be removed

Mr DISHON NYAKWARA

This is preposterous.

The vehicles we term as new are ex-Japan and UK and they are already 8 years old when they land. Why don't we start with these KZZs which are 70 years old before embarking on roadworthy vehicles that are 6 years

Mr Peterson Kagwe

We're ready as motorist even to fundraise for a court in junction

Mr Anthony Nduva

This Is An Ill Advised & Wicked Means To Get Campaign Funds.

Mr Wesley Mogaka

This inspection will not help!!!!

Mr Peter Kasoa

I OPPOSE vehemently the subjection of Private Vehicles inspection by NTSA or any government body. This should be maintained for Commercial Vehicles ONLY.

We are tired of more government levies and unfair tax-

ation measures. We are overburdened as it stands.

NTSA and Police will harass private motorists for no reason

Mr Urbanus Kioko

If you look at those vehicles that are currently inspected you would wonder what kind of inspection is done! Let them get serious with commercial vehicle inspection before even thinking of anything else.

Mr Lance Mayabi

NO to inspection

Mr Linud Otula

Inspection by insurance providers is more than enough.

We dont want tjis NTSA Inspections. Ni wizi.

Dr Espira Espira

Why should personal vehicles be inspected? NTSA should stop harassed and enforce law on public vehicles that are death traps on the roads.

Mr Joseph Wainaina

This law is not goid given the levels of corruption at the inspection department and the number of units / cars involved. You dont have capacity as you are unable to currently handle the inspection of matatus and pick ups...we also know that most of your inspection staff are selling the inspection stickers out there to those psvs and pick ups that dont qualify to be on the road...

Mr Paul Mwangi

NTSA just keeps looking for ways of collecting more revenue yet they cannot carry out their mandate effectively.

Mr Kelvin Waweru

Ill advised ... Source of new corruption

Mr Jacob oloo

This is another plot to swindle the citizens

Mr Alex Njinju

Quite unnecessary. The matatu stop at taj mall is full of operating in roadworthy matatus. Fix those and many others around the country first.

Mr Dan Riunga

This is draconian and unfair to over taxed overburdened and overstressed Kenyans who can hardly make ends meet as it were today. If corruption vices and other loop holes in the Kenyan economy were eliminated the standard of living would be much better. The state of roads in the country has really deteriorated and no one addressing this. All you can think about is to surpress Kenyans by taking bread from their mouths for the benefit of keeping a few individuals in NTSA in employment. We dont need another money eating institution in this country. NTSA has no value addition

to Kenyans!!!!

Mr daniel ngome

This is unacceptable what do they want to achieve. private owners will keep their cars in conditions as it carries family and self .so this is uncalled for.

Mr ALEX MENJO

That is uncalled for. Its a way of generating and torturing innocent hard working tax payers

Mr P Waita

UN ACCEPTABLE

Mr James Gicheru

this is utter nonsense...can they take the role of re-training and certifying matatu drivers...can they start manning matatu stages, can they start monitoring the repairs of major roads....they need to stop harassing Kenyans who are barely breathing due to the stuffiness of the taxes all over the air....personally i think the entire authority should be scrapped

Mr Tony Wanyoike

This is not a fair legislation. It will just breed more corruption

Mr Samuel Gakuru

Sound automobiles on the road are a must. The vast majority of private cars on our roads are not maintained to the rigours of this inspection especially the suspension components. Make it more affordable and the logistics must be understood due to the sheer volumes of vehicles. Fears of corruption and collusion must also be addressed and showcased with commercial vehicles first of all.

Mr praful chandra

We don't need

Mr Isaac Kimetto

I don't think this law would be in order.

First of all this is another avenue for corruption to take place. Its not a secret that most of the drivers caught in the current alcoblow and speed roadblocks, still can 'buy' their freedom with the police after being caught. So this inspection initiative won't be any different, which really will defeat its purpose.

-The fee being proposed is still too high and will be out of reach for the common 'mwananchi.

-What parameters will NTSA use to validate a car Pass/fail. Judging by the ridiculous speed limits they've set

on the superhighways, I foresee even far more ridiculous, unsound unrealistic parameters that'll be set.. Which means motorists, on top of the inspection fees, will be forced to dig deep in their pockets to ensure their vehicles pass the test.

-Most of the used cars being brought into the country are at least 3yrs-7yrs before arriving in Kenya. Meaning almost all vehicles on the road will be subject to the inspections, so I'm curious to see what time limit they'll set for all these cars to have been inspected. I won't be shocked if NTSA puts a deadline of 5months.

