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**REPUBLIC OF KENYA
THE NATIONAL ASSEMBLY**

THIRTEENTH PARLIAMENT – FIFTH SESSION- 2026

DEPARTMENTAL COMMITTEE ON TRANSPORT AND INFRASTRUCTURE

REPORT ON:

**THE CONSIDERATION OF THE PUBLIC TRANSPORT (MOTORCYCLE
REGULATION) BILL (SENATE BILL NO. 38 OF 2023)**

 THE NATIONAL ASSEMBLY FATHERS LAID	
DATE: 26 FEB 2026	DAY: THUR
TABLED BY:	HON. KOMINGOI KIBET, MP MEMBER
CLERK-AT THE-TABLE:	VIVIAN WAMBUI

**Directorate of Departmental Committees
Clerk's Chambers
Parliament Buildings
NAIROBI**

FEBRUARY, 2026



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ABBREVIATIONS

AG	– Attorney General
CTSC	– County Transport and Safety Committee
CEC	– County Executive Committee
KEBS	– Kenya Bureau of Standards
KeNHA	– Kenya National Highways Authority
KRA	– Kenya Revenue Authority
KSh	– Kenya Shilling
KURA	– Kenya Urban Roads Authority
MSME	– Micro, Small and Medium Enterprises
NTSA	– National Transport and Safety Authority
PWD	– Persons with Disabilities
PSV	– Public Service Vehicle
SACCO	– Savings and Credit Cooperative Organization
TNC	– Transport Network Company
WHO	– World Health Organization
VAT	– Value Added Tax

LIST OF ANNEXURES

Annexure 1: Signed list of Members who attended the sitting that considered and adopted the report

Annexure 2: Minutes of the Committee on sittings to consider the Bill and adoption of the report

Annexure 3: Copy of the Public Transport Motorcycle Regulation Bill(Senate Bill No. 38 of 2023)

Annexure 4: Correspondence to stakeholders requesting for submissions on the Bill;

Annexure 5: Newspaper advertisement inviting the public to submit memoranda on the Bill.

Annexure 6: Written submissions from Stakeholders.

CHAIRPERSON'S FOREWORD

The Public Transport Motorcycle Regulation Bill (Senate Bill No. 38 of 2023) was read a First Time on 13th February 2025 and subsequently committed to the Departmental Committee on Transport and Infrastructure for consideration and reporting to the House pursuant to the National Assembly Standing Order 127(1).

To facilitate public participation, the Committee placed advertisements in the print media on 19th February, 2025, seeking public comments on the Bill pursuant to the provisions of Article 118 of the Constitution and Standing Order 127(3). The Committee also held meetings with the Inspector General of Police, the Digital Boda Drivers and Deliveries Associations of Kenya, and the Boda Safety Association of Kenya on 24th July 2025. The Committee further wrote to the relevant stakeholders, namely the Ministry of Roads and Transport, the Ministry of Cooperatives and Micro, Small and Medium Enterprises Development, the Ministry of Interior and National Administration, the National Treasury, and the Council of Governors.

The Committee is grateful to the Offices of the Speaker and the Clerk of the National Assembly for the logistical and technical support accorded to it during the consideration of the Bill. I wish to express my appreciation to the Committee Members and the Committee Secretariat for their resilience and devotion to duty, which made the consideration of the Bill successful. Finally, I wish to express gratitude to the Members of the public who submitted their views and comments on the Bill in the course of public participation. Their views and comments indeed were vital in the consideration of the Bill.

On behalf of the Committee and pursuant to the provisions of Standing Order 199 (6), it is my pleasant privilege and honor to present to this House the report of the Committee on its consideration of the Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023).

HON. GK GEORGE KARIUKI, CBS, MP
CHAIRPERSON

CHAPTER ONE

1.0 PREFACE

1.1 Introduction and Committee Mandate

1. The Departmental Committee on Transport and Infrastructure is established under the National Assembly Standing Orders No. 216 (I). The functions and mandate of the Committee as per Standing Orders, No. 216(5) include: -
 - a) To investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned ministries and departments;
 - b) To study the programme and policy objectives of Ministries and departments and the effectiveness of their implementation;
 - c) To study and review all the legislation referred to it;**
 - d) To study, access and analyse the relative success of the Ministries and departments as measured by the results obtained as compared with their stated objectives;
 - e) To investigate and inquire into all matters relating to the assigned Ministries and departments as they may deem necessary, and as may be referred to them by the House;
 - f) To vet and report on all appointments where the Constitution or any law requires the National Assembly to approve, except those under Standing Order No.204 (Committee on appointments);
 - g) To make reports and recommendations to the House as often as possible, including recommendation of proposed legislation;
 - h) To consider reports of Commissions and Independent Offices submitted to the House pursuant to the provisions of Article 254 of the Constitution; and
 - i) To examine any questions raised by Members on a matter within its mandate.
 - j) To examine treaties, agreements and conventions;
2. The subject matter of the Departmental Committee on Transport and Infrastructure are stated in the Second Schedule of the National Assembly Standing Orders as follows: Transport, including non- motorized transport and maintenance of Roads, rails, air and marine transport, seaports and national integrated infrastructure policies and programmes and transport safety.

I.2 Committee Subjects and Oversight

3. The Committee is mandated to consider the following subjects as per the Second Schedule of the Standing Orders:
 - (i) Transport, including non-motorized transport;
 - (ii) Construction and maintenance of roads;
 - (iii) Rails, air and marine transport; Seaports and national integrated infrastructure
 - (iv) policies and
 - (v) programmes; and
 - (vi) Transport safety.

4. The Committee oversees the Ministry of Roads and Transport which has three (3) State Departments namely:
 - i) The State Department for Roads;
 - ii) The State Department for Transport; and
 - iii) The State Department for Aviation and Aerospace Development.

5. Further, the Committee oversees the State Department for Shipping and Maritime Affairs, which is under the Ministry of Mining, Blue Economy, and Maritime Affairs.

1.3 Committee Membership

6. The Committee comprises the following Members:

The Hon. G.K. George Kariuki, CBS, M.P - **Chairperson**
Ndia Constituency

United Democratic Alliance Party

The Hon. Mutua Didmus Wekesa Barasa, CBS, M.P- **Vice- Chairperson**
Kimilili Constituency

United Democratic Alliance Party

The Hon. Arama Samuel, M.P
Nakuru Town West Constituency

Jubilee Party

The Hon. Abdul Rahim Dawood, CBS, M.P.
North Imenti Constituency

Independent

The Hon. Naicca, Johnson Many, CBS, M.P
Mumias West Constituency

Orange Democratic Movement Party

The Hon. Elsie Muhanda, M.P.
Kakamega County

Orange Democratic Movement Party

The Hon. Francis, Kajwang' Tom Joseph,
CBS, MP

Ruaraka Constituency

Orange Democratic Movement Party

The Hon. Chege John Kiragu, CBS, MP
Limuru Constituency

United Democratic Alliance Party

The Hon. Kiaraho, David Njuguna, M.P. OI
Kalao Constituency

Jubilee Party

The Hon. Kiunjuri Festus Mwangi, M.P.
Laikipia East Constituency

The Service Party

The Hon. Bady, Bady Twalib, M.P.
Jomvu Constituency

Orange Democratic Movement Party

The Hon. Abdirahman, Husseinweytan
Mohamed, M.P.

