SPECIAL ISSUE

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LEGAL NOTICE No. 120

THE NATIONAL TRANSPORT AND SAFETY AUTHORITY ACT

(No. 33 of 2012)

THE NATIONAL TRANSPORT AND SAFETY AUTHORITY (TRANSPORT NETWORK COMPANIES, OWNERS, DRIVERS AND PASSENGERS) REGULATIONS, 2022

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THE NATIONAL TRANSPORT AND SAFETY AUTHORITY ACT

(No. 33 of 2012)

IN EXERCISE of the powers conferred by section 54 of the National Transport and Safety Authority Act, 2012, the Cabinet Secretary for Transport, Infrastructure, Housing, Urban Development and Public Works makes the following Regulations—

THE NATIONAL TRANSPORT AND SAFETY AUTHORITY (TRANSPORT NETWORK COMPANIES OWNERS, DRIVERS AND PASSENGERS) REGULATIONS, 2022

PART I-PRELIMINARY

 These Regulations may be cited as the National Transport and Safety Authority (Transport Network Companies, Owners, Drivers and Passengers) Regulations, 2022.

Citation

In these Regulations, unless the context otherwise requires—

Interpretation.

"transport network company" means a person, entity or company who or that connects transport network passengers with transport network drivers for transport network services exclusively through the offering, use or operation of a transport network platform but does not include a person, entity or company that provides street-hailing taxicab services, limousine or other transportation service arranged by a method other than through a transport network platform;

"transport network driver" means a person authorized by a transport network company to offer transport network services to transport network passengers through a transport network platform;

"transport network owner" means the registered owner, hirer or lessee of a transport network vehicle;

"transport network passenger" means an individual who uses a transport network platform to connect with a transport network driver who provides transport network services to the passenger using a transport network vehicle;

"transport network platform" means a digital platform or any other similar system offered, used or operated by a transport network company and used by persons for the transportation of passengers for compensation by a transport network driver;

"transport network vehicle" means a motor vehicle with a manufacturer's seating capacity originally designed for not more than seven passengers excluding the driver, used to provide transport network services through a transport network platform, but does not include a taxicab, motorcycle or shared pool motor vehicle; and

"transport network service" means-

 (a) any time a transport network driver operating a transport network vehicle is logged onto a network for the purposes of accepting requests for transportation services for compensation from prospective passengers;

- (b) any time from the moment a transport network driver operating a transport network vehicle has accepted a ride request through a transport network, continuing while that transport network driver is en route to pick up a passenger to provide transport services for compensation, and ending when the passenger reaches the final destination or a trip is cancelled, whichever is later; or
- (c) any time from the moment a transport network driver operating a transport network vehicle has a passenger in a transport network vehicle, continuing while such passenger is being transported for compensation, and ending when the passenger reach the final destination.
- The purpose of these Regulations shall be to regulate the provision of transport network services by transport network drivers through transport network platforms.

Purpose of the Regulations.

Application of the Regulations.

- 4. These Regulations shall apply -
- (a) to transport network companies;
- (b) to transport network owners;
- (c) to transport network drivers; and
- (d) to transport network passengers.

PART II - TRANSPORT NETWORK COMPANIES

A person, entity or company that wishes to offer transport network services in Kenya shall apply in the prescribed form for a transport network licence. Transport network company to be

- A person, entity or company shall be eligible to apply for a transport network license shall if that person, entity or company is—
- Requirements for licensing.
- (a) a body corporate that is legally recognized in Kenya.;
- (b) tax compliant:
- (c) duly registered by the Data Commissioner as a data; controller or data processor, whichever the case maybe; and
- (d) have a registered office in Kenya.
- An application under regulation 5 shall be accompanied by—

Application for transport network company license.

- (a) certified copy of the certificate of incorporation if the applicant is a company incorporated under the Companies Act, 2015;
- (b) the standard contract between the transport network company and owners of the vehicles in their fleet;
- (c) the revenue sharing agreement between the transport network company, the owner and the driver;
- (d) pricing mechanism between the transport network company and the subscribers;

- (e) a list of the vehicles in the transport network company's service fleet:
- a list of the makes, models, passenger capacity and number plates of vehicles in the transport network company's service fleet;
- (g) the procedure for handling complaints from drivers, owners or passengers;
- (h) the procedure for activating and deactivating subscription service;
- (i) list of owners of the vehicles in the transport network company's service fleet;
- a tax compliance certificate or equivalent issued by the Kenya Revenue Authority;
- (k) registration certificate issued by the Data Commissioner as a data controller or data processor, whichever the case maybe; and
- (l) the transport network company's deactivation policy.
- (1) Before granting or refusing to grant a transport network company license, the Authority shall consider the following—

Processing of applications.

- (a) whether the applicant has complied with the requirements of these Regulations; and
- (b) public interest.
- (2) Where the Authority is satisfied that the applicant has complied with the requirements of these Regulations, the Authority shall grant the applicant the license upon the payment of the fee prescribed in the Schedule.
- (3) All applications shall be considered within fourteen days after the submission of the application.
- (4) Where the Authority refuses to grant an applicant with a licence, it shall notify that applicant in writing of the refusal and specify the grounds for the refusal in the notification.
- (1) A transport network company shall not offer transport network services unless it has entered into an agreement with—

Transport network agreements.

- (a) the owner of a motor vehicle that shall be used to offer transport network services;
- (b) a person who is licensed to drive a motor vehicle and possesses a Public Service Vehicle license; and
- (c) a person who has subscribed to the transport network service being offered by the transport network company.
- (2) A transport network agreement shall contain the following-

- (a) the duties of the transport network company to the owner of the motor vehicle being used to offer transport network services;
- (b) the duties of the owner of the motor vehicle being used to offer transport network services to the transport network company;
- (c) the duties of the transport network company to a person who has subscribed to the service being offered by the company;
- (d) the duties of a transport network driver to a subscriber of the transport network service;
- the procedure for subscribing to a transport network service, and activating and deactivating the service;
- (f) the period during which the agreement shall be valid; and
- (g) the commission which shall be paid by a transport network driver or a transport network owner to the transport network company, which shall not exceed eighteen per cent of the total earnings of the trip.
- (3) A transport network agreement shall not include and terms or conditions designed to increase the commission payable by a transport network driver or transport network owner such that it exceeds eighteen per cent of the total earnings per trip as required under subregulation (2) (g).
- (1) The governing law in respect of an agreement under regulation 9 shall be laws of Kenya.

Kenyan law shall apply to agreements.

- (2) Any dispute relating to an agreement under regulation 9 shall be adjudicated before Kenyan courts or tribunals.
 - 11. Each transport network company shall-
 - (a) ensure that all the vehicles in its fleet have a valid transport network vehicle license;
 - report any accident that results in any death or serious injury to the Authority within twenty-four hours after the accident;
 - (c) ensure that any transport network vehicle or driver whose license is suspended or revoked by the Authority cannot access the transport network platform during the period of suspension or revocation upon communication from the Authority;
 - (d) ensure that all vehicles under its transport network platform have valid insurance covers;
 - (e) provide the Authority with any information or documentation requested for within 72 hours of the request being received;
 - (f) ensure that appropriate action is taken following the submission of complaints within a reasonable timeframe;

apply to agreements.

Duties of transport network companies

- (g) ensure that the motor vehicles in its fleet have valid certificates of worthiness; and
- (h) provide a panic button with appropriate response for the drivers and passengers in the digital platform which shall be connected to a response centre which will be manned at all times
- 12. (1) Subject to these Regulations, a transport network company license shall be valid for a period of one year from the date of issue.

