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KTA- COMPETE CAPACITY BUILDING INITIATIVE

2011 QUARTER 4 TECHNICAL ACTIVITIES REPORT

(SEPTEMBER 2011 – DECEMBER 2011)



Drivers who attended the defensive drivers training in Eldoret on 27th and 28th October 2011 with officials from Kenya Transport Association, KTA and the Kenya Institute of Advanced Driving, KIAD

KTA – COMPETE GRANT – BASIC INFORMATION

| | |
|-----------------------|---|
| Name of Organization: | Kenya Transport Association |
| Mailing Address: | P.O. Box 88502 Mombasa |
| Physical Location: | Sea View Plaza, Mama Ngina Drive, Mombasa |

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| P F Tracking Number: | KTA-STA-010-011 |
| Title of Activity: | KTA-COMPETE CAPACITY BUILDING INITIATIVE |
| Start Date of Reporting Period: | 1 st September 2011 |
| End Date of Reporting Period: | 31 st December 2011 |
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OBJECTIVES

The object of this report is to highlight and analyze extents to which targets set during the last quarter of the year 2011 have been met, challenges encountered and suggestions on the way forward.

Achievements will be measured based on the three (3) pillars outlined in the KTA Strategic Plan.

- Advocacy.
- Institutional Development and Sustainability.
- Member Services.

NARRATIVE REPORTS / ACTIVITIES HAPPENING DURING THE LAST QUARTER

ADVOCACY.

A. THE NATIONAL ROAD SAFETY COUNCIL OF KENYA

KTAs Meeting with the National Road Safety Council of Kenya officials and other stakeholders.

KTA is a major stakeholder on this crucial council on Road Safety whose key objective is to address Road Safety concerns in Kenya.

During the NRSC meeting at the Aga Khan sports grounds in Mombasa Kenya, it was emphasized that defensive driver's trainings are a must for realization of Road Safety campaign goals. It is important to target the driver because almost 80% of road accidents are as a result of human error. If truck owners wish to contribute to the National Road Safety campaign and realize profits from their businesses at the same time, they will need to budget for the same. Driver, mechanic and truck owner training is the first step towards achieving of these goals in a most cost effective manner.

Hazards of highway robberies and theft/loss of cargo were decried as persistent despite security measures reportedly put in place to protect road haulers against the same. The Kenya Police department; represented in the meeting by the Traffic Commandant Mr. Ole Tito were asked to put measures in place to ensure safety and security of both the driver/and loader, truck and client cargo.

Truck owners who are not registered with KTA are operating as loose cannons and therefore a threat to the road safety campaign. The National Road Safety Council will team up with KTA to sensitize such operators on the need to join the Kenya Transport Association so that they too will operate within the rules and regulations as stated in the KTA Code of Conduct legal provisions.

The Police traffic department was tasked with promoting Road Safety by being extra vigilant on unroadworthy vehicles. Driver proficiency must go hand in hand with vehicle road worthiness to enhance road safety.

Road/Highway markings and updates on road signs together with road infrastructure expansions and maintenance must be done regularly. Traffic Police department together with the NRSC asked to spearhead this requirement

The meeting appreciated the need for self regulation going by KTAs establishment of a code of conduct that is right, legal and fair in letter and practice. KTA was however challenged to advise our membership to invest more in new technological advances in order to benefit more from government exemptions.



KTA and National Road Safety Council of Kenya officials follow proceedings during the stake holders meeting at the Aga Khan sports ground Mombasa on 13th October 2011.

B. Municipal Council of Mombasa Proposed Parking Fees and Charges.

On November 16, 2011, KTA convened a well attended members meeting at the Castle Royal Hotel in Mombasa to discuss the proposed increase in council parking fees and charges by the Municipal Council of Mombasa MCM.

KTA Chairman reiterated the need for members to support the Municipal Council of Mombasa to enable it continue to provide essential services to Mombasa residents

Members proposed to pay a flat rate figure (to be confirmed after meeting with MCM officials) subject to MCMs justification for the proposed parking fees and charges increments.

Two KTA members volunteered to accompany the KTA Secretarial team to the stakeholders meeting scheduled by the Town Clerk Municipal Council of Mombasa for November 18, 2011 to discuss outcome of the fees deliberations.



KTA Chairman Mr Paul Maiyo addressing KTA members at the Castle Royal Hotel Mombasa on November 16, 2011 during the meeting to discuss proposed MCM parking fees and charges



A section of KTA members who attended the meeting to discuss proposed MCM parking fees and charges



KTA members listen attentively during presentations on proposed MCM parking fees and charges

C. STAKE HOLDERS MEETING AT THE NYALI BEACH HOTEL ORGANIZED BY THE KENYA PRIVATE SECTOR ALLIANCE –KEPSA

Theme: Addressing Bottlenecks at the Port of Mombasa and the Weigh bridges

KTA attended the above stake holders meeting on December 7, 2011.

The objectives of the meeting were;

To provide the stakeholders with an opportunity to review the draft status report on “Addressing the Bottlenecks around the Port of Mombasa and the persistent delays at the weighbridges”
Secondly is to give participants an opportunity to state what bottlenecks exist at the port of Mombasa and the

weighbridges, what is being done about them, discuss and agree on the way forward.

The Nyali beach stakeholders meeting noted that despite its huge potential and improvements made to date, service delivery at the port of Mombasa remains below expectations

The delays at the Port of Mombasa as are the single most impediments to external trade in the region. In addition, it was noted that the weighbridges in Kenya further contribute to the delays in cargo movement and act as centers for corrupt practices.