Mandera East Constituency

Orange Democratic Movement Party

The Hon. Komingoi Kibet Kirui, M.P.
Bureti Constituency

United Democratic Alliance Party

The Hon. Saney Ibrahim Abdi, M.P
Wajir North Constituency

United Democratic Alliance Party

The Hon. Jhanda Zaheer, M.P
Nyaribari Chache Constituency

United Democratic Alliance

I.4 Secretariat

7. The following Members of Staff service the Committee:

Head of Secretariat
Ms. Tracy Chebet Koskei
Principal Clerk Assistant II

Mr. Mohamednur M. Abdullahi
Clerk Assistant

Mr. Binensa Mabungu
Clerk Assistant

Mr. Abdinasir Y. Moge
Fiscal Analyst

Mr. Erick Kariuki
Research Officer

Ms. Faith Makena
Serjeant-at-Arms II

Ms. Patricia Gichane
Legal Counsel

Ms. Rinha Saineye
Media Relations Officer

Mr. Danton Kimutai
Audio Officer

CHAPTER TWO

2.0 BACKGROUND

2.1 Introduction

8. The Public Transport (Motorcycle Regulation) Bill, 2023 is a Senate Bill sponsored by the Hon. Boni Khalwale, M.P (the Senator for Kakamega County).
9. The Bill primarily aims to establish a legal framework for regulating the boda boda (motorcycle taxi) industry in Kenya. Its core object is to enhance safety, management, and coordination of commercial motorcycle transport at the county level.
10. It introduces measures, including mandatory registration, licensing, and oversight by County Motorcycle Transport and Safety Boards. It seeks to enforce road safety standards, including protective gear, vehicle
11. The Bill was passed in the Senate and referred to the National Assembly for consideration. However, the sponsor of the Bill requested its withdrawal and cessation of further consideration in the National Assembly.
12. In the letter dated 7th March 2025, the Speaker of the Senate conveyed the request, noting that the Senator for Kakamega County cited widespread public outcry regarding some of the provisions of the Bill.
13. Despite this appeal, the Speaker of the National Assembly ruled that the Bill would proceed after a majority vote rejected the withdrawal request.

2.2 Overview of the Bill

14. The Bill contains twenty-nine (29) clauses for consideration:
 - i. **Clauses 1 to 3** of the Bill provide for the title of the Bill, the interpretation of various terms used, and the application of the law. The Act shall apply to the regulation of bodabodas by the county governments.
 - ii. **Clauses 4 to 6** of the Bill provide for the establishment, composition and functions of the County Motorcycle Transport and Safety Board in every county. The Bill provides that the Board shall be responsible for the regulation, management, and coordination of all matters relating to the bodaboda transport sector within the county.
 - iii. **Clauses 7 to 8** of the Bill provide for the registration of bodaboda riders. It further provides for cross-county recognition of registration by respective boards in every county.
 - iv. **Clause 9** of the Bill provides for a requirement of Savings and Cooperative Societies membership for both owners and riders of bodabodas.
 - v. **Clause 10** of the Bill provides for training of riders. A person shall not operate a bodaboda unless they have successfully completed a training course approved by the Board. The course includes; safe and defensive riding techniques, traffic laws and regulations, customer care and etiquette, handling of emergency situations, basic motorcycle maintenance and security awareness.

- vi. **Clauses 11 to 13** provide for the responsibilities of the owner, rider, and passenger of a bodaboda.
- vii. **Clause 14** gives provision for the requirement of employment contracts between owners and riders. Every owner of a bodaboda who engages the services of a rider shall enter into a written employment contract with the rider. It requires that the employment contract shall provide for the terms and conditions of employment, duration, remuneration and benefits of the rider, working hours and overtime arrangements as well as procedures for the termination of the contract.
- viii. **Clause 15** of the Bill provides for the engine capacity restriction for bodabodas used for commercial purposes. No person shall use or operate a bodaboda with an engine capacity exceeding 250cc on a public road unless authorized by the Board.
- ix. **Clause 16** provides for a limitation on the carriage of passengers. A boda boda rider shall carry only one passenger unless it is a tricycle, of which the capacity shall be two passengers.
- x. **Clause 17** of the Bill provides for restrictions on the carriage of loads by bodabodas.
- xi. **Clause 18** of the Bill provides for the establishment of motorcycle ambulances.
- xii. **Clause 19** of the Bill provides for a distinction between delivery bodabodas and passenger bodabodas.
- xiii. **Clause 20** of the Bill provides for unauthorized goods providing that no person shall transport any unauthorized goods, including contraband, or goods restricted under the Narcotic Drugs and Psychotropic Substances (Control) Act and Firearms Act on a bodaboda.
- xiv. **Clause 21** of the Bill provides for the requirement and criteria of protective gear.
- xv. **Clause 22** of the Bill provides for insurance for bodabodas.
- xvi. **Clause 23** of the Bill provides for safety of bodabodas by having them fitted with security devices.
- xvii. **Clauses 24 to 27** of the Bill provide for offences and penalties.
- xviii. **Clause 28** of the Bill provides for the powers of inspection and enforcement. The Board and an authorized officer appointed by the Board shall have the power to inspect any bodaboda for the purpose of ensuring compliance with provisions of the Bill.
- xix. **Clause 29** of the Bill provides that the Cabinet Secretary may come up with regulations for better carrying into effect provisions of the Act.