Validity and

- (2) A transport network company licence may be renewed after the expiry of one year in accordance with the procedure, with the necessary modifications, set out in regulation 6.
- (3) The Authority shall, before renewing a transport network company license, conduct an audit of the transport network company and its operations to confirm compliance with these Regulations and may renew a transport network company's license if that company has complied in full with these Regulations.
- 13. (1) The Authority may suspend or cancel the license of a transport network company on the following grounds—

Suspension or cancellation of licences

- failure to comply with any of the terms and conditions of the transport network company license;
- (b) failure to comply with any of the provisions of these Regulations;
- (c) the suspension, revocation or expiration of the registration issued by the Data Commissioner; or
- (d) the transport network company has been declared to eb insolvent.
- (2) Before suspending or cancelling the license of a transport network company, the Authority shall —
 - (a) notify the transport network company in writing of the intention to suspend or cancel the license and the reasons thereof;
 - (b) afford the transport network company adequate opportunity to present their case against the suspension or cancelation;
 - give the transport network company written reasons for the decision to suspend or cancel the licence; and
 - (d) notify the transport network company of the company's right of appeal.
- 14. (1) A transport network company shall be required to provide passengers with the following information before a trip that has been booked through a transport network platform commences—
 - Operations of transport network companies.
 - (a) the motor vehicle's make and model to be used during the trip;

- (b) the motor vehicle's registration number;
- (c) the transport network driver's name;
- (d) the transport network driver's photo; and
- (e) the estimated fare that shall be presented in in a clear and transparent manner prior to a passenger accepting a ride.
- (2) A transport network company shall put in place a system to verify the identity of each passenger during enrollment on to the transport network platform.
- (3) A transport network company shall provide a printed or electronic receipt to the passenger at the conclusion of every trip.
- (4) The receipt provided under subregulation (3) shall include the following information—
 - (a) the rates, fees or surcharges charged for the trip;
 - (b) the date and time of the trip;
 - (c) the location at which the passenger was picked up and location which the passenger was transported to;
 - (d) the transport network driver's name;
 - (e) the transport network vehicle used during the trip and its motor vehicle registration number; and
 - (f) the duration and distance of the trip.
- (5) A transport network company shall put in place measures to guarantee the security, protection and privacy of the transport network driver and transport network passenger.
- (6) The personal information of the transport network driver and transport network passenger collected, processed or otherwise used in relation to a transport network service shall be protected, processed or otherwise used in accordance with the Data Protection Act.
- (7) A transport network company shall maintain and publish for the benefit of its transport network passengers a service support system with the capability to leave messages at all times and where such messages shall be responded to within twenty-four hours by the company.
- (8) A transport network company shall provide a system through which passengers can retrieve items that may have been left behind after a trip in a transport network vehicle.
- (9) A transport network company shall not discriminate against passengers with special needs or disabilities including by ensuring that there are no additional charges or increased fares and wheelchairs and service animals are adequately accommodated during the provision of a transport network service.
- (10) A transport network company shall configure its transport network platform to ensure that after eight hours of continuous services

in a twenty-four-hour period, the driver shall log out of the platform for at least four consecutive hours.

- (11) During a trip, no other person, except a transport network driver, shall be permitted to be in the transport network vehicle without the express consent of the transport network passenger.
- 15. (1) A transport network company shall, before deactivating, suspending or removing a transport network vehicle owner or a transport network driver from the transport network platform—
 - (a) ensure that the deactivation, suspension or removal complies with the duly submitted transport network company's deactivation, suspension or removal policy;
 - (b) give adequate notice to the transport network vehicle owner or transport network driver in writing of the intention to deactivate, suspend or remove the owner or driver from the transport network platform and the reasons thereof;
 - (c) afford the transport network vehicle owner or transport network driver with adequate opportunity to challenge the deactivation, suspension or removal; and
 - (d) give the transport network owner or transport network driver written reasons for its decision to deactivate, suspend or remove the owner or driver from the transport network platform.
- (2) The transport network company shall notify the Authority of the deactivation, suspension or removal of a transport network vehicle owner or a transport network driver from the transport network platform within seven days after the deactivation, suspension or removal.
- (3) The Authority shall publish on its website and in any other appropriate medium the details of transport network drivers or transport network owners who have been deactivated, suspended or removed from a transport network platform, and the reasons for the deactivation, suspension or removal.
- (4) The transport network company's deactivation, suspension or removal policy shall provide for—
 - (a) the conditions for the deactivation, suspension or removal of a transport network driver or transport network owner from the transport network platform;
 - (b) in the case of suspension, the duration of suspension of a transport network driver or transport network owner from the transport network platform; and
 - (c) the conditions and procedure for the reactivation and reinstatement of a transport network owner or transport network driver who was deactivated, suspended or removed from the transport network platform.

Deactivation, suspension or revocation of transport network vehicles 16. A transport network company shall ensure that an owner is not negatively affected in cases of promotional price offerings to passengers. Promotional price offerings.

17. (1) A transport network company shall maintain the following data for each transport network service offered through a network platform for a period of three years—

Maintenance and retention of records

- (a) the motor vehicle vehicle registration number used to offer the transport network service;
- (b) the name, driving license number and Public Service Vehicle registration number of the transport network driver who provided the transport network service;
- (c) the name and relevant identification details of the transport network passenger who was provided with the transport network service;
- (d) the date, time and location of pick-up and drop-off relating to the transport network service;
- (e) the method of payment made by the transport network passenger for the transport network service; and
- (f) the details relating to the pricing of transport network service.
- (2) The transport network company shall provide copies of the records—
 - (a) to the Authority on request and after adequate notice:
 - (b) to a duly authorised police officer in relation to the investigation of an offence; or
 - (c) as the transport network company may be directed by an order of a court of competent jurisdiction.
- 18. (1) A transport network company shall deactivate a transport network driver from the transport network platform and notify the Authority of the deactivation where the driver's conduct that raises public safety concerns including any of the following—

Reporting.

- (a) criminal complaint, investigation or arrest;
- (b) allegation or complaint of sexual misconduct;
- (c) allegation or complaint of traffic accident that resulted in a fatality;
- (d) conviction of drunk driving; or
- (e) allegation or complaint of assault or battery or verbal abuse.
- (2) The notification under subregulation (a) shall be made within forty-eight hours after the deactivation and shall specify—
 - (a) the driver's name;
 - (b) the driver's license number;

- (c) the motor vehicle registration number driven or owned by the deactivated driver; and
- (d) the reason for the driver's deactivation.

PART III - TRANSPORT NETWORK VEHICLES

- (1) Each transport network vehicle shall, before it is used to offer transport network services
 - ork services— vehicles.
 - (a) have a valid vehicle insurance cover;
 - (b) have a valid certificate of roadworthiness; and
 - (c) not be more than sixteen years from the date of manufacture.
- (2) Each transport network vehicle used to offer transport network services shall—
 - (a) at all times, be maintained in such condition as to ensure its safe operation and the safety of transport network passengers; and
 - (b) be equipped with a hands-free accessory for mobile devices.
- (3) If the transport network vehicle's owner and transport network driver are different persons—
 - (a) the transport vehicle's owner shall maintain the driver's license details for a minimum period of one year; and
 - (b) enter into a written agreement with the transport network driver detailing the nature of their relationship.

