



**KTA- COMPETE CAPACITY ENHANCING FOR SUSTAINABILITY**

**2012 MONTHLY TECHNICAL ACTIVITIES REPORT**

(APRIL 2012)

### KTA – COMPETE GRANT – BASIC INFORMATION

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Title of Activity:	KTA-COMPETE CAPACITY ENHANCING FOR SUSTAINABILITY
Start Date of Reporting Period:	1 <sup>st</sup> April 2012
End Date of Reporting Period:	30 <sup>th</sup> April 2012
End Date of Report:	30 <sup>th</sup> April 2012
Date Report Submitted:	7 <sup>th</sup> May2012

**TABLE OF CONTENTS**

- 1. Objectives.....pg 4
- 2. Advocacy.....pg 4
  - 2.1 Oversight Committee on Axle Load Control Workshop.....pg 4
  - 2.2 Stakeholders Forum on Draft Petroleum Regulations.....pg 4
  - 2.3 TMEA/KTA Projects.....pg 5
- 3 Institutional Development.....pg 5
  - 3.1 The East African HCV Training Institute..... pg 5
  - 3.2 The Transporter Magazine..... pg 6
- 4 Member Services.....pg 6
  - 4.1 Member Visits.....pg 6
  - 4.2 Visit to Maersk Kenya .....pg 6
  - 4.3 Busitema and Mbale weighbridge Issue.....pg 6
  - 4.4 Recruitment of new members.....pg 7

## 1. OBJECTIVE

The core objective of this report is to highlight on the key activities undertaken and the extents to which targets set for the month of April 2012 have been met.

The analysis has been based on the three (3) pillars outlined in the KTA Strategic Plan namely;

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

## NARRATIVE REPORTS

### 2. ADVOCACY.

#### 2.1 Oversight Committee on Axle Load Control Workshop

KTA attended the Oversight Committee on Axle Load Control workshop organized by Kenya National Highways Authority and USAID in Mombasa. The purpose of the workshop was to review the strategic plan and chart a way forward for the coming financial year.

#### 2.2 Stakeholders Forum on Draft Petroleum Regulations

The forum was held in Mombasa on 24<sup>th</sup> April, 2012 to discuss the Draft Petroleum Regulations. Prior to this, KTA had submitted views on aspects of the draft regulations that affected our members directly. The views were submitted in the form of a memorandum to the Energy Regulatory Commission. Among some of the notable recommendations made by KTA and which received due attention were;

- i) Clarification on the rates to be charged on licenses: KTA felt that there was a need for the regulations to be specific about the amounts to be charged for licenses as this would be useful for purposes of budgeting on the part of the petrol tanker owner. During the forum it was proposed that the licenses be zero rated and that it would be necessary to consult in the future if a need arose to charge for the licenses.
- ii) Notice prior to inspection: KTA held the view that as a matter of courtesy it would be prudent for inspectors to give notice of visitation prior to undertaking an inspection of tankers. The forum recommended that a schedule calendar for inspection be issued every year.
- iii) Accidents reporting: KTA, in its memorandum, had noted that the draft regulations did not clearly spell out persons to be contacted and/or contacts to be used in reporting accidents. The forum recommended that call centers be set up and that the emergency contacts should be updated periodically to facilitate efficiency in reporting accidents.

## 2.3 TMEA/KTA Projects

### Single-Window E-Portal

TMEA and KTA have partnered to develop the KTA E-portal as part of the Single Window project. The main objectives are;

- i) To develop an online web portal for rules, regulations and procedures for transportation in Kenya including providing for interfaces and linkage with the SW and IBM initiatives from the transporter's point of view.
- ii) To develop methods of dissemination of the collected documentation using online/offline methods.

In the month of April, TMEA seconded another consultant to KTA to assist with the on-going project.

The progress made so far in developing the e-portal include;

- i) Collection of the informational material needed for the development of the E-Portal such as documents used in all areas in road transport; registration and licensing requirements and procedures, rules and regulations pertaining to transportation, cross-border rules and issues affecting transport in East Africa.
- ii) Drawing up of a system user document. The system user document has been forwarded to TMEA awaiting their input.

## 3. INSTITUTIONAL DEVELOPMENT AND SUSTAINABILITY.

### 3.1 The East African HCV Driving School

Identification of location for hosting the above institution has been going on for the past month of March 2012.

Upto five (5) locations were sampled in the following areas within Mombasa.

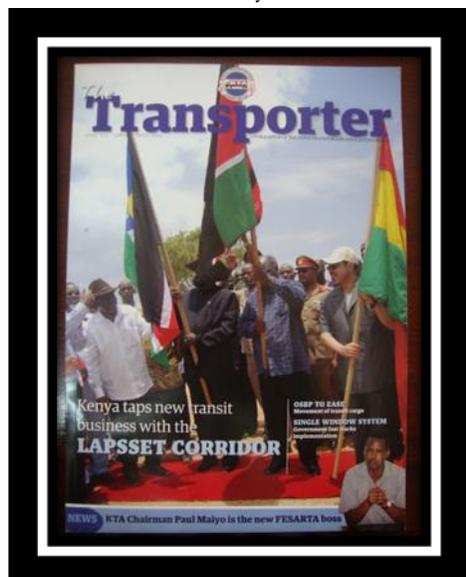
Nyali area,  
Majengo off Kenyatta Avenue,  
TARA Plaza off Moi Avenue,  
Tea House off Nyerere Avenue and another facility along  
Mikindani Street off Nkrumah Road.

The KTA Executive Committee has recommended the later premises. Details of this will be e in the technical report for May 2012.

KTA is grateful that the USAID – COMPETE are already in the process of acquiring simulators for the Training Institute.

## 3.2 The Transporter Magazine

The Transporter- 15<sup>th</sup> edition went to press on the 12<sup>th</sup> April, 2012. A total of 2, 000 copies were published. Of this number, 485 were printed for sale, while the rest to be distributed free. In the last two weeks of the month, free copies of the magazine were distributed through our courier service provider to all our members, stakeholders and past advertisers. We have been monitoring the distribution closely to ensure that the target readership is reached on a timely basis.



## 4 MEMBER SERVICES

### 4.1 Member Visits

In appreciating the unique needs and the challenges facing our members, the KTA secretariat intensified visits to members in the month of April. It was enlightening to note that members felt that such visits brought the Association closer to them. Most of the visits were also carried out in the company of the Trucking Industry Survey, TIS, teams (A Survey sponsored by the World Bank in collaboration with the Northern Corridor).

### 4.2 Meeting with Maersk Kenya

In the wake of numerous complaints by our members on delays experienced in guarantee validation and other inspection processes, the Executive Committee held a meeting with Maersk Kenya management to seek for a solution. Following very extensive discussions, Maersk Kenya issued a directive on measures which we believe will help mitigate this problem notably, segregation of different depots for offloading different categories of empty containers thus avoiding unnecessary congestion at the depots.

### 4.3 Busitema and Mbale Weighbridge Issue

Following reports of harassment of our members at the Busitema and Mbale weighbridges, KTA engaged the Kenya National Highways Authority (KeNHA) and the Ministry of East African Community (MEAC) to establish the way forward. Discussions clearly revealed the current stalemate in harmonization of the axle load limit requirements within the East African Community Region. We continue to engage these authorities at the highest possible levels with a conviction that tangible results will be realized soon.

#### **4.4 Recruitment of New Members**

The month of April saw the recruitment of five (5) new members to KTA. Of the five, one joined as an associate member, while the rest as ordinary members.

We have also noted an increase in the number of institutions seeking to partner with KTA.