2.3 Situational Analysis

a) Benefits of the Boda boda Sector in Kenya

15. The boda-boda sector in Kenya plays a crucial role in providing economic opportunities, facilitating transportation, and fostering social transformation across communities.
16. Several factors have driven this growth, including inadequate conventional public transportation, high unemployment among youth, and the affordability and flexibility that motorcycles provide in navigating challenging terrains. Several studies document the following benefits that are associated with the growth of the sector:
 - i) **Employment Impact-** The most celebrated outcome of this sector is its contribution to livelihoods and poverty alleviation. The sector employs over two million riders, predominantly young men under 35 years. It supports up to 6 million indirect livelihoods, representing about 10% of Kenya's population. Riders collectively earn around Ksh 1 billion per day, equating to Ksh 365 billion annually or 3.4% of GDP.
 - ii) **Fuel Consumption and Taxes:** Boda-bodas consume about Ksh 300 million in fuel daily, generating Ksh 60 billion in annual government fuel taxes. In addition the National Transport and Safety Authority reports over 2 million licenced operators, contributing revenue of Ksh 21 billion from licensing fees.
 - iii) **Broader Contribution:** Boda-bodas excel in navigating urban traffic congestion and bridging rural transport gaps with poor road infrastructure, facilitating goods and passenger movement.
 - iv) **E-Bikes Local Assembly:** Kenya's electric motorcycle (e-bike) sector is rapidly expanding, driven by local manufacturing, cost savings for riders, and supportive policies that cut emissions and fuel imports. Local assembly plants are emerging, creating jobs in manufacturing, repair and logistics. This growth supports the country's green mobility goals amid a new national policy launched in February 2026.
 - v) **Powering the growth of E-commerce:** The Boda Boda sector is a major driver of e-commerce market, its essential for last mile deliveries, connecting customers to goods and services. Major e-commerce platforms rely on boda boda riders for quick and reliable deliveries.

b) Boda boda Regulatory Environment

17. Transport is a devolved function under the Fourth Schedule of the Constitution, assigning planning, management and maintenance of specific infrastructure to county governments.
18. The boda boda sector in Kenya is governed by a combination of the Traffic Act (Cap 403), and NTSA (Operation of Motorcycles) Regulations, 2015.
19. The NTSA (Operation of Motorcycles) Regulations, 2015 originally gazetted as Legal Notice No. 19 of 2015, were amended by Legal Notice No. 121 of 2022 to strengthen safety and operational standards for motorcycles on Kenyan public roads. These regulations apply to all two-wheeled and three-wheeled motorcycles, including private and taxi operations (boda bodas), emphasizing protective gear, licensing, and load limits. They mandate compliance with Kenya Bureau of Standards for helmets and require headlights on at all times during rides.
20. **Self-Regulation:** Boda Boda operators have been organizing themselves into savings and credit cooperatives (Saccos) taking charge of the industry through self-regulation to reduce crime, improve safety and professionalize the industry. The Sacco offer a replicable model for promoting accountability and safety in Kenya.
21. **County Transport and Safety Committees (CTSCs)** are established under Section 22 of the NTSA Act in Kenya to oversee, regulate, and advise on road transport safety at the county level. They aim to reduce road carnage through stakeholder collaboration, auditing safety, and enforcing traffic regulations. These committees, which often include county officials, NTSA representatives, and police, are crucial for enhancing local mobility and safety.

c) Challenges facing Boda boda Sector in Kenya

22. Although Kenya's boda boda sector is vital for employment and last-mile transport, it faces significant challenges including safety risks, crime infiltration, and regulatory gaps that undermine its potential. The following are some of the challenges facing the sector:

i) Safety Issues

23. Road accidents involving boda bodas have surged, with motorcycle rider and pillion passenger casualties in 2024 constituting 33% of the of 4,748 deaths. Road accidents by Boda Boda are driven by reckless driving, traffic violations, and low helmet compliance. The table below portrays Reported Road Accidents Deaths from, 2019 – 2023.

Reported Road Accidents Deaths by Type and Class, 2019 – 2023

	2018	2019	2020	2021	2022	2023	2024
Pedestrians	1,205	1,390	1,383	1,558	1,682	1,591	1,801
Motor Cyclists	591	725	1,136	1,270	1,255	1,133	1,166
Passengers	746	704	580	767	823	739	874
Drivers	306	345	347	446	426	382	404
Pillion Passengers	247	348	439	451	443	393	421
Pedal Cyclists	63	74	90	87	61	86	82
		3,586	3,975	4,579	4,690	4,324	4,748

KNBS: Economic survey 2024

ii) Security threats

24. Boda bodas are increasingly linked to crime, with gangs using them for quick getaways in robberies, muggings, assaults, and attacks. A National Crime Research Centre report notes difficulties distinguishing legitimate riders from criminals due to infiltration, fueling public fear and insecurity.

iii) Regulatory enforcement Gaps

25. Kenya's Traffic Act (Cap 403) and NTSA (Operation of Motorcycles) Regulations 2015 aim to regulate motorcycle operations, including licensing and safety gear, but face significant enforcement gaps, resulting in most boda boda operators remaining unlicensed and undocumented.

iv) Culture of Impunity

26. Riders commonly ignore traffic rules, ride against traffic, mount sidewalks, and cause accidents. They frequently resort to mob violence, including torching vehicles involved in accidents or lynching suspects, even when at fault themselves, intimidating motorists and police.

d) Comparative Analysis

27. Rwanda stands out as an African country with a well-regulated motorcycle taxi (known locally as "moto") sector, offering lessons Kenya could adopt to address its boda boda challenges facing the sector.

i) Regulation in Rwanda

28. Rwanda introduced comprehensive moto taxi rules in 2014, mandating licenses, helmets for riders and passengers, third-party insurance, and tracking devices. Operators must undergo safety training, and the government enforces compliance through regular inspections and digital registration.

29. Riders must join cooperatives, with at least 20 motorcycles per group to qualify for operating licenses issued by the Rwanda Utilities Regulatory Authority (RURA). Helmets for riders and passengers carry unique ID numbers matching those on jackets and bikes, while GPS trackers enable quick traceability for incidents. Riders follow designated parking stages, avoid roaming for passengers, and limit loads to one passenger, with women sitting astride.

ii) Key Achievements in Rwanda Boda Boda Sector

30. Mandatory helmets, GPS trackers, and unique ID stamps on gear have drastically cut road fatalities, with Rwanda's rate at under 10 fatalities per 100,00 people. Strict rules like maximum of one passenger, designated stages, and cooperative oversight with police reduced crime and accidents, enabling quick incident tracing. Cashless GPS payments since 2022 ended disputes and formalized tracking Kigali riders.

CHAPTER THREE

3.0 PUBLIC PARTICIPATION / STAKEHOLDER ENGAGEMENT

31. To undertake public participation in the Constitution and Standard Orders, an Advertisement inviting the public to submit memoranda on the Bill was published in the newspaper on 19th February, 2025. The Committee also met with the Inspector General of Police, the Digital Boda Drivers and Deliveries Associations of Kenya, and the Boda Safety Association of Kenya on 24th July 2025. The Committee also met with the Principal Secretary for the State Department for Transport on 31st July, 2025.
32. Further, the Committee wrote to the relevant stakeholders, namely the Ministry of Co-operatives and Micro, Small and Medium Enterprises Development, the Ministry of Interior and National Administration, the National Treasury, and the Council of Governors.
33. The Committee received submissions from the following stakeholders:
- a) Ministry of Co-operatives and Micro, Small and Medium Enterprises Development
 - b) The State Department for Transport
 - c) The Inspector General of Police
 - d) Digital Boda Drivers and Deliveries Association of Kenya
 - e) Bolt
 - f) BodaBoda Safety Association of Kenya
 - g) Kenya Revenue Authority
 - h) Office of the Attorney General
 - i) Private Bikers Association of Kenya
 - j) Kenya Bureau of Standards
34. The submissions of the stakeholders are outlined below:

3.1 Submission by the Ministry of Cooperatives and Micro, Small and Medium Enterprises Development

35. The Ministry of Cooperatives and Micro, Small and Medium enterprises made a written submission vide a letter **Ref: MC&MSME/CS/Vol.11(99)** dated 13th August 2025.
36. The Ministry submitted that the Bill is in order, however, they proposed an amendment to section 15 on Cooperative Societies Membership to insert a new sub section to read:
- “The Cooperatives Society may become may become a member of a secondary cooperative, Federation or Cooperatives Union or Apex Cooperatives.”*
37. The Ministry stated that it is essential that the Bill accommodates both two-wheeler (*boda boda*) and three-wheeler (*Tuk Tuk*) motorcycles.