PART IV-TRANSPORT NETWORK DRIVERS

- Each transport network driver shall, before being authorized to offer transport network services—
 - (a) have a valid driving license with the relevant driver endorsement issued by the Authority; and
 - (b) a valid Public Service Vehicle badge.
- (1) Each transport network driver offering transport network services shall—
 - (a) display at a conspicuous place on the transport network vehicle a sticker or an identification mark approved by the Authority;
 - (b) treat transport network passengers courteously;
 - (c) when playing music in a transport network vehicle, ensure that the music played does not exceed the prescribed limits in the course of the journey;
 - ensure that passengers are issued with tickets or receipts for fare paid;
 - report any accidents involving the transport network vehicle immediately to the relevant authorities;

Requirements for transport network

Requirements for transport network drivers.

Duties of transport network drivers.

- (f) ensure that all innovative decorations on the transport network vehicle are not offensive;
- (g) ensure that no innovative decorations are painted, sprayed, drawn on or affixed to any window, the front and back windscreens, lights, indicators or chevrons of the transport network vehicle:
- (h) ensure that none of the passenger, co-driver and driver windows, the front and back windscreens, lights, indicators or chevrons of the transport network vehicle are tinted or painted, sprayed or drawn on any innovative decorations;
- ensure that innovative decorations on the transport network vehicle do not have reflective properties;
- ensure that no additional exterior and interior lighting is affixed other than those affixed by the manufacturer of the transport network vehicle;
- (k) ensure that his or her own acts or omissions do not adversely affect the health and safety of transport network passengers, and
- comply, so far as is reasonable, with any lawful instruction that is given by the transport network company to enable compliance with these Regulations.
- (2) No transport network driver shall-
- (a) drive while having consumed any intoxicating liquor;
- (b) drive if impaired by any legally prescribed or over-thecounter drugs or medications;
- smoke any substance or use any device that produces a smoke-like vapor while operating carrying a passenger;
- (d) chew khat while driving;
- (e) drive transport network passengers to their destination by any other than the shortest and most direct route, unless requested to do so by the passenger;
- (f) drive any transport network vehicle while using a mobile communications device without a hands-free accessory;
- (g) be physically or verbally abusive to any transport network passenger;
- (h) use offensive gestures; or
- refuse to transport to a requested destination any transport network passenger of proper demeanor whose request for service the transport network driver has accepted on the transport network service platform.
- (3) For purposes of clarity, a transport network driver may refuse to transport a transport network passenger where—

- (a) the passenger is acting in a disorderly or threatening manner;
- (b) the passenger refuses to state a specific destination upon entering the vehicle.
- (4) A transport network driver may not assign, transfer to, or allow usage of the transport network service platform account by any other person, including another licensed transport network driver.
- (5) A transport network driver shall return any lost articles recovered in a transport network vehicle to the rightful owner at the transport network passenger's cost.
- (6) A transport network driver shall not pick up passengers at cabstands, or solicit rides, or respond to street-hails.
- (7) A transport network driver shall not offer or provide transport network services for more than eight continuous hours in a twentyfour-hour period.
- (8) A transport network driver shall ensure that no other person not being a transport network passenger shall be permitted to be in the transport network vehicle except with the express consent of the transport network passenger.

PART V-TRANSPORT NETWORK PASSENGERS

- 22. A transport network passenger shall, while using a transport network service or riding in a transport network vehicle—
 - (a) not willfully obstruct or impede the transport network driver of the transport network vehicle;
 - (b) not use obscene or offensive language or conduct himself or herself in a riotous or disorderly manner;
 - (c) not smoke or carry a lighted pipe, cigar or cigarette in the transport network vehicle;
 - (d) not spit upon or from the transport network vehicle or willfully damage, soil or defile any part of the transport network vehicle;
 - (e) not throw out of the transport network vehicle any bottle, liquid or litter or any other article or thing;
 - (f) pay the fare for the whole journey taken; and
 - (g) not willfully do or cause to be done with respect to any part of the transport network vehicle or its equipment, or any accessory thereto, anything which is calculated—
 - to obstruct or interfere with the working of the transport network vehicle or to cause damage; or
 - (ii) to cause injury, discomfort, annoyance or inconvenience to any other person; or
 - (iii) enter or alight from the transport network vehicle while it is in motion.

Duties of transport network passengers.

PART VI-MISCELLANEOUS PROVISIONS

 A person aggrieved by any decision of the Authority under these Regulations may appeal to the Appeals Board. Appeals.

Transitional Provisions.

- 24. (1) Each transport network company and transport network vehicle that was in operation before the commencement of these Regulations shall continue to operate for a period of ninety days within which they shall be required to acquire the necessary licenses provided for under these Regulations.
- (2) A person who fails to apply for a new license under these Regulations within the prescribed period shall cease to operate the licensed activity.
- 25. A person who contravenes any provision of these Regulations commits an offence and shall be liable on conviction to a fine not exceeding twenty thousand shillings or to imprisonment for a term not exceeding six months or both.

Offences and penalties.

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SCHEDULE

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	Su	bject	8			Fee (Ksh.)
Application company lice	renewal	fee	for	transport	network	100,000 per annum

Made on the 3rd June, 2022.

JAMES W. MACHARIA, Cabinet Secretary for Transport, Infrastructure, Housing, Urban Development and Public Works.



National Transport and Safety Authority

PUBLIC NOTICE

PUBLIC PARTICIPATION FORUMS ON THE DIGITAL SERVICE APPLICATION RULES, 2020

The National Transport and Safety Authority in consultation with both the Ministry of Interior and Coordination National Government and the Ministry of Transport and Infrastructure is mandated to effectively regulate the road transport subsector.

Pursuant to this, the Authority in consultation with the two Ministries has formulated the Draft Digital Service Application Rules, 2020 to guide digital hailing vehicle service operation in the country.

In the spirit of public participation as envisaged in the Constitution, the Authority hereby invites all stakeholders including mobile application vehicle service operators, mobile application vehicle service drivers, mobile application vehicle service owners and users of mobile application vehicle

NO	DATE	COUNTY	VENUE	TIME
1.	3rd February,2020	Nyeri	Westwood Hotel	10.00 am
		Eldoret	Baron Hotel	10.00 am
2.	5th February, 2020	Embu	Kenya School of Government	10.00 am
		Nakuru	The Alps Hotel	10.00 am
3.	7th February,2020	Meru	West Wind Hotel	10.00 am
		Nairobi	KICC	10.00 am
4.	10th February, 2020	Kisumu	Kisumu Hotel	10.00 am
5.	12th February, 2020	Malindi	Pine Court Hotel	10.00 am
6.	14th February, 2020	Mombasa	Kenya School of Government	10.00 am

The Draft Rules are available for download on the NTSA website (<u>www.ntsa.go.ke</u>). Views and comments on the above may also be sent to <u>draftrules@ntsa.go.ke</u> or via written submissions addressed to the Director General, NTSA to be received before 17th February, 2020.

DIRECTOR GENERAL

EXPLANATORY MEMORANDUM

EXPLANATORY MEMORANDUM TO THE NATIONAL TRANSPORT AND SAFETY AUTHORITY (TRANSPORT NETWORK COMPANIES, OWNERS, DRIVERS AND PASSENGERS) REGULATIONS, 2022

Name of the Statutory Instrument: The National Transport and Safety Authority (Transport Network Companies, Owners, Drivers and Passengers) Regulations, 2022

Name of the Parent Act: The National Transport and Safety Authority Act

Enacted Pursuant to: Section 54 of National Transport and Safety Authority Act

Name of the Ministry/ Department: Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works/State Department of Transport.

