



REPUBLIC OF KENYA

MINISTRY OF ROADS AND TRANSPORT

REGULATORY IMPACT ASSESSMENT

FOR THE

TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2026

*This Regulatory Impact Assessment (RIA) has been prepared by the Cabinet Secretary -
Ministry of Roads and Transport
Section 6 and 7 of the Statutory Instruments Act, Cap 2A*



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CHAPTER ONE: INTRODUCTION

1.1 Introduction

This Regulatory Impact Assessment (RIA) evaluates the proposed National Transport and Safety Authority (NTSA) Traffic (Motor Vehicle Inspection) Rules, 2026 whose objective is to enhance road safety, ensure road worthiness of vehicles, and reduce accidents caused by mechanical failures.

1.2 Policy Considerations

The proposed regulations aim to:

- a) Improve road safety by ensuring all vehicles meet road worthiness standards.
- b) Reduce accidents caused by mechanical failures.
- c) Strengthen NTSA's oversight on vehicle inspection centers.
- d) Enhance the efficiency and transparency of vehicle inspection processes.
- e) Align Kenya's inspection regulations with international best practices.

1.3 Problem Statement

Kenya faces significant road safety challenges due to poorly maintained vehicles, fraudulent inspection processes, and weak enforcement of existing regulations. Many road accidents result from mechanical failures, posing risks to passengers, drivers, and pedestrians. Strengthening motor vehicle inspection regulations is necessary to address these concerns.

1.4 Requirements of a Regulatory Impact Assessment

The Statutory Instruments Act, Cap 2A (SIA) is the legal framework governing the conduct of RIA in Kenya. Sections 6 and 7 require that if a proposed statutory instrument is likely to impose significant costs on the community or a part of the community, the Regulation-Making Authority shall, before making the statutory instrument, prepare a regulatory impact statement about the instrument. SIA further sets out certain key elements that must be contained in the RIA namely:

- (a) a statement of the objectives of the proposed legislation and the reasons for them
- (b) a statement explaining the effect of the proposed legislation including in the case of a proposed legislation which is to amend an existing statutory instrument the effect on the operation of the existing statutory instrument

- (c) a statement of other practicable means of achieving those objectives, including other regulatory as well as non-regulatory options;
- (d) an assessment of the costs and benefits of the proposed statutory rule and of any other practicable means of achieving the same objectives;
- (e) the reasons why the other means are not appropriate;
- (f) any other matters specified by the guidelines;
- (g) a draft copy of the proposed statutory rule.

Section 5 of SIA requires a Regulatory Making Authority to conduct public consultations drawing on the knowledge of persons having expertise in fields relevant to the proposed statutory instrument and ensuring that persons likely to be affected by the proposed statutory instrument are given an adequate opportunity to comment on its proposed content.

1.5 Regulatory Making Authority and the Legal Mandate

The legislative authority of the Republic of Kenya is vested in Parliament, as provided under Article 94(1) of the Constitution of Kenya, 2010. However, to enhance governance and ensure the efficient implementation of laws, Article 94(5) permits Parliament to delegate its legislative powers to other bodies or persons through an Act of Parliament. This delegation enables specialized regulatory bodies and executive offices to formulate subsidiary legislation within a defined legal framework.

The power of Parliament to delegate legislative authority must be exercised through express statutory provisions, as required by Article 94(6) of the Constitution of Kenya, 2010. This ensures that subsidiary legislation derives legitimacy from and remains within the scope of the Parent Act. In matters relating to road and transport, Parliament, through Section 119(g) of the Traffic Act, Cap 403, vests the Cabinet Secretary for Transport and Roads with the mandate to formulate rules relating to inspection, registration, licensing, regulation, and control of vehicles and to the conditions which may be imposed in regard thereto. This delegation is reinforced by Executive Order No.

2 of 2023, which assigns the Ministry of Transport and Roads responsibility for road safety and implementation of the Traffic Act.

It is within this statutory authority that the Cabinet Secretary for Roads and Transport makes the Traffic (Inspection of Motor Vehicles) Rules, 2026 (hereinafter, proposed Rules), to strengthen regulatory oversight, ensure compliance with road safety standards, and minimize road traffic accidents. These rules provide a comprehensive framework for the inspection, certification, and enforcement of vehicle road worthiness standards, aligning with the government's broader objective of promoting a safe and efficient transport sector.