3.2 Submission by the State Department for Transport

38. The Principal Secretary for the State Department for Transport, Mr. Mohamed Daghar, CBS, together with the Director General for the National Transport and Safety Authority, Mr. George Njao, appeared before on Thursday, 31st July 2025 and submitted as follows;

39. That the Bill largely replicates the provisions of the existing NTSA (Operation of Motorcycles) Regulations, 2015, with the primary exception being the proposal to establish County Transport and Safety Boards within each of the 47 counties.

40. While the proposal to elevate the existing regulatory provisions from subsidiary legislation to an Act of Parliament is commendable and supported, the Ministry made reservations on the creation of County Boards for the reasons outlined below:

i. Broader Mandate of Existing Structures

41. The Bill proposes to repeal Sections 21 and 22 of the NTSA Act, which establish the County Transport and Safety Committees (CTSCs). However, this approach fails to appreciate that the mandate of the CTSCs extends far beyond the regulation of motorcycle (boda boda) transport. The CTSCs also play a crucial role in the regulation of other sectors, including public service vehicles (PSVs) and commercial transport. Repealing these provisions would undermine the regulation of the wider transport sector, beyond motorcycles.

ii. Duplication of Roles

42. The proposed County Boards mirror the composition and functions of the existing CTSCs. Establishing these Boards would result in unnecessary duplication of roles, leading to inefficiencies and overlapping mandates between the two structures.

iii. Waste of Public Resources

43. The Government, through NTSA, has already invested substantial resources in developing the capacity and operational systems for the CTSCs. To date, all 47 CTSCs have been gazetted, and 37 of them have undergone comprehensive training. The proposed establishment of new County Boards introduces additional administrative layers, leading to unnecessary expenditure by counties to duplicate functions already effectively provided through the CTSCs at the national level, with greater efficiency and scale.

iv. Critical Linkage Between National and County Governments

44. The CTSCs currently serve as a vital link between the National and County Governments in matters of public transport regulation. They facilitate coordination on key issues such as data sharing, law enforcement, and road safety initiatives. The creation of parallel County Boards would weaken this established coordination framework, potentially undermining efforts to reduce accidents and overall transport sector governance. I would also like to draw the Committee's attention to Gazette Notice No. 16,476 of 16th December 2024 that delineated the functions between National and County Governments.

45. In concluding his submission, the Principal Secretary stated that the Ministry, in consultation with the NTSA, the implementing agency, shall complete the review of the NTSA (Operation of Motorcycles) Regulations, 2015, advertised on 30th November 2024 and incorporate the changes in the motorcycle sector including digitization of online platforms to enhance compliance and operations of the sector.

3.3 Submission by the Office of the Attorney General

46. The Office Attorney General made a written submission vide a letter **Ref: AG/LDD/68/1/67** dated 12th November 2025 and stated as follows;

47. That the Bill is substantially similar to the National Transport and Safety Authority (Operation of Motorcycles) Regulations which were published as Legal Notice No. 19 of 2015.

48. The AG noted that the following offences are substantially similar to offences provided for under other statutes.

Statute	Offence in the Bill	Offence in the other statute
Penal code		
1.	29. Carriage of persons intending to commit an offence	21. Joint offenders in prosecution of common purpose. 393. Conspiracy to commit felony. 394. Conspiracy to commit misdemeanor.
2.	31. Ganging up by riders	238. Intimidation and molestation
Traffic Act		
3.	30. Riding on pavements and opposite direction	45A. Driving on pavement, pedestrian Walkway, etc.

49. The AG stated that the current legislative and regulatory framework contained in the National Transport and Safety Authority (Operation of Motorcycles) Regulations, and sections 21, 393 and 394 of the Penal Code, and section 45A of the Traffic Act, adequately address the issues contained in the Bill, and therefore, the proposed Bill is not necessary in the circumstances.

3.4 Submission by the Inspector General of Police

50. The **Inspector General of Police, Mr. Douglas Kanja**, appeared before the Committee on Thursday, 24th July 2025 and submitted as follows;

51. The Inspector General submitted that the National Police Service supports the Bill's objective to regulate the BodaBoda sector but advocates for integration into existing laws to avoid duplication and ensure coherent enforcement.

52. He submitted the following key Observations and proposals:

53. The National Police Service recommends incorporating the Bill's provisions into the Traffic Act (Cap. 403) and the NTSA Act (Cap. 33A) to maintain uniformity and proposes that county-specific regulations (e.g., permits, parking fees) should be delegated to county legislation.

54. They also recommend that registration, training, safety standards, and enforcement should remain under the Traffic Act and NTSA Act.

55. The National Police Service opposes creating new county-level bodies and proposes leveraging NTSA's existing committees (Section 21 of the NTSA Act). For Instance, County Executive Committee roles should be merged with NTSA's mandate.

56. The National Police Service Proposed Amendments to the Bill on the following Clauses;

- i. **Clause 6(1)(e)** to include a national-level Traffic Police officer in county committees for uniform enforcement.
- ii. **Clause 16 (Training):** Involve NPS Traffic Training School in curriculum development (road safety/law enforcement modules).
- iii. **Clauses 17–19 (Duties):** Clarify NPS authority to enforce rider/owner obligations through road checks.
- iv. **Clause 28 (Tracking Devices):** Mandate data-sharing protocols with NPS for theft recovery/crime prevention, compliant with the Data Protection Act.
- v. **Clauses 29–31 (Offences):** Explicitly empower NPS to arrest, investigate, and charge offenders under the Traffic Act and Penal Code.
- vi. **Clause 33 (Inspections):** Define "authorized officers" to include NPS personnel for inspections/seizures.

57. The National Police Service proposed *a new Clause to establish a National Motorcycle Transport Coordination Committee (NTSA, NPS, Council of Governors, rider associations) for joint planning.*

58. **Grassroots Integration:** Recognise community policing units (Nyumba Kumi) for sensitisation and compliance monitoring.