Gazetted on 20th June 2022

Tabled on

PART II

1. Purpose of the statutory instrument

To provide a legal framework to clearly identify the roles and responsibilities of each party as they relate to Transport Network Companies (TNC's) and the safe movement of persons using a TNC service for transportation via a TNC service network platform in Kenya.

2. Legislative Context

The statutory instrument in question seeks to regulate the provision of Transportation Network Services that are rapidly expanding and are offering new travel modes for individuals who have difficulty driving themselves or accessing public transportation.

3. Policy Background

3.1 The Taxi services industry is governed under the Traffic Act Cap. 403, the National Transport and Safety Authority (NTSA) Act. No. 33 of 2012 and the County Government of Nairobi (Taxicab By-Laws 2007). The entry of Taxi Applications service providers and the market dynamics have been subject to public debate on innovation and balancing the resultant consumer welfare with the interests of investors and drivers.



National Transport

PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON

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PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON

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PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON DIGITAL SERVICE APPLICATION RULES, 2020

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National Transport and Safety Authority

PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON DIGITAL SERVICE APPLICATION RULES, 2020

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4	Deter Muturi	941.	0723813595	P20078	Alchen
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7	FELIX MyRIMICI	SELF	0421216190	20083238	
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12	JUSSEPH KLUSSTALA	SEA	0721549939	13044381	(A)
13	MAUL WANNSOH!	DIF	0714523 869	23117473	ps.
4	MARTIN MUGO	Self	073767188T	28 50023	Millyo
15	JOSEPH Macharia	N Self	1257952573	7.5223690	
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~	LEE NAGUNA	SELF	0770032011	11535505	Kagene
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8	Davis June	Selp	0721950152	21844106	4
4	Brian Osoro	Self	0717/64270	32757605	(Magan
2	FREDRICK CHURA	DIF	0729 99 66 15	2452478S	Or-
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9	Fredrice Warrace	Physhe Cabs	0135 262662	SHIROCE	Office of
7	Moses Mbuca	Onlane	024981123	23111363	7
12	Daniel German	Online	405 WHOOTH	31379630	· O
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12	Asime, Mambi	Serv	Apr 31316,	28055311	4	
3	WARKEN NITTA	4	0715915618	(350,658)	A.	
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15	Jame (Muchine)	DIF	0725831926	CHSENSES	######################################
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15	MICHONAL KARIUK	ONLINE	C12.7 11138.5	599199550	§
16	Mashin Migumbs	Online	0721492522	24857097	.00

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14	HENRY KINNTHER	SWIL	0713678202	21768093	Ŏ
15	ANTHONY MUTTIN	ONA CACCO	0721-49G503	216814037	X
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National Transport

PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON DIGITAL SERVICE APPLICATION RULES, 2020

DATE	12.02.20
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-	HAMMERTON RIMBA MAGENA CEMPA DTISSTILLS	MINGGOVE CAMPE	2991155110	M Shoresche	M Se
2	HASSON DAGIN	201621	prosporte	963 KIA D	10
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4	FARIDAH SALIM	DIF	7115180010	23101281	\$2)·
5	CHELAKG ST CF	S DoT	0416308002	3 1765588	E
9	WHOOME NOMMENCY	156 16	O725 234344	13482141	B.
7	Tour Luman	T.T.C	09-01 348 248	25461508	4
œ	Andrew Kimani	1.4B	230881086	2264740	A Property



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2	Paul Maron	Mir. of Manho	Mir. of Thurbor 0733356AE	h733146	
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National Transport and Safety Authority

PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON

DATE	14.02.2020.
VENUE	KSG.
COUNTY	Mombasa.

		ATTENDAN	ATTENDANCE REGISTER		
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-	Joseph w water		0120-756191	24270113	1
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9	Peter Brown Mumer		07145145412	30189344	Ę.
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National Transport and Safety Authority

PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON DIGITAL SERVICE APPLICATION RULES, 2020

DATE	
	10.02.2020
VENUE	
	Krimu Hotel, Krima
COUNTY	
	KIIGUMU

		ATTENDAN	ATTENDANCE REGISTER		
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-	Die Wamson	No.	0723827625	For 3575+34	1,000
2	PETER KOCHIEL LATO	LRTO	0725615964	7 Hasht	N. S.
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4	John N. Kihare	TAB	LS1 161 51L0	28150679	
2	Steve Nunga	Dange	Ches 746787	P2577364	
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| National Transport and Safety Authority

PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON

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5 2	JEFA KALAMA DRIVER	DRIVER	210810 5710	L532555	F
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16	John Woor All	Cas	CARS 62-858-5	848158	1
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National Transport Report and Safety Authority

PUBLIC PARTICIPTION FORUM AND ACCESS TO INFORMATION ON DIGITAL SERVICE APPLICATION RULES, 2020

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9	Mucha Euspah	PRIVER.	० मेरविषय प्यति	7346644	
7	PETER MMKMI	DA VICE	072021727	266593002 per	B
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13	VITEN Mancy	Driver	0700278534	83157582	A A
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2	David Kabira	Divo		Tempired T	TOTAL
m 4	klanjiku	Wate ine som		9379832L	8
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9	Browne murice	DRWER	0700246976	936512822	Otio
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12	LUME COUMO	DRIVER	1809865660	24553853	Call C.
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9 1	HENED GITONGA	Deiver	072223405	32862147	
, ,	Gopeles Malthai	Driver Piper	0321960132	21936311	6
0 0	Johned Laga Lange	Dayel	407-575 21 PO	2720111	- TF
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2 ;	MUHAMMAD MBURU	DRIVER	6722725811	23115762	1
= 4	Franco MARCHARIA	Dewed Marine	230103777.00	2797678	
7 9	CHARLES BOULDA	Daver	okt tagateLa	WITH CE	CHAP.
13	KENNETH MUGAMBI	Driver/Parter	0119 L-3 CPO	78456149	1
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15	Simpart Munnelle	Dencer	0721741902	ASCOULT.	
0	Stephen Gitzen	Driver	17520000		POR

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9	Jimm, Marine	COCH	0769370033	32491980	9
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13	CHARLES DOLL	CDCR	0120 61 24 HB	217 24KK	(30-
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12	JA F IMBATTA	cbca	O72436786-3	8931688	10
16	Pothick Rings	CDCA	0324584438	11848485	Ro

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-	GLADYS WAMPIEL	CSCA	7611711760	3	2
2	Jesphan	TASAOMIA	2311312a	500 89 01	A
3	Alice STEPHEN	Coca	072632555	23857240.	4
4	ZAKAYO MUILLO	CBCA	189525-1760	16037503	O. it
2	NABEM A HAST	CBCA	4716534864	18688782	Nach.
9	Betree Mestanda	URER	6727804 911	28 909 438	Potent
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MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT AND PUBLIC WORKS

STATE DEPARTMENT FOR TRANSPORT

FINALIZATION OF THE TRANSPORTATION NETWORK COMPANIES (TNC), DRIVERS AND PASSENGERS RULES 2022 FOR PUBLISHING. MEETING HELD FROM WEDNESDAY 1™ MARCH 2022 TO FRIDAY 4™ MARCH 2022 AT BURAHA ZENONI HOTEL AND RESORT (NAKURU)

ATTENDANCE REGISTER

NO.	NAME	ORGANISATION	PHONE NO.	<u> </u>	22	C.
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MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT& PUBLIC WORKS STATE DEPARTMENT FOR TRANSPORT

DIGITAL HAILING TAXI MEETING HELD ON WENSDAY 2ND MARCH, 2022 AT TRANSCOM HOUSE, 8TH FLOOR

CONFERENCE ROOM, 2:30 P.M.