-In my opinion.. This inspection should stick to commercial vehicles as they need them the most. Besides, motorists are still subjected to random 'inspection' by the police on the roads. Tyres, insurance, brake lights etc. So I feel this is just another money minting venture for NTSA.

If i drive my car and I feel my brakes are not working or any other maintenance part, I have enough sense to go get it checked because it's obviously a risk to my life and any other road user. The inspection shud stick to PSVS AND COMMERCIAL VEHICLES

Mr Duncan Wanjohi

Are the roads worthy of our cars?

Mr Christopher Bittok

Well in...

Mr Wilfred Oroko

The NTSA has been turned into a cash collection cow and this must stop. Modern vehicles are made for reasonable speed

Ms caroline hassan

Not supporting

Ms A Muthoni

NTSA needs to explain why unroadworthy National Police Service vehicles traverse Kenyan roads in the name of law enforcement or County garbage trucks incl. those outsourced operate. Include NCC own fleet that epitomize deplorable state. Who, how have the identified inspection garages been certified? Against what benchmarks? What is NTSA doing/lobbying against poor state of our roads that contribute unsafe conditions? Matatu menace still v much prevalent. Why start this massive initiative before demonstrating having tamed this menace? I don't support this NTSA initiative.



Motorist Association of Kenya

Championing motorists rights





**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"> a) third party insurance cover b) vehicle inspection certificate c) 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 he 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.

100

C

C

6



KENYA AUTO BAZAAR ASSOCIATION

P.O. BOX 35009-00200 NAIROBI

info@kaba.co.ke

Ms Carolyn Kwarci
Please deal

THE SENATE RECEIVED
26 MAY 2026
DIRECTOR COMMITTEE SERVICES (DGAC)

THE SENATE RECEIVED
28 APR 2026
DEPUTY CLERK

THE SENATE RECEIVED
28 APR 2026
CLERK'S OFFICE
P.O. Box 41842-00100 NAIROBI

28th April 2026

The Clerk of the Senate
The Senate of the Republic of Kenya
Parliament Buildings
P.O. Box 41842-00100
Nairobi, Kenya

Kindly deal.
Eg
28/04/2026

Dear Sir/Madam,

RE: SUBMISSION OF MEMORANDUM BY THE KENYA AUTO BAZAAR ASSOCIATION ON LEGAL NOTICE NO. 13 OF 2026 – TRAFFIC (MOTOR VEHICLE INSPECTION) RULES

The Kenya Auto Bazaar Association respectfully submits its Memorandum on Legal Notice No. 13 of 2026 concerning the Traffic (Motor Vehicle Inspection) Rules, currently under consideration by the Senate Standing Committee on Roads, Transportation and Housing.

The Association represents stakeholders within the motor vehicle trade ecosystem, including importers, dealers, and related service providers, and has a direct interest in regulatory frameworks governing vehicle inspection, compliance, and road worthiness standards.

The enclosed Memorandum provides a structured legal and policy analysis of the proposed Rules, with particular attention to:

1. Their consistency with the parent statute and existing transport regulatory frameworks;
2. Operational implications for compliance, inspection processes, and enforcement;
3. Potential areas of ambiguity or overlap that may affect implementation; and
4. Recommendations intended to support clarity, efficiency, and effective regulation within the sector.

This submission is made to assist the Committee in its consideration of the Legal Notice and in the discharge of its mandate.

The Association remains available to provide further technical input or to appear before the Committee should this be required.

Kindly acknowledge receipt of this Memorandum.

Yours faithfully,

Major (Rtd.) John Kipchumba Yator
CHAIRMAN

Kenya Auto Bazaar Association
0712943850

KENYA AUTO BAZAAR ASSOCIATION
P. O. Box 35009 - 00200
NAIROBI

2) Mr. Mwanjete
Kindly deal
29/04/26
3) Director DSEC
This is per Delegated Legislation
Reason
26/05/26

4) DGAC
This is for the consideration of the delegated committee
12/5/26

KENYA AUTO BAZAAR ASSOCIATION
INSPECTION RECOMENDATIONS

Kenya Gazette Supplement No. 15

Legislative Supplement No. 11

LEGAL NOTICE NO. 13

THE TRAFFIC ACT
(Cap. 403)

THE TRAFFIC (MOTOR VEHICLE INSPECTION) (AMENDMENT) RULES, 2026
(CONSOLIDATED VERBATIM MARKUP VERSION)

PART I — PRELIMINARY

1. Citation

These Rules may be cited as the Traffic (Motor Vehicle Inspection) Rules, 2026.