59. In concluding his submission, the Inspector General of Police stated that the National Police Service supports regulatory efforts, but emphasised the need for harmonisation with existing laws to prevent fragmentation. Key priorities include:

- i. **Legal Integration:** Avoid standalone legislation; amend the Traffic Act and the NTSA Act.
- ii. **Enforcement Clarity:** Define National Police Service roles in training, inspections and offence handling.
- iii. **Data-Driven Security:** Ensure tracking devices serve public safety while respecting data privacy.
- iv. **Collaborative Governance:** Foster inter-agency and community-level coordination.

3.5 Submission by Kenya Revenue Authority

60. The Kenya Revenue Authority made a written submission vide a letter **Ref: KRA/5/1002/5(12745)** dated 11th August 2025 and proposed the following amendments to the Bill;

Clause	Provision as per the Bill	Proposed Amendment	Comments/Justification
Clause 2	"motorcycle" means any mechanically propelled vehicle with less than four wheels the weight of which unloaded does not exceed eight hundred kilograms and operated for commercial purposes;	Review and consider replacing it with "motorcycle" means a vehicle having a seat or a saddle for the use of the rider and designed to travel on two wheels or three wheels in contact with the ground that is powered by a motor;	Aligns the definition with existing legal instruments such as the Tax Procedures (Unassembled Motorcycle) Regulations, 2020 to ensure consistency and reduce interpretation disputes.
Clause 4(1)	The County executive member shall be responsible for the regulation, management, and coordination of all matters relating to the motorcycle transport section within the county.	Amend all references to "county executive committee member" to read: "County Executive Committee Member responsible for matters relating to transport."	<ul style="list-style-type: none"> Ensures that the correct and relevant department specifically the County Executive Committee Member responsible for matters relating to transport handles motorcycle registration. This clarification helps prevent administrative overlap and confusion that may arise from broadly assigning the responsibility to any county executive committee member. Aligning the responsibility with the transport docket also reflects the intent of Clause 6, which outlines the proposed composition of the Board and provides greater institutional clarity. For further coherence and legal certainty, this clarification can also be included under the interpretation clause, by clearly defining the role and title of the responsible County Executive

			Committee Member.
Clause 6(2)	While making the appointments under subsection (6), the county executive committee shall...	To read: "While making the appointments under subsection (6), the county executive committee shall.."	There is no subsection (6). The word subsection should be replaced with section.
Clause 7(2)(f)	A person qualifies to be appointed as a member of the Board, if the person in the case of a member under paragraph (g), has at least a secondary school qualification	To read: "The qualifications for the member under paragraph (f) should be listed and paragraph (g) should be provided."	<ul style="list-style-type: none"> The qualifications for the member under paragraph (f) have not been listed. The qualifications for the member under paragraph (g) have not been provided.
Clause 8(2)(c)	Notwithstanding the provisions of subsection (1), the chairperson or a member of the Board may be removed from office if that person is convicted of an offence involving anti-economic crimes or corruption	Notwithstanding the provisions of subsection (1) the chairperson or a member of the Board may be removed from office if that person is convicted of an offence involving economic crimes or corruption	<ul style="list-style-type: none"> To delete "anti-economic" and replace with "economic"
Clause 13	(1) A person who wishes to operate a motorcycle for commercial purposes in a county shall register it in accordance with the Act. (2) An application for registration shall be made to the County Executive Committee Member in	the prescribed form and shall be accompanied by the prescribed fee. (3) The County Executive Committee Member shall issue a certificate of registration to the applicant if it is satisfied that the motorcycle meets the requirements prescribed under this Act. (4) The certificate of registration shall be renewed annually upon payment of the prescribed fee. (5) The County Executi	<ul style="list-style-type: none"> Ensures that the correct and relevant department specifically the County Executive Committee Member responsible for matters relating to transport handles motorcycle registration. This clarification helps prevent administrative overlap and confusion that may arise from broadly assigning the responsibility to any County Executive Committee Member. Aligning the responsibility with the transport docket also reflect the intent of

		Committee Member shall submit a copy of the register to the Authority every three months.	Clause 6, which outlines the proposed composition of the Board and provides greater institutional clarity. For further coherence and legal certainty, this clarification can also be included under the interpretation clause, by clearly defining the role and title of the responsible County Executive Committee Member.
Clause 14	(1) The County Executive Committee Member may suspend or revoke any certificate of registration issued under this Act on the grounds that the owner of the motorcycle or the rider of the motorcycle has failed or neglected to comply with the provisions of the Act.	Amend all references to "county executive committee member" to read: "County Executive Committee Member responsible for matters relating to transport."	<ul style="list-style-type: none"> Maintains consistency with proposed amendments to Clause 13 and assigns regulatory authority to the appropriate ministry/department.
Clause 18 (1)(f)	Every rider of a two-wheeled motorcycle shall-Ensure that a passenger sits astride the motorcycle	To read: Every rider of a two-wheeled motorcycle shall-Ensure that a passenger sits astride the motorcycle "provided persons with disabilities will be exempted from the requirement to sit astride while being carried on a two-wheeled motorcycle."	<ul style="list-style-type: none"> This provision has not factored in persons with disabilities. The proviso should be included to align with that provided in the Legal Notice No. 19 of 2015 NTSA (Operation of Motorcycles) Regulations.

<p>Clause 19(1)(d)</p>	<p>Every passenger on a two-wheeled motorcycle shall- Sit astride in the seat fixed behind the rider's seat</p>	<p>To read: Every passenger on a two-wheeled motorcycle shall- Sit astride in the seat fixed behind the rider's seat <i>"provided persons with disabilities will be exempted from the requirement to sit astride"</i></p>	<ul style="list-style-type: none"> • This provision has not factored in persons with disabilities. • The proviso should be included to align with that provided in the Legal Notice No. 19 of 2015 NTSA (Operation of Motorcycles) Regulations.
<p>Clause 33- Powers of inspection and enforcement.</p>	<p>Authorizes inspections of motorcycles for compliance.</p>	<p>Insert the following new paragraph: "Kenya Revenue Authority officers may participate in inspections to verify tax-related documents, including but not limited to income records and VAT compliance."</p>	<ul style="list-style-type: none"> • Ensures tax compliance is integrated with physical inspections, enabling real-time enforcement of tax obligations alongside safety and operational checks.
<p>General observations on the Bill</p>	<p>Proposes the introduction of a number of regulations touching on registration, operation, and management of the sector at the county level.</p>	<p>Introduce a provision requiring that, during registration, all commercial motorcycle operators must demonstrate tax compliance.</p>	<ul style="list-style-type: none"> • The Bill establishes a regulatory framework for counties to oversee commercial motorcycle operations. It focuses on registration, certification and enforcement, aiming to enhance order and safety within the sector. • However, the Bill does not address tax or duty-related matters. As a result, the Authority may not have significant comments to provide, since its mandate primarily relates to revenue collection and taxation. Integrating provisions that link registration with tax compliance (e.g. PIN verification, VAT obligations) could enhance the Bill's comprehensiveness