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MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT& PUBLIC WORKS STATE DEPARTMENT FOR TRANSPORT

FLOOR CONFERENCE ROOM, 10:00 A.M. AND PASSENGERS) RULES MEETING HELD ON THURDAY 16TH DECEMBER, 2021 AT TRANSCOM HOUSE, 8TH PROPOSAL ON THE DRAFT TRAFFIC (TRANSPORTATION RULES NETWORK COMPANIES, OWNERS, DRIVERS

ATTENDANCE REGISTER

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MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT& PUBLIC WORKS STATE DEPARTMENT FOR TRANSPORT

REVIEW OF DIGITAL HAILING TAXI APPS REGULATIONS MEETING, HELD ON WEDNESDAY, 18TH MAY 2022 AT TRANSCOM HOUSE, ACCOUNTS BOARDROOM

ATTENDANCE REGISTER

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MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT& PUBLIC WORKS STATE DEPARTMENT FOR TRANSPORT

REVIEW OF DIGITAL HAILING TAXI APPS REGULATIONS MEETING, HELD ON WEDNESDAY, 18TH MAY 2022 AT TRANSCOM HOUSE, ACCOUNTS BOARDROOM

ATTENDANCE REGISTER

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Uber

PRINCIPAL BE MEMETAUSTURE

Uber Kenya Limited First Floor, The Riverfront Prof David Wasawo Drive Nairobi, Kenya

11 December 2020

Mr Solomon Kitungu
Principal Secretary
State Department for Transport
Ministry of Transport, Infrastructure,
Housing, Urban Development and Public Works

PS Kitungu,

REQUEST FOR SUPPORT ON THE NATIONAL TRANSPORT AND SAFETY AUTHORITY (TRANSPORT NETWORK COMPANIES) REGULATIONS, 2020

The Ride Hailing Service Operators welcome the efforts by the National Transport and Safety Authority and by the Ministry of Transport to develop Transport Network Company Regulations. We believe that the regulations will help to stabilise the industry and we appreciate the receptiveness of the Government to comments from the industry and proactive and constructive stakeholder engagement process undertaken thus far.

While the new regulations are largely progressive, we believe that certain components are problematic, posing a significant risk to the industry and will infringe on the ability for Ride Hailing Service Operators to continue to operate effectively.

In particular, The proposed regulations include a clause that caps the commission chargeable by Ride Hailing Service Operators at 15%. The proposed Commissions Cap is the most prohibitive Cap in the world. Such a cap would limit the ability for Ride Hailing Service Operators to continue to invest in beneficial services for Drivers e.g., support services, security features, marketing to passengers, training, advances in technology etc and would have widespread implications for the rest of the digital economy.

The NTSA does not dictate prices or enforce similar forms of price regulation on any other players in the Transport industry, who use digital platforms to enable the movement of goods and passengers. It is our belief that the imposition of a Commissions Cap is discriminatory and we propose the removal of any clauses related to price regulation in the regulations.

We believe that by modernizing existing regulations, tens of thousands of new job and business opportunities could be created to meet the pent-up demand for a safe, efficient and low-cost transportation option. We look forward to working closely with the Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works, NTSA and other policymakers to move Kenya towards best in class regulation.

We are available to meet at your earliest opportunity and look forward to hearing from you.

Yours sincerely,

Cezanne Maherali

Head of Policy for Middle East and Africa | cezanne@uber.com | 0727124842

REPUBLIC OF KENYA

Telegraphic Address
'Bunge', Nairobi
Telephone 2848000
Fax: 2243694
E-mail: csenate@carliament.go.ke



The Senate Clerk's Chambers Parliament Buildings P. O. Box 41842 -00100 NAIROBI, Kenya

PARLIAMENT OFFICE OF THE CLERK OF THE SENATE

Ref. SEN/SCDL/CORR/2020/025

20th August, 2020

Mr. George Njao, Director General, National Transport and Safety Authority, Hill Park Building, Upper Hill, P.O Box 3602 -00506

NAIROBI

Dear Sir,

RE: CONSIDERATION OF THE DRAFT TRAFFIC (DIGITAL HAILING SERVICE) RULES, 2020

The Senate Sessional Committee on Delegated Legislation is established under standing order 221(1) of the Senate Standing Orders and is mandated to scrutinize statutory instruments laid before the Senate.

On 12th August, 2020, the Committee considered the Draft Traffic (Digital Hailing Service) Rules, 2020 (copy attached) pursuant to a request by Bolt Services Kenya Limited. During the meeting, the following issues arose -

- (a) Rationale for including the definition of a transportation network company;
- (b) Under rule 6(1)(b), the rationale obligating the operator to have a binding agreement with the car owners;
- (c) Under rule 15 (1), there is need for clarification on the rationale for capping the commission charged at 15% per trip;
- (d) Whether adequate public participation has been conducted on the Draft Rules;
- (e) Expected date of publication of the Draft Rules and submission to Parliament; and
- (f) Any other matter that, in your view, should come to the attention of the Committee regarding the proposed Rules.

The Committee resolved to invite the National Transport and Safety Authority (NTSA) to respond in writing to the issues raised in relation to the Draft Rules.

This is therefore to bring to your attention the resolutions of the Committee and to request that your response be sent by email, to the address: esenate apparatument to be, on or before Friday, 4th September, 2020 at 5.00 pm.

Ms. Clare Kidombo, Research Officer (Cell Number - 0725250078, Email - senatedelegatedke'a gmail.com), is the Clerk to the Committee and is responsible for all arrangements relating to this matter.

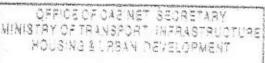
Yours faithfully,

J. M. NYEGENYE, CBS, CLERK OF THE SENATE.

Copy to:

Dr. Fred Matiang'i, EGH, Cabinet Secretary, Ministry of Interior and Co-ordination of National Government, Harambee House, Harambee Avenue. P. O. Box 30510-00100, NAIROBI.





- 1 DEC 2021

RECEIVED P. O. Box 52892, NAIROB!

29 November 202

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Hon. James Wainaina Macharia, E.G.H
Cabinet Secretary,
Ministry of Transport, Infrastructure, Housing and Urban Development
Transcom House, Ngong Road
P.O.Box 52692 - 00200
Nairobi

29 November 2021

Dear Sir,

PROPOSAL ON THE DRAFT TRAFFIC (TRANSPORTATION NETWORK COMPANIES, OWNERS, DRIVERS AND PASSENGERS) RULES, 2020

The Ride-Hailing companies Bolt and Uber welcome the efforts by the National Transport and Safety Authority (NTSA) and the Ministry of Transport to develop Digital Hailing Service Regulations.