PART II — MOTOR VEHICLE INSPECTION

Rule 3 — Motor Vehicle Inspection Tests

~~(1) A motor vehicle shall be subjected to annual inspection after four years from the date of manufacture.~~

(1) Subject to subrule (2), a motor vehicle shall be subjected to periodic inspection tests in accordance with the following schedule—

(a) a motor vehicle not exceeding five years from the date of manufacture shall be exempt from inspection;

(a) vehicles not exceeding five years — exempt;

(b) vehicles that have undergone pre-export inspections-exempt;

(c) vehicles between five and ten years — biennial inspection;

(d) vehicles exceeding ten years — annual inspection.

(2) The Authority may require more frequent inspections for public service vehicles, commercial vehicles, school vehicles, and high-risk categories.

Rule 6 — Pre-registration Inspection

~~All motor vehicles shall undergo inspection prior to registration.~~

(2) Subrule (1) shall not apply to motor vehicles compliant with UNECE type approval standards.

(3) Pre-registration inspection shall apply only to—

(a) vehicles not covered by recognised international standards;

KENYA AUTO BAZAAR
ASSOCIATION
P. O. Box 35009 - 00200
NAIROBI

- (b) locally assembled vehicles;
- (c) vehicles suspected of alteration.

Rule 6A — Technical Readiness (New)

(1) A motor vehicle incorporating emerging technologies shall not be registered unless the importer demonstrates availability of trained personnel and certified facilities.

(2) Evidence shall include training certification, diagnostic tools, and facility approval.

Rule 8 — Change of Particulars

Any modification including colour change shall require inspection.

(1) Only material modifications affecting safety, emissions, or structural integrity shall require inspection.

(2) Minor modifications shall not require inspection.

PART III — INSPECTION STANDARDS

Rule 13A — UNECE Recognition (New)

Vehicles compliant with UNECE Regulations under the 1958 Agreement shall be deemed compliant and exempt from redundant inspection.

Rule 13B — Emerging Technologies (New)

Inspection shall include electric, hybrid, hydrogen, and autonomous systems, including battery safety and high-voltage systems.

Rule 13C — Cybersecurity (New)

Inspection shall include verification of software integrity, ECUs, and cybersecurity protections.

PART IV — CERTIFICATION

Rule 14 — Inspection Certification

Inspection shall be evidenced by a sticker affixed to the vehicle.

(4) The Authority shall implement a digital inspection certification system.

(5) Electronic verification shall be the primary proof of compliance.

(6) Physical stickers shall be supplementary.

PART V — INSPECTORS AND FACILITIES

Rule 17A — Specialised Certification (New)

**KENYA AUTO BAZAAR
ASSOCIATION
P. O. Box 35009 - 00200
NAIROBI**

No person shall inspect advanced technology vehicles without specialised certification by the OEM.

Rule 24A — Equipment Requirements (New)

Testing centres shall possess specialised diagnostic tools and safety equipment.

Rule 24B — Facility Approval (New)

Facilities must be certified by the Authority before undertaking inspection or repair of advanced vehicles.

PART VI — GOVERNANCE AND OPERATIONS

Rule 27A — Transparency (New)

Inspection centres shall maintain CCTV, digital records, and real-time reporting.

Rule 27B — Competition Safeguards (New)

Ownership disclosure and anti-monopoly controls shall apply. At least 30% local ownership.

Rule 27C — OEM, Assembler, Importer, Distributor, Obligations (New)

OEM, Assembler, Distributor and Importers shall provide training, tools, and documentation to inspection centre.

Rule 27D — Certification of Capacity (New)

OEM, Assembler, Distributor and Importers shall certify availability of trained personnel and facilities prior to registration.

Rule 27E — Post-Market Support (New)

OEM, Assembler, Distributor and Importers shall ensure availability of parts and technical support.

Rule 27F — Digital Access (New)

OEM, Assembler, Distributor and importer shall provide secure access to diagnostic systems and repair information.