In particular it was noted that delays at berthing (long ship waiting times, quayside congestion), delays in handling of cargo (poor port infrastructure, poor quantities and low quality of handling equipment, low labor productivity, inadequate container yard capacity, poor service at CFSs) are serious problems at the port

Frequent breakdown of the KWATOS and SIMBA systems lead to delays in releasing containers from the port.

Delays during the Customs and Clearance stage (bureaucratic customs processes, cumbersome documentation, breakdown of ICT systems, weak interface between C&F and customs officials), delays at the dispatch stage (slow take off of cargo, strained railway capacity, traffic jams caused by the trucks due to poor truck calling system or lack of it, dumping of cargo at dispatch as a form of storage) cited as other perennial problems escalating the cost of doing business along the Northern Corridor route.

On weighbridges, the following was observed:

Weigh bridges in Kenya play an important role within the broader regional framework of the Northern Corridor; there are seven (7) fixed weighbridges between Mombasa and Malaba. Three have been licensed to private sector operators. Mariakani and Athi River are busiest with delays of between 3-4 hours compared to others at 1-2 hours

There are two main reasons for non-compliant cargo loads (deliberate overloading of trucks by some transporters and compromising weighbridge officials for safe passage and overloading at the Port of Mombasa despite smart cranes only for discrepancies to be discovered at weighbridge stations)

The infrastructural facilities at most of the weigh bridges are old, dilapidated and in poor state of disrepair

The weigh bridge processes are to a large extent manual and can be manipulated

The failure to ensure strict adherence to the law with regard to enforcing the existing penalties

INSTITUTIONAL DEVELOPMENT AND SUSTAINABILITY.

A. RECRUITMENT OF PROGRAM OFFICER – MEMBER SERVICES AND THE ADMINISTRATIVE ASSISTANT.

Recruitment of both the Program Officer-Member Services and the Administrative Assistant was done in August 2011. Successful applicants to both positions Habil Kalasani and Stephen Ogolla commenced work on September 12, 2011. Both employees are graduates from the University of Nairobi and have vast experiences in administration and road safety.

Habil has post graduate training in management from the CICT Centre in England with specific bias in transport management training.

Stephen has valuable experience in research and office administration.

B. KTA MAGAZINE NOW RENAMED 'THE TRANSPORTER'

Publication of the Transporter issue no. 13 was done in-house and was a major success. This was made possible with the recruitment of four (4) Sales Representatives on casual basis who supported this new business initiative a great deal.

A total of 1,560 copies of the Transporter were distributed to KTA advertisers, KTA members and various stakeholders. Among our key regular advertisers are the G4S Company, National Oil Company of Kenya, Securex, DT Dobie, Kingsway Tyres, CIC Insurance, CMC Motors Group Ltd as well as NGOs, key government of Kenya Ministries



and other state agencies.

The Transporter magazine is a vital tool for enhancing the campaign on road safety. Key articles in the magazine inform the general readership on necessary tools to employ in operations to avoid loss of lives, property & equipment/machinery and realize sustainable profit margins. As a result, KTA continues to receive responses by way of official letters, e-mails and telephone calls to acknowledge 'The Transporter' and commendations on quality, lay out and depth of content.

The Ministry of Roads and that of the East African Community for example, Kenya Investments Authority, The City Council of Nairobi, The Kenya Urban Roads Authority and The Kenya Maritime Authority have written to acknowledge the Transporter magazine is a well researched publication that meets international standards of publication.

MEMBER SERVICES

A. KTA ELDORET DRIVERS TRAINING AND REGIONAL MEMBERS MEETING



KTA CEO officially opening the drivers training on defensive driving at Hotel Sirikwa, Eldoret on October 27, 2011

Kenya Transport Association organized for a driver's training on defensive driving and a regional members meeting at the Hotel Sirikwa Eldoret. The two events ran from 27th to 29th October 2011. A total number of twenty three (23) drivers were trained on defensive driving tactics. Of this, three (3) drivers were self sponsored.

This was a very encouraging show of commitment to road safety by key players - drivers.

Up to ten (10) transport Companies in Rift and Western Kenya regions sent drivers for this training.

Driver training was conducted by the Kenya Institute of Advanced Driving, KIAD and covered the following key areas on defensive driving ; main causes of accidents and how to avoid them, braking system, tyres and tyre care, vehicle load weight distribution and skidding, the highway code, proper use of lanes and observance of traffic lights, basic mechanical principles, vehicle cooling system, road safety awareness and driving in difficult conditions.

The training was highly participative with participants asking that such training sessions be allocated more time to fully discuss matters that will help save lives on our highways.



A Kenya Institute of Advanced Driving KIAD Instructor during one of the training sessions at Eldoret

KTA Members Meeting

A total number of twenty-eight (28) KTA members mainly from the Rift and Western Kenya regions including Executive Committee members attended the Eldoret function

Members discussed the following key points:

Plans for the establishment of the KTA East African Centre for Excellence-a safety driving School and training centre expected to be in place early 2012

The need for truck owners to budget for safety in operations and work towards achievement of the 2011-2020 International Decade on Road Safety objectives

Members made a plea to the Kenya government to address the issue of non trade barriers (NTBs) within the EA Community to reduce the cost to trade for the transport industry

They discussed the need for the Kenya government to improve on road infrastructure in the Country especially along the Northern Corridor where up to 95% of cargo leaving the port of Mombasa is transported to various places within the EA region.

Review of laws governing Transit cargo licensing to allow carrying of return cargo in order to encourage investment in the Industry

Need to completely eradicate overloading on Kenyan roads as a step towards enhancing road safety in the Country.



KTA Chairman Mr. Paul Maiyo addressing KTA members during the Regional members meeting in Eldoret on October 29, 2011