While the proposed regulations are largely progressive, certain components are discriminatory specifically the proposed 15% cap on commissions. Setting a precedent of such prohibitive regulations could lead to a broader impact on the industry, disincentivizing investment in the ICT sector as a whole and leading to tens of thousands of economic opportunities lost. Further, Digital Hailing Service Operators have invested heavily in incentives and marketing activities to attract drivers and passengers to use their platforms. Capping of commissions at 15% reduces the revenue currently spent to stimulate demand through discounts to passengers. Instituting a regulatory cap on the commissions payable to drivers is discriminatory for the digital hailing sub-sector; no other transport sub-sector has price controls. The unintended consequences of this regulatory control-will lower the incentives for ride-hailing platforms to invest in the market through promotional campaigns, discounts and advertisements. Therefore, the driver's earnings will stagnate, perhaps even fall back. Consequently, this provision will have negative consequences to the same drivers it purports to protect. The proposed regulatory pricing control will only serve to limit innovation and competitiveness in the ride-hailing industry.

However, Ride-Hailing companies are committed to the success and upliftment of the industry. Therefore, we would like to engage the Ministry of Transport in discussing alternative solutions that would directly increase driver earnings while maintaining a level playing field within the industry. We believe that acceptable alternatives could include the application of a minimum fare across the platforms and products or a booking fee on top of the existing fare.

It is our sincere hope that you will consider our request to engage with you. We are eager to move towards a more stable operating environment where we can continue to support the country's economic recovery and create thousands of new opportunities for drivers and access to mobility for all.

We are available to meet with you at your convenience to discuss the next steps. Please contact

Anthony Mwangi

Bolt: Mr Anthony Mwangi Email: antony.mwangi@bolt.eu Mobile: +254720718533 Uber: Ms Busi Khaba

Email: <u>busi.khaba@uber.com</u> Mobile: +27834847259

Cc:

Dr. Eng. Joseph K. Njoroge, CBS, Principal Secretary, State Department for Transport

Ministry of Transport, Infrastructure, Housing and Urban Development Transcom House, Ngong Road P.O.Box 52692 - 00200 Nairobi, Kenya

Mr. George Njao

Director-General, National Transport and Safety Authority 316 Upper Hill Chambers, 2nd Ngong Avenue, P.O Box 3602 -00506, Nairobi, Kenya

The Clerk, Senate

Parliament Buildings Parliament Road PO Box 41842 00100 Nairobi, Kenya

ATTN:

Hon. Senator Gideon Moi, Chair of Information, Communication and Technology Committee Hon. Senator Johnson Sakaja. Chair of Labour and Social Welfare Committee

Yours sincerely

Uber, Bolt,



Uber

REPUBLIC OF KENYA The Senate Clerk's Chambe Parliament Building P. O. Box 41842 -00100 NAIROBI, Kenya E-mail: csenate@parliament.go.ke PARLIAMENT OFFICE OF THE CLERK OF THE SENATE 7th March, 2022 OFFICE OF CABINET SECRETARY

Ref. SEN/SCDL/CORR/2022/025

Mr. James Macharia, EGH,

Telegraphic Address

Telephone 2848000

'Bunge', Nairobi

Fax: 2243694

Cabinet Secretary, Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works Transcom House, Ngong Road, P.O. Box 52692 - 00200,

NAIROBI.

Dear Hou. CS,

MINISTRY OF TRANSPORT, INFRASTRUCTURE HOUSING & URBAN DEVELOPMENT

1 1 MAR 2022

RECEIVED P. O. Box 52692, NAIROBI

CONSIDERATION OF THE DRAFT TRAFFIC (TRANSPORTATION RE: NETWORK COMPANIES, OWNERS, DRIVERS AND PASSENGERS) RULES, 2021, BY THE SENATE SESSIONAL COMMITTEE ON DELEGATED LEGISLATION

The Senate Sessional Committee on Delegated Legislation is established under standing order 221(1) of the Senate Standing Orders and is mandated to scrutinize statutory instruments laid before the Senate.

We make reference to your Letter Ref: MOT&C/RDT/001/1VOL.XI (14), Dated 2nd March, 2022, with regard to the status of the consideration of the draft Traffic (Transportation Network Companies, Owners, Drivers And Passengers) Rules, 2021, as committed before the Senate Sessional Committee on Delegated Legislation for scrutiny.

At its Sitting held on 18th September, 2021, the Committee undertook a pre-publication consultative workshop with the National Transport and Safety Authority to consider the draft Rules. After deliberations, the Committee made the following observations and recommendations:

1. Rule 5(1)(b) on having a valid binding agreement with owners of vehicles as one of the requirements to be licensed as a transportation network company, it seems to give an impression that those seeking to be licensed need to already have a clientele.

The purpose of this letter, therefore, is to update you on the recommendations made by the Senate Sessional Committee on Delegated Legislation, following the pre-publication scrutiny of the draft Traffic (Transportation Network Companies, Owners, Drivers and Passengers) Rules, 2021, for your further necessary actions as stipulated in the Statutory Instruments Act, 2013.

Mr. Boniface Kiambi, Clerk Assistant (Phone number: 0722 - 370133, Email address: senatedelegatedke@gmail.com), is the Clerk to the Committee and responsible for any further liaison relating to this matter.

Yours

J. M. NYEGENYE, CBS,

CLERK OF THE SENATE.

Copy to:- Dr. Eng. Joseph Njoroge, CBS,

Principal Secretary,

Ministry of Transport, Infrastructure,

Housing, Urban Development and Public Works

Transcom House, Ngong Road,

P.O. Box 52692 - 00200,

NAIROBI.



MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT & PUBLIC WORKS STATE DEPARTMENT OF TRANSPORT

Office of the Principal Secretary

TRANSCOM BUILDING NGONG ROAD P.O. Box 52692 00100 NAIROBI

MOT&I/C/RDT/001/1 VOL.XI (14)

2nd March, 2022

Mr. Jeremiah Nyegenye. (BS) The Clerk Senate Parliament Building NAIROBI

Mr. Michael Sialai, EBS
The Clerk National Assembly
Parliament Building
NAIROBI

Dear

Teremak

RE: FINALIZATION FOR PUBLICATION OF TRAFFIC (TRANSPORT NETWORK HAILING COMPANIES) RULES, 2020

Reference is made to the above matter.

The Ministry and the National Transport & Safety Authority (NTSA) has held several consultations with various Committees (Labour and Social Security, Transport, Housing and Public Works and Committee on Delegated Legislation) of both houses of Parliament on the drafting and publishing of the rules to address the issues affecting Digital Taxi Hailing Application users in Kenya At the conclusion of these engagements, the Committees undertook to hold consultations with other Stakeholders themselves.

The Committees are yet to advise the Ministry on the way forward upon deliberations with the stakeholders. The Ministry requests that Parliament fast-tracks the completion of any consultations it is currently undertaking with the stakeholders to enable this office finalize the enactment process.

Attached please find a copy of the draft Rules for reference.

Yours Succeedy

Dr. Eng. Joseph Njoroge, CBS PRINCIPAL SECRETARY Encl.

Copy to:

Mr. James Macharia, EGH

Cabinet Secretary

Ministry of Transport, Infrastructure, Housing,

Urban Development and Public Works

NAIROBI





ICEA LION Building, 17th Floor, Kenyatta Ave, Nairobi, P.O Box 2801 - 20100 digitaltaxforum@gmail.com www.digitaltaxiforum.co.ke

The Clerk of the Senate/Secretary SENATE Committee, Labour P.O. BOX 41482 - 00100, NAIROBI.

20/11/2019

Dear Sir.

RE: DIGITAL TAXI FORUM RESPONSE TO THE SENATE STANDING COMMITTEE ON LABOUR AND SOCIAL WELFARE ON THE STATUS OF UBER AND OTHER DIGITAL CAB APPLICATIONS OPERATING IN KENYA.