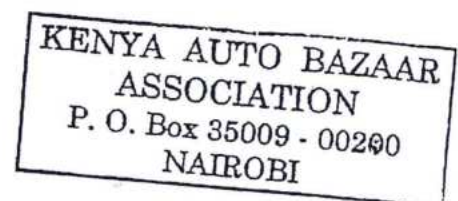
Rule 27G — Secure Access (New)

Access shall be authenticated, logged, and regulated.

Rule 27H — Right to Repair (New)

Repair information shall be available on fair and reasonable terms.

PART VII — FEES



Rule 28 — Fees

~~Separate booking and inspection fees shall apply.~~

(1) A unified inspection fee shall apply.

(2) Payment shall be digital and centrally managed.

Rule 28A — Revenue Sharing (New)

Fees shall be apportioned between the Authority and inspection centres.

Rule 29 — Payment

~~Payment may be made at inspection centres.~~

(All payments shall be electronic and verified prior to inspection.)

Rule 29A — Fee Validity (New)

Inspection fees remain valid for thirty days.

PART IX — END-OF-LIFE VEHICLES (NEW)

Rule 31 — Definition

An End-of-Life Vehicle is one that is unsafe or uneconomical to repair.

Rule 32 — Determination

Inspection centres may recommend ELV classification subject to Authority confirmation.

Rule 33 — De-registration

ELVs shall be permanently de-registered and issued a Certificate of Destruction.

Rule 34 — Treatment Facilities

ELVs shall be processed through authorised facilities.

Rule 35 — Extended Producer Responsibility

(1) An OEM, importer, manufacturer, assembler, or distributor of motor vehicles shall bear extended responsibility for the environmentally sound management of motor vehicles at the end of their life cycle.

(2) Without prejudice to the generality of subrule (1), such persons shall—

(a) establish, individually or collectively, vehicle take-back systems for End-of-Life Vehicles;

(b) ensure that End-of-Life Vehicles are transferred only to authorised treatment facilities approved by the Authority;

(c) provide or finance systems for collection, transportation, dismantling, recycling, and safe

disposal of End-of-Life Vehicles;

(d) make available technical information necessary for dismantling, reuse, and recycling of vehicle components; and

(e) ensure the removal and safe handling of hazardous materials, including batteries, oils, gases, and electronic components.

(3) The Authority may prescribe minimum recovery and recycling targets, including—

(a) a minimum reuse and recycling rate; and

(b) a minimum reuse and recovery rate, which shall be progressively increased over time in line with international standards.

(4) An OEM, importer, manufacturer, assembler or distributor shall contribute to an End-of-Life Vehicle management system, which may include—

(a) financial contributions to a designated fund;

(b) participation in collective compliance schemes; or

(c) establishment of individual compliance systems approved by the Authority.

(5) A person shall not place a motor vehicle on the market unless they demonstrate compliance with this rule.

(6) The Authority may require periodic reporting on—

(a) quantities of vehicles placed on the market;

(b) End-of-Life Vehicles collected and processed; and

(c) recycling and recovery performance.

(7) A person who fails to comply with this rule commits an offence and shall be liable to—

(a) suspension or revocation of importation or distribution rights;

(b) administrative penalties as prescribed; or

(c) any other enforcement action under the Act.

(8) The Authority shall issue guidelines to facilitate implementation of Extended Producer Responsibility under this rule.

Rule 36 — Prohibition

ELVs shall not be re-used, sold, or re-registered.

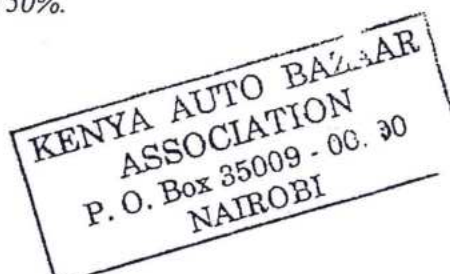
FIRST SCHEDULE

~~Separate booking and inspection fees~~

Unified fee structure with automatic revenue sharing (30% Authority, 70% centres).

OR

Application fee as submitted in 1st schedule be reduced by 50%.



SUBMISSIONS BY SAFE ROADS FOR SCHOOLS (SRS KENYA) ON THE TRAFFIC RULES, 2026

A. INTRODUCTION

Safe Roads for Schools (SRS Kenya) is a grassroots community-based organization CBO operating in **Riruta Ward, Dagoretti South, Nairobi.**

The organization is focused on improving road safety for school-going children through practical, daily community action.