3.6 Submission by Kenya Bureau of Standards

61. The Kenya Bureau of Standards made a written submission vide a letter **Ref: KEBS/LEG/1/1** dated 28th February 2025 and proposed the following amendments;

No.	Clause	COMMENTS	Proposed Change
1.	17(2)(a)	The Standards published by Kenya Bureau of Standards (KEBS) not National Standards	Reword to "two helmets which comply with "KS 77, Protective helmets for motorcyclists-Specification or any other specification framed or prepared by the Kenya Bureau of Standards to be a Kenya Standard in accordance with Cap 496 Section (9)(1)(a) of the Laws of Kenya" and are of the prescribed colour.
2	17 (2) (b)	To ensure that the reflective jackets are of the required quality, they should comply with the requirements of the specific Kenyan Standard	Two reflective jackets that comply with 'KS ISO 20471, High visibility clothing-Test methods and requirements or any other specification framed or prepared by the Kenya Bureau of Standards to be a Kenya Standard in accordance with Cap 496 Section (9)(1)(a) of the Laws of Kenya" and are of the prescribed colour
3.	17(4)(c)	KS ISO 3740 standard serves as guideline for use covering all machinery and equipment.	The regulations are to abide to KS ISO 3740 Acoustics-Determination of sound power levels of noise sources-Guidelines for the use of basic standard.
4.	New requirement	For hygiene purposes there is need for the motorcycle riders/owners to provide the	Add a requirement that requires provision of disposal helmet liners complying with the Kenya Standard "KS 294 4, disposable helmet
5.	18(2)(c)	There exists standards for safety belts	Reword "not ride a motorcycle without properly wearing a seat belt or carry passengers who have not properly worn their seat belts complying to a specification framed or prepared by the Kenya Bureau of Standards to be a Kenya Standard in accordance with Cap 496Section (9)(1)(a) of the Laws of Kenya
6	Definition	The definition of motorcycle need to accommodate and promote the use of electric motorcycles	Amend the definition to read "motorcycle means any two-wheeled or three-wheeled motor vehicle which is either electrically propelled or powered by an internal-combustion engine the weight of which unladen does not exceed eight hundred kilograms and operated for commercial purposes"
7	28(1)	All security devices need to comply with any specifications issued by KEBS	Reword "every owner of motorcycle shall ensure that the vehicle is fitted with a security device complying with specification framed or prepared by the Kenya Bureau of Standards to be a Kenya Standard in accordance with Cap 496 Section (9)(1)(a) of the Laws of Kenya and approved by the county executive committee."

3.7 Submission by Digital Boda Drivers and Deliveries Association of Kenya

62. The Digital Boda Drivers and Deliveries Association of Kenya appeared before the Committee and recommended as follows;
63. **Boda Boda Lanes:** The Kenya National Highways Authority (KeNHA) and Kenya Urban Roads Authority (KURA) should designate and construct dedicated boda boda lanes to enhance safety and efficiency.
64. **U-Turns for Boda Bодas:** Specific points should be established for safe and legal U-turns for
65. **Mandatory Parking Spaces:** Public institutions such as schools, hospitals, estates, and government offices should be mandated to provide designated free parking spaces for boda bodas.
66. **Mandatory SACCO Membership:** Every boda boda rider must be a member of a registered Transport Cooperative Society or Association under the Cooperative Societies **Act** (Cap 490, **Laws of Kenya**).
67. **Regulatory Oversight by NTSA:** The National Transport and Safety Authority (NTSA) should retain full oversight of boda boda operations and establish a dedicated regulatory board from national to grassroots levels.
68. **Courier Licensing:** Delivery motorcycles should be categorized separately under the law and should be licensed courier to operate in transport network companies (TNCs) or courier services
69. **Definition of Motorcycles:** Motorcycles should be clearly defined in the law based on engine capacity, usage (passenger vs courier), and operational standards, in accordance with United Nations Economic Commission for Europe (UNECE) Vehicle Regulations (1958, 1997, 1998 Agreements) and International Labor Organization (ILO) Transport Sector Regulations (2013)
70. **Registered Associations:** Associations must be registered at the Office of the Attorney General with letters of no objection from relevant authorities and existing organized groups. Recognized groups should have the mandate to speak on behalf of drivers' welfare.
71. **Limit on Group Registration:** The registration of new boda boda groups should be restricted to avoid fragmentation, and existing groups must comply with regulatory standard
72. **Alignment with International Transport Laws:** Regulations should comply with United Nations Road Safety Collaboration (UNRSC) Guidelines (2004) and International Road Traffic and Accident Data (IRTAD) 2020 Framework.
73. **Data Protection and Digital Rights:** Compliance with General Data Protection Regulation
74. (GDPR)2016/679 should be required for ride-hailing platforms to protect user data.
75. **Standardized Registration:** Boda boda riders should register through a central NTSA database to curb insecurity and improve tracking.
76. **Hands-Free Gadgets:** Riders should be required to use hands-free gadgets to minimize distractions while operating motorcycles.

77. **Uniform Reflectors:** Reflector vests should be numbered and issued through a centralized system to improve accountability and curb impersonation.
78. **Roadworthiness Inspections:** Transport cooperatives must ensure that motorcycles undergo regular inspections to maintain safety standards.
79. **No Unauthorized Modifications:** Motorcycles should adhere to standard specifications, with no unauthorized modifications or graffiti.
80. **Helmet and Safety Gear Compliance:** Kenya should adopt best practices from countries such as Sweden and the UK, where motorcycle riders must wear certified helmets and protective gear that meet UNECE Regulation No.22(2020) on Helmet Safety Standards.
81. Introduction of front plate for visibility at the street cameras
82. Have police department dedicated for enforcement
83. **Illegal Group Intimidation:** Any rider found intimidating or threatening others in an accident or dispute should face a fine of up to KSh. 50,000 or imprisonment for up to 18 months.
84. **Operating without a SACCO:** Any rider operating outside a registered SACCO should face penalties as prescribed under the law.
85. **Overloading Restrictions:** Motorcycles should not carry loads exceeding 150 kilograms to ensure safety.
86. **Sanctions on Misconduct:** Rude drivers, unkempt motorcycles, and non-compliant riders should face penalties, including suspension or revocation of their operating licenses.
87. **Adoption of International Safety Standards:** Enforcement of penalties should align with the World Health Organization (WHO) Global Plan for Road Safety (2021-2030).
88. **Onboarding from Registered Cooperatives:** Transport Network Companies (TNCs) must onboard boda boda drivers from registered ride-hailing cooperatives to enhance security and accountability.
89. **Centralized Driver Database :** Ride-hailing cooperatives must maintain a comprehensive database of all drivers, their conduct, and reported incidents.
90. **Reference Letters for Employment/exit:** Drivers seeking to leave another transport cooperative must provide a reference letter from their previous cooperative.
91. **Service Standards and Codes of Conduct:** Ride-hailing companies must develop and enforce codes of conduct for drivers and passengers.
92. **Fair Algorithmic Practices:** Digital transport platforms must comply with International Labour Organization(ILO) Fair Work Principles (2019) to prevent algorithmic exploitation.
93. **Commission Cap on TNCs:** Transport Network Companies should charge a commission rate of 10-13% to ensure fairness for riders while maintaining profitability.