We wish to draw your attention to the above subject and in response to the letter SEN/SCLSW/2019/37 and SEN /SCLSW/2019/73 and the senate committee meetings held at the Senate Chambers on 28th July 2019 a Wednesday; 7th August 2019 and 12th September 2019.

A further meeting was held on 19th August 2019 at Transcom House that informed today's meeting of 12th September 2019 to discuss the subject as per the following invitations;

- SEN/SCLSW/2019/42-a,b,c,d
- ii) SEN/SCLSW/2019/43-a,b,c,d
- iii) The above referenced invitations were extended to bodies that represent driver and partner welfare bodies and digital platform operators respectively.

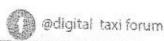
Digital Taxi Forum (DTF) an umbrella body for Drivers and Partners. Digital Taxi Association of Kenya (DTAK) and Digital Partners Society (DPS) as partner bodies, Rideshare Sacco Society (RSS); E-cabs Sacco as driver welfare bodies.

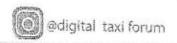
The body has greatly been supported by Transport Workers Union-Kenya (TAWU-K) Union which is the union all online drivers and partners.

We therefore collectively wish to issue a statement in response to the report tabled by Christopher M. Obure, EGH who is the Chief Administrative Secretary for Cabinet Secretary, Ministry of Transport, Infastructure, Housing, Urban development and public works.

i)Hon Senator Sakaja during the Senate Standing Committee on Labour and Social Welfare established under standing orders 218(3) of the standing orders of Senate as mandated under Standing order (48(I) of the senate Standing orders asked the from *Digital Taxi Forum* to table its formal statement on the subject.

Please see the below statement;







1. Commissions Charged by Digital App Hailing Companies

25% commission charged by Uber; Maramoja Charges 20% commission and 20 percent commissions charged by Bolt 15% that Little Cabs charges. UBER and BOLT are respectively from Estonia and Netherlands. The two foreign companies have a dominant market share estimated at 60% of the market share from one end.

We wish to refer this committee to the Carlifornia State, https://techcrunch.com/2019/03/12/uber-agrees-to-pay-drivers-20-million-to-settle-independent-contractor-lawsuit/

"Those eligible for a payout from the settlement include those who drove for Uber between August 16, 2009, and February 28, 2019, in California or Massachusetts. They must also not be bound by Uber's arbitration clause."

"In addition to the \$20 million settlement, Uber has agreed to implement a comprehensive written deactivation policy, a formal appeals process for certain deactivation decisions and quality courses for drivers."

New York Case and the London Case all developing countries where specifically UBER operates with as low as 5% commission. Our good country Kenya should also make reference to Rwanda and Ghana governments within Africa with a cap on commissions at not more than 10%.

2. Service Level Agreements (SLA)

Uber and Bolt Service level agreement's should be scrutinized and aligned with the Laws of Kenya. The current SLA is perceived biased by the drivers and partners. i.e. The service level agreements do not recognize driver unions and driver welfare and rights groups.

For Example:

The Chairman of Digital association of Kenya (DTAK) Mr. David Muteru was deactivated in 2017 UBER for advocating for driver and partner rights. The Sitting Secretary General and President of Digital Taxi Forum Mr. John Kimani and Mr. Wycliffe Alutalala were respectively deactivated in September 2018.

Digital Taxi Forum and Transport Workers Union-Kenya hold a record of twenty other welfare groups, societies, and association officials who are currently deactivated permanently by UBER without any explanation.

The driver and partner bodies want Uber and Bolt to change many of its terms and conditions as listed below.

- a) Provide drivers with more information about their individual ratings, which are chosen by the users, and how it compares to their peers.
- b)Acknowledge and recognize in Writing the existing driver and partners associations, saccos, welfare groups costitutited under the laws of Kenya.i.e Uber has been compelled by the state of California and Massachusetts to fund formation of drivers and partners association and further meet them quarterly to discuss "the issues that matter most to driver"
- c) Publish a "driver deactivation policy" which explains why some drivers are taken off and barred from the platform
- d) Agree not to deactivate drivers who regularly decline trips when they are logged onto an app.
- e) A driver gets a request for a job and it is their decision to accept or reject it. Previously a driver could face deactivation if they declined a certain amount of trips. Uber should is loosening this policy worldwide but not locally.

'af) Create an appeals process in both Kenya for drivers who disagree with decisions about their account being deactivated under the Kenyan laws.

See this link for more information https://www.cnbc.com/2016/04/22/uber-makes-100-million-settlement-in-lawsuit-over-driver-status.html

The committee should therefore keenly investigate articles 2 a, b, c, d, e which is perceived harsh and poses unfair labor practices 2010 constitution of Kenya.

Recently BOLT reviewed their commission's upwards to https://www.businessdailyafrica.com/corporate/companies/Taxi-firm-Bolt-raises-drivers--fees-to-20pc/4003102-5266682-jw6kaiz/index.html

The Senate Committee and Stakeholders to factor in the below;

PROTECTION AND PROVISION OF LABOUR LAWS TO ALL EMPLOYEES IN THE COUNTRY.

Kenya has 5 basic Labour Laws Acts regulating the employment relationship.

1) THE EMPLOYMENT ACT.

- a) This Act applies to all employees employed under a contact of service, (either) oral, written or implied; and the same Law regulates the terms and conditions of employment within our Country.
- b) The Act (Part XI Sections 83- 86;) also applies to Foreign Contract of Employment. It provides that a foreign contract of service shall be signed by the parties thereto, and shall be attested by a labour officer. This protects any category of employees from being exploited by foreign employers. In this case the App. Operators.
- c) Further any foreign employer is required to provide security bond for due performance. (eg. If the App Companies close shop without notice, what is the remedy to the investors and operators who have vehicles solely doing taxing).

2) LABOUR RELATIONS ACT - LRA

- a) The LRA guarantees every employee the right and freedom of associations by joining a Union and participating on it activities.
- b) Provides for provisions of Collective Agreements in setting out by both parties the terms and conditions of employment for every sector.
- c) It protects employees against any form of discrimination, provides for entitlement to fair Labour practices and the fair dispute resolution, etc.
- c) Currently, the employees in this sector are denied these rights and are terminated (deactivated) on the whims of the App providers without any formal representation and remedy.

3) THE LABOUR INSTITUTION ACT. - LIA

- The LIA constitutes the establishment of the Employment and Labour Relations Court
 – ELRC- for final arbitration of all disputes between an employer and employee in the
 course of employment.
- b) The Act further protects employees from unfair dismissals (deactivations) and the remedy to the same.
- It establishes the wages council which fixes the remuneration/salary scales for employees – (Price fixing may be applied herein).
- Regulates the Registration of employment Agencies and inspections of their activities premises.

4) WORK INJURY BENEFITS ACT – 2007 & OCCUPATIONAL HEALTH AND SAFETY ACT – 2007 L.K.:

Provide Injury benefits/Insurance and occupational Health and Safety issues.

- Driver safety to include all parties and be made easily accessible. This will apply all
 the time the drivers are online.
- Customer/clients to provide details to cushion the drivers from dangerous person on board their vehicles.

5) NATIONAL TRANSPORT AND SAFETY AUTHORITY.

Provide regulation for operation of Taxi Business including Online Taxing App.

OTHER UNDEFINED ISSUES:

6) DEFINITIONS:

All operators in the online Sector to be defined as workers/employees.