Our key activities include:

- Daily traffic marshalling at school crossings
- Assisting children safely cross busy roads near schools
- Road safety education in schools and communities
- Engagement with boda boda riders and motorists
- Organizing road safety walks and sensitization campaigns

This submission is based on lived, daily experience at school gates and crossing points where children face real and preventable road risks.

B. CHALLENGES OBSERVED

From our field experience, we consistently observe the following challenges:

- Overspeeding near schools during morning and closing hours
- Lack of proper school zone signage and warning systems
- Unsafe boda boda operations at school gates
- Missing or poorly marked zebra crossings
- Lack of trained crossing guards or traffic marshals
- Illegal parking and obstruction at school entrances
- Weak enforcement of traffic laws in school zones
- Poor driver discipline in residential and school areas

These conditions expose children to daily and avoidable danger.

C. KEY RECOMMENDATIONS

1. SCHOOL ZONE SPEED MONITORING SYSTEMS

We recommend the establishment of strict and visible speed control systems in all school zones, including:

1. Digital speed display boards in school areas
2. Automatic speed enforcement cameras
3. Clear signage indicating "School Zone – 30 km/h Enforced"
4. Driver warning systems for overspeeding alerts

2. CCTV SURVEILLANCE AT SCHOOL GATES

We recommend installation of CCTV systems at all school entrances and crossings to:

- Monitor vehicle behavior near schools
- Capture pedestrian safety conditions
- Record number plates of traffic offenders
- Provide evidence for enforcement and prosecution

3. SCHOOL ZONE ENFORCEMENT UNIT

We recommend creation of a dedicated enforcement unit for school zones mandated to:

- Patrol school zones during peak hours (morning, lunch, closing time)
- Enforce speed limits and traffic laws
- Take action against repeat offenders
- Support safe crossing of children

This unit should operate within a defined school safety radius.

4. INCLUSIVE SCHOOL TRANSPORT FOR PERSONS WITH DISABILITIES (PWDs)

We strongly recommend that school transport policy under the Traffic Rules, 2026 explicitly provides for inclusive and accessible transport for learners with disabilities.

Special schools, integrated units, and learners with physical, hearing, and other disabilities should not be excluded from safe school transport systems.

We recommend that:

- At least one school transport vehicle per institution or cluster be modified or designated as an inclusive unit for PWD learners
- These vehicles should be fitted with appropriate accessibility features such as ramps, wider door access, secure wheelchair fastening systems, and supportive seating
- School transport attendants assigned to these vehicles should receive specialized training on handling and supporting learners with disabilities
- Clear standards should be developed for safety, boarding, and alighting procedures for PWD learners

- Inclusive transport should be recognized as a mandatory component of safe school transport planning, not an optional service

This will ensure dignity, safety, and equal access to education for all children, including those with disabilities.

No child should be left behind due to lack of accessible transport to school.

5. LICENSING AND TRAINING OF SCHOOL SAFETY PERSONNEL

We recommend mandatory training and certification for all school safety personnel, including:

1. School bus attendants
2. Crossing guards
3. Traffic marshals

Requirements:

- Standardized School Safety Training Program
- Issuance of official Safety Licenses or Certificates
- Mandatory reflective safety gear and identification badges
- National or county registration system for accountability

6. SAFE PICK-UP AND DROP-OFF ZONES

We recommend:

1. Designated pick-up and drop-off points away from school gates
2. Strict prohibition of stopping at school entrances
3. Clear road markings for:
4. Pedestrian crossings
5. Vehicle drop-off zones
6. Boda boda pick-up points

This will reduce congestion and increase child safety.

7. STRONG ENFORCEMENT AND ACCOUNTABILITY

We recommend:

- Heavy penalties for speeding in school zones
- Strict action against illegal parking near schools
- Regulation of boda boda operations around schools

- Use of photo and video evidence to support enforcement

School zones should be treated as zero-tolerance safety areas.

8. COMMUNITY PARTICIPATION IN SCHOOL SAFETY

We recommend formal inclusion of:

1. Community-Based Organizations (CBOs)
2. Scouts and youth groups
3. Parents and school boards
4. PWDs Groups and Organisations

in school safety through:

- Crossing support programs
- Road safety education
- Community monitoring and reporting systems

D. CONCLUSION

School zones must be treated as high-risk safety areas that require strict enforcement, proper infrastructure, and trained personnel.

Children deserve safe roads before and after school.

Prevention is cheaper than tragedy.

END OF SUBMISSION