94. **Trip Transparency:** The ride-hailing app should display trip details, including estimated distance, time, and fare updates.
95. **Clear Pricing Structures:** Transport cooperatives and TNCs must implement fair pricing policies to prevent price exploitation.
96. **Public Consumer Care Helpline:** A toll-free boda boda customer care line should be introduced for passengers to report misconduct.
97. **International Consumer Protection Guidelines:** Pricing structures and dispute resolution mechanisms should align with OECD Consumer Policy Toolkit (2010).
98. **Mandatory Insurance Contributions:** Riders must contribute to NHIF, NSSF, and Work Injury Benefits to enhance their social welfare.
99. **Annual Transport Cooperative Badge:** Riders should obtain an annual badge from their SACCO as proof of membership and compliance.
100. **Conflict Resolution Mechanisms:** Structured mechanisms for resolving disputes between drivers, vehicle owners, and passengers should be enforced by TNCs and cooperatives.
101. **ILO Decent Work Standards:** Riders should have access to fair labor rights in line with ILO Conventions 87 and 98(Freedom of Association and Collective Bargaining, 1948-1949).

Committee observations

102. The Committee supported these proposals and noted that most of the proposals are already being implemented by the Ministry of Roads and Transport following the Committee's report on its consideration of the Public Petition No. 014 of 2024 by the Digital Boda Drivers Association regarding legal recognition and protection of E-hailing motorcycle riders and delivery personnel.
103. The Committee also noted that the sector is working closely with the National Police to enhance self-regulation. All boda boda riders are required to be registered with a SACCO. Additionally, the riders are supposed to be registered on an online platform that maintains a database of all riders.

3.8 Submission by Bolt

104. Bolt made a written submission dated 4th March 2025, and made the following proposals;

General	Proposal	Amend the entire Bill by; <ul style="list-style-type: none"> replacing the words "Board(CMTSB)" with "Authority(NTSA)" deleting all references to "Board"
	Rationale	<ul style="list-style-type: none"> The intention of the amendments in this Schedule of Comments is, amongst other things, to expunge CMTSB from the Bill.
Clause 2	Proposal	Delete the definition of "Board" in its entirety;
	Rationale	The proposals are meant to- <ul style="list-style-type: none"> Restore Motorcycle Regulation matters to NTSA.
Part II-Clause 4	Proposal	Delete Clause 4 in its entirety and replace with the following provision- <p>“(1) This Act shall be administered by the National Transport and Safety Authority</p> <p>(2) The Authority shall be responsible for the regulation, management, and coordination of all matters relating to the motorcycle transport sector within the Country.”</p>
	Rationale	<ul style="list-style-type: none"> The purpose of the proposed amendment is to vest the transport regulation of Motorcycles on NTSA.
Clause 6	Proposal	Delete in its entirety and replace with the following provision- <p>“The Authority shall have all the powers necessary for the execution of its functions under this Act”</p>
	Rationale	<ul style="list-style-type: none"> Functions revert back to NTSA to align with NTSA Act and the Constitution of Kenya Schedule 4.
Clauses 7-16	Proposal	<ul style="list-style-type: none"> Delete clauses 7-16 in their entirety
	Rationale	<ul style="list-style-type: none"> Functions revert back to NTSA to align with NTSA Act and the Constitution of Kenya Schedule 4.
Clauses 25	Proposal	<ul style="list-style-type: none"> Replace the word "County Executive Committee Member" with "Authority."
	Rationale	To clean up and align with other parts of the Bill.

3.9 Submission by Boda Boda Safety Association of Kenya

The Boda Boda Safety Association of Kenya made a written submission vide a letter **Ref: BAK/01/03/2025** dated 3rd April 2025 stated as follows, THAT;

105. The Association, after consultation with its members, unanimously rejects the Bill as it presents retrogressive provisions that threaten the livelihoods of millions of Kenyans who depend on the boda boda sector.
106. In their submission, the Association stated that the boda boda industry is a critical pillar of Kenya's transport system and a significant contributor to economic growth. It provides employment to millions of youth and families across the country, easing mobility in both urban and rural areas. Unfortunately, the Bill contains punitive and impractical provisions that, if passed, will:
- i) Cripple the industry by imposing excessive regulations and costs on operators;
 - ii) Eliminate job opportunities for millions of young Kenyans who depend on Boda boda transport;
 - iii) Fail to address the real challenges in the industry, such as security and road safety, instead of punishing innocent operators; and
 - iv) Harassment from traffic police and county officers
107. The Association submitted that as responsible stakeholders, they support reasonable reforms aimed at enhancing safety and order in the boda boda sector. However, such reforms must be inclusive, practical, and beneficial to both riders and the public.

3.10 Submission by Private Bikers Association of Kenya

108. The Private Bikers Association of Kenya made a written submission dated 16th September 2025 stated as follows;

109. While they recognize the importance of this Bill in promoting road safety, order, and accountability in the boda boda industry, they are deeply concerned about the absence of a clear distinction between private motorcycles and commercial motorcycles, including motorcycle taxis (boda bodas), and the scope of application.

Specifically, they noted as follows:-

- i) **Ambiguity in Definitions-Clause 2.** The current definition of "motorcycle" encompasses all types of motorcycles, including private, boda boda, and delivery motorcycles. The Bill further provides definitions for boda boda and delivery motorcycles, but does not define a private motorcycle. This omission creates an opportunity for a lack of clarity and subjectivity in the interpretation of the Bill.

- ii) **Scope of Application-Clause 3**, The Bill provides that the Bill applies "all motorcycles used for commercial purposes, including public transport services". This does not explicitly exclude motorcycles, creating room for misinterpretation by enforcement agencies. This could result in private riders being forced to comply with Provisions meant for commercial and taxi operations, such as
 - a) Compulsory cooperative society membership(Clause 15);
 - b) Commercial public service vehicle insurance(clause 27); and
 - c) Commercial registration and licensing requirements(clause 13)
- iii) **Equity and Constitutional Rights**, Private motorcycles are primarily used for personal transport or recreation, similar to private cars. Subjecting private riders to commercial and taxi regulations is unfair, burdensome, and unconstitutional, as it infringes on their right to own and operate personal property without undue interference.