7) GOVERNMENT REPRESENTATION.

The online Taxi industry to be defined and placed in a single ministry to ease engagement, representation and policy making.

Currently, it is not defined in which sector the Online App are to be registered in; whether in the:-

Labour Ministry,

Transport Ministry

Trade and Industry

Ministry of Interior

NTSA

The position of the drivers is to be placed under Ministry of Labour as they are to be recognized as workers.

RECOGNITION AND REPRESENTATION.

- Online Drivers have formed entities/Associations and are currently under a union;
 and as such this bodies should be officially recognized.
- Drivers who are workers are to be protected against Intimidation.
- Drivers to be involved as stakeholders in policy matters including setting of fare /price fixing.

Regards.

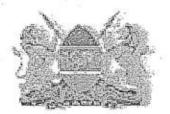
John Kimani-President - DTF

- Copy to:

 a)Mr. Peter K. Tum, OGW, Principal secretary, State Department of Labour, Ministry of Labour and Social Protection.

b) Julius Muia, EBS, Principal Secretary, National Treasury.

- c) Ms. Esther Koimet, CBS. Principal Secretary, Ministry of Transport and Infrastructure
- d)Mr.Francis Wangombe Kariuki, MBS, Director General, Competition Authority of Kenya
- e) Mr. John Kimani, Digital Taxi Forum, President
- f) Mr. Wycliffe Alutalala, Digital Taxi Forum, Secretary General
- g) Mr. David Alutalala, Digital Taxi Fourm, Deputy President
- h)Mr. Rhayan Kanyandong, Digital Taxi Forum CEO.



Republic of Kenya

MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT AND PUBLIC WORKS STATE DEPARTMENT FOR TRANSPORT

Office of the Principal Secretary

Telegram:"TRANSCOMS".Nairobi Telephone: (020) 2729200 Email:info@transport.go.ke Website: www.transport.go,ke

TRANSCOM BUILDING -NGONG ROAD P.O. Box 52692 - 00100 NAIROBI

MOT&I/C/RTD/001/1 VOL.VIII (74) 7th December 2021

Mr. Anthony Mwangi Bolt NAIROBI

Ms. Busi Khaba Uber . NAIROBI

Dear Bessu

PROPOSAL ON THE DRAFT TRAFFIC (TRANSPORTATION NETWORK COMPANIES, OWNERS, DRIVERS AND PASSENGERS) RULES, 2020

We acknowledge receipt of the letter dated 29th November 2021, addressed to the Cabinet Secretary, Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works on the above subject matter.

The State Department for Transport take note of your concern and welcome the opportunity to discuss alternative solutions that would directly increase driver earnings while maintaining a level playing field within the industry.

In this connection, we are inviting you for a meeting on Thursday, 16th December 2021 at Transcom House, Boardroom from 10:00 A.m.

Dr. (Eng.) Jøseph K. Njoroge, CBS

PRINCIPAL SECRETARY





MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENTAND PUBLIC WORKS STATE DEPARTMENT OF TRANSPORT

Office of the Principal Secretary

Telegram:"TRANSCOMS".Nairobi Telephone: (020) 2729200 Email:ps@transport.go.ke Wgbsite: www.transport.go,ke TRANSCOM BUILDING NGONG ROAD P.O. Box 52692 - 00100 NAIROBI

MOT & I /C/RDT/001/1 VOL.IX (35)

17th March 2022 .

Mr. Kennedy Ogeto, CBS

Solicitor General
Office of the Attorney General & Department of Justice
NAIROBI

Dear

Kenney,

RE: TRAFFIC (TRANSPORTATION NETWORK COMPANIES (TNC), OWNERS, DRIVERS AND PASSENGERS) RULES 2022

Reference is made to the above matter.

The Faxi services industry is governed under the Traffic Act Cap. 403, the National Transport & Safety Authority (NTSA) Act No.33 of 2012 and the County Government of Nairobi (Faxi Cab By-Laws 2007). The entry into the Kenyan taxi service industry of Digital Hailing Taxi Applications service providers and the market dynamics are now the subject of public debate on innovation and balancing the resultant consumer welfare with the interests of investors as well as the drivers.

Digital Hailing Taxi Applications are now common in Kenya and has grown in number over the years. There is need to regulate the digital taxi-app industry including but not limited to the following:

 Registration of the digital taxi application providers e.g Uber, Bolt, Little Cab, Wasili. Swivel, In-driver, etc; Mr. George Njao Director General National Transport & Safety Authority NAIROBI 2



ECUTIVE OFFICE OF THE PRESIDENT HEAD OF THE PUBLIC SERVICE

Telegraphic Address

Telephone: +254-20-2227436 When replying please quote

Ref. No.....

OP/CAB.9/4A

and date

OFFICE OF CARINET SECRETARY
MINISTRY OF TRANSPORT, INFRASTRUCTURE
HOUSING & URBAN OFVEL OPMENT

1 1 MAR 2022

P.O. Box 40530-00100 Nairobi, Kenya

March 8, 2022

RECEIVED P. O. Box 52692, NAIROBI

Mr. James W. Macharia, EGH

Cabinet Secretary

Ministry of Transport, Infrastructure Housing, Urban Development and Public Works

NAIROBI

Dear

Mr. Macharia,

RE: GAZETTEMENT OF THE TRAFFIC (TRANSPORTATION NETWORK COMPANIES, OWNERS, DRIVERS AND PASSENGERS) RULES 2020

We are in receipt of a letter addressed to H.E. the President by the Chief Executive Officer, Digital Partners Society (DPS) dated 11th November, 2021 petitioning for the gazettement of the above quoted Rules.

We have noted that, they are seeking for the gazettement of the Traffic (Transportation Network Companies, Owners, Drivers and Passengers) Rules, 2020 which are aimed at addressing the pricing models by Multinational Transportation Companies (MTNCs) as well as putting in place Pricing Standards for fair business margins to all stakeholders.

We have also noted that the draft regulations have been subject of discussions with the Senate, National Assembly, Ministry of ICT and the Ministry of Transport. In the course of the discussions, it has been noted that there is a stalemate between the TNC and the owners/drivers, which the Ministry opted to resolve through engagement of an external Consultant with support from the Horn of Africa Project to conclude the Regulations especially resolving the stalemate.

CONFIDENTIAL





MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT AND PUBLIC WORKS OFFICE OF THE CABINET SECRETARY

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TRANSCOM BUILDING NGONG ROAD P.O. Box 52592 - 00100 NAIROBI

23rd March, 2022

MOT & I/C/RDT/001/1 VOL.VIII (114)

Dr. Joseph Kinyua, EGH

Head of Public Service

The Presidency

State House

NAIROBI

Dear Sing

GAZETTEMENT OF THE TRAFFIC (TRANSPORTATION NETWORK COMPANIES, OWNERS, DRIVERS AND PASSENGERS) RULES, 2020

Reference is made to letter No. OP/CAB.9/4A dated 8th March 2022.

The rules now named, The Traffic (Transport Network Companies, Owners, Drivers and Passengers) Rules, 2022 (copy attached) have been presented to the Office of the Attorney General and Department of Justice vide letter dated 17th March 2022 referenced MOT & I /C/RDT/001/1 VOL.IX (35) (attached) for final drafting and gazettement/publication. This office is yet to engage the external consultant, we await letter of no objection from the World Bank to utilize funds under the Horn of Africa Project.

Yours.

James Macharia, EGH CABINET SECRETARY

Encl.