Proposed Amendments

110. The Association proposed the following amendments:

- i. **New Definitions in Clause 2**

Private Motorcycle: "A motorcycle owned and used solely for personal or recreational purposes and not for commercial gain."

- ii. **Revised Clause 3-Application**

"This Act shall apply to all motorcycles used for commercial purposes, including public transport services and delivery services, but shall not apply to private motorcycles used exclusively for personal or non-commercial purposes."

111. Alternatively, should the application of the Act be deemed necessary to apply to all motorcycles, the Association propose that the relevant specific clauses operation by limited to motorcycle taxi and delivery motorcycles e.g. registration and licensing requirements (Clause 13), mandatory cooperative society membership (Clause 15),commercial public service vehicle insurance obligations (Clause 27) etc.

112. The Association emphasized the need to distinguish between private motorcycles (used for personal or recreational purposes) and commercial motorcycles (used for public transport or delivery).

CHAPTER FOUR

4.0 COMMITTEE OBSERVATIONS

86. The Committee, having had engagements with stakeholders and having considered submissions received, made the following observations;

- (1) The bodaboda sector is a vital cog in the economy of Kenya and has completely redefined public transport in Kenya and across the region. Notably, data from the National Transport and Safety Authority (NTSA) indicates that the sector engages over four million young Kenyans;
- (2) As the bodaboda sector continues to expand nationwide, there are persistent challenges relating to safety, compliance, and effective monitoring. The *Economic Survey 2024* by the Kenya National Bureau of Statistics reports that 4,324 people lost their lives due to road accidents, with approximately 35% of these deaths involving motorcyclists and pillion passengers. Road traffic injuries further impose significant social and economic burdens on households through loss of income, medical expenses, and long-term disabilities;
- (3) The Committee notes that while the National Transport and Safety Authority (Operation of Motorcycles) Regulations, 2015 provide a comprehensive legal framework for regulating the sector, the primary challenge has been weak enforcement and implementation, particularly by traffic enforcement agencies. The regulatory shortcomings observed in the sector, therefore, arise from institutional and operational gaps, rather than the absence of legislation;
- (4) The enactment of the Bill would fragment the existing legal framework governing motorcycle transportation, rather than promote the harmonisation of current laws, including the National Transport and Safety Authority Act and the Traffic Act. The Committee further observes that it is unsustainable to enact stand-alone legislation for each mode of transport, such as public service vehicles or other commercial vehicles;
- (5) The Committee finds no justification for the establishment of new county-level regulatory bodies, given that appropriate coordination and oversight mechanisms already exist under the current regulatory framework;
- (6) The Committee recognises that the substantive and compelling proposals advanced by stakeholders can be effectively addressed through a review of the existing National Transport and Safety Authority (NTSA) Regulations, 2015, or through targeted amendments to the current statutory framework, without the necessity of enacting separate legislation;

- (7) The Bill proposes, among others, mandatory SACCO membership for motorcycle operators and enhanced sensitization and training on traffic laws and road safety regulations;
- (8) The Committee also observed from the comparative analysis of the regulatory framework in the Republic of Rwanda, that effective regulation of the boda boda sector is achieved through measures such as the mandatory issuance of unique identification numbers to riders, the deployment of digital tools, including GPS tracking for traceability and the integration of cashless payment systems;
- (9) The Committee finds it necessary that County Transport Safety Committees be established in all forty-seven counties pursuant to section 21 of the National Transport and Safety Authority Act and that their mandate be strengthened to enhance coordination, stakeholder engagement and continuous sensitization of motorcycle operators on traffic laws and road safety compliance;
- (10) The Committee also observed there was a need for the inclusion of Boda-boda Association representatives in each County Transport Safety Committee in order to strengthen compliance, improve communication between regulators and operators, and promote accountability within the sector; and
- (11) The Committee further observed that the implementation of the digitisation of traffic penalty enforcement mechanisms should be fast-tracked to enhance transparency, accountability and regulatory compliance among motorcycle operators.

CHAPTER FIVE

5.0 COMMITTEE RECOMMENDATION

87. The Committee, having had engagements with stakeholders and having considered submissions received, recommends that the House **rejects** the Public Transport Motorcycle Regulation Bill (Senate Bill No. 38 of 2023) as the provisions in the Bill are already provided for in the National Transport and Safety Authority (Operation of Motorcycles) Regulations 2015, the National Transport and Safety Authority Act (Cap. 404) the Penal Code (Cap. 63) and the Traffic Act (Cap. 403). The Committee therefore finds that the enactment of a separate legislation is not necessary.

SIGNED.......... DATE..... 19-02-2026.....

HON. GK GEORGE KARIUKI, CBS, M.P

**CHAIRPERSON, DEPARTMENTAL COMMITTEE ON TRANSPORT AND
INFRASTRUCTURE**

 THE NATIONAL ASSEMBLY PAPERS LAID	
DATE: 26 FEB 2026	
DAY: THUR	
TABLED BY:	HON. KOMINGOI KIBET, MP MEMBER
CLERK-AT THE-TABLE:	VIVIAN WAMBUI

Annexure I: Signed list of Members who attended the sitting that considered and adopted the report



REPUBLIC OF KENYA THE
NATIONAL ASSEMBLY

13TH PARLIAMENT - FIFTH SESSION - 2026

DEPARTMENTAL COMMITTEE ON TRANSPORT AND INFRASTRUCTURE
MEMBERS ADOPTION SCHEDULE

DATE: 19th February 2026 START: 10:20 am END: 11:50 am

VENUE: Committee Room 14, 2nd Floor Bunge Tower

AGENDA: ① Briefing by the Fiscal Analyst on the 2026 Budget Policy Statement
② Consideration and Adoption of the Public Transport (Motorcycle Regulation) Bill
Senarai Bill No. 38 of 2023

NO.	NAME	SIGNATURE
1.	The Hon. GK George Kariuki, CBS, MP – Chairperson	
2.	The Hon. Didmus Barasa, CBS, MP- Vice Chairperson	
3.	The Hon. Kiunjuri, Festus Mwangi, MP	
4.	The Hon. Abdul Rahim Dawood, CBS, MP	
5.	The Hon. Arama Samuel, MP	
6.	The Hon. Bady, Bady Twalib, MP	
7.	The Hon. Francis, Kajwang' Tom Joseph, CBS, MP	
8.	The Hon. Kiaraho, David Njuguna, MP	
9.	The Hon. Naicca, Johnson Many, CBS, MP	
10.	The Hon. Chege, John Kiragu, CBS, MP	
11.	The Hon. Elsie Muhanda, MP	
12.	The Hon. Saney, Ibrahim Abdi, MP	
13.	The Hon. Hussein Weytan Mohamed, MP	
14.	The Hon. Jhanda Zaheer, MP	
15.	The Hon. Komingoi, Kibet Kirui, MP	