1.6 Background and Context

Kenya's motor vehicle inspection regime is an essential component of its broader road safety, environmental sustainability, and transportation efficiency strategies. With increasing concerns over road traffic accidents, vehicular emissions, and mechanical failures contributing to fatalities and environmental degradation, the government seeks to strengthen regulatory oversight through the proposed Rules. These Rules are guided by Kenya's constitutional, statutory, regional, and international obligations.

The rationale for enhancing vehicle inspection is rooted in global best practices that aim to mitigate traffic-related injuries and fatalities, regulate environmental pollution caused by vehicular emissions, and ensure the safety and reliability of the transport sector. The proposed rules will introduce enhanced inspection protocols, stricter compliance measures, and modernized enforcement mechanisms aligned with Kenya's commitments under Vision 2030, the Sustainable Development Goals (SDGs), and various international road safety frameworks.

1.1.1 International and Regional Policy and Legal Context

Kenya's vehicle inspection policy is influenced by its commitment to global and regional road safety and environmental protection initiatives. These frameworks provide a strong legal and policy foundation for the proposed Rules.

(a) Sustainable Development Goals (SDGs)

The 2030 Agenda for Sustainable Development, adopted by the United Nations in 2015, identifies road safety and transport system efficiency as critical components of sustainable development. Goal 11 (Sustainable Cities and Communities), Target 11.2 calls on governments to:

“Provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, such as women, children, persons with disabilities, and older persons.”

In Kenya, road safety remains a pressing concern, with traffic-related fatalities surpassing 4,500 deaths annually, according to the National Transport and Safety Authority (NTSA). A significant portion of these fatalities results from vehicles with mechanical defects such as faulty brakes, worn-out tyres, and inefficient lighting systems. The SDGs reinforce the need for a robust vehicle inspection framework that ensures roadworthiness, particularly for commercial and public transport vehicles.

(b) UN Decade of Action for Road Safety (2021–2030)

Recognizing that road traffic crashes account for approximately 1.35 million deaths globally each year, the United Nations General Assembly launched the Decade of Action for Road Safety (2021–2030) to reduce road traffic deaths and injuries by at least 50%. One of the key pillars of this initiative is ensuring that vehicles meet international roadworthiness standards.

Kenya, as a signatory to this initiative, must strengthen its motor vehicle inspection regime to address issues such as:

- (i) Frequent mechanical failures in commercial and public service vehicles;
- (ii) Weak enforcement of inspection standards, particularly for second-hand vehicle imports; and
- (iii) Limited capacity for periodic vehicle inspections, leading to a backlog of uninspected vehicles.

The proposed 2026 inspection rules align with this global initiative by introducing mandatory periodic inspections, automated testing centres, and stricter penalties for non-compliance.

(c) African Road Safety Charter and EAC Transport Regulations

At the regional level, Kenya is bound by the African Road Safety Charter, which promotes harmonized vehicle inspection laws among African Union (AU) member states. The Charter mandates governments to:

- (i) Enforce stricter vehicle inspection laws to reduce road fatalities;
- (ii) Harmonize road safety policies across borders to facilitate safer intra-African trade;
- (iii) Strengthen institutional capacity for vehicle testing and compliance monitoring.

Similarly, within the East African Community (EAC) framework, the Vehicle Load Control Act, 2016 and the EAC Road Safety Action Plan require member states to:

- (i) Conduct regular inspections of commercial and public service vehicles;
- (ii) Establish cross-border compliance systems for vehicle safety; and
- (iii) Implement pollution control measures to reduce emissions from ageing vehicle fleets.

As an EAC member, Kenya is obligated to align its vehicle inspection regulations with regional best practices. The proposed Rules will introduce harmonized inspection criteria,

ensuring that Kenyan vehicles meet the same safety and environmental standards as those in other EAC countries.

(d) WHO Global Status Report on Road Safety (2023)

The World Health Organization (WHO) Global Status Report on Road Safety (2023) highlights that road traffic injuries are now the leading cause of death for people aged 5–29 years. The report identifies vehicle defects as a major contributor to road crashes, particularly in low- and middle-income countries such as Kenya. It recommends that governments adopt:

- (i) Regular technical inspections to eliminate unroadworthy vehicles.
- (ii) Emission control measures to regulate environmental pollution; and
- (iii) Harmonized vehicle safety standards to align with international best practices.

Kenya's reliance on imported second-hand vehicles, many of which have not undergone rigorous safety checks, exacerbates these risks. The proposed rules will introduce pre-importation inspection requirements, ensuring that vehicles brought into the country comply with globally recognized safety benchmarks.

1.1.2 Domestic Legal and Policy Context

At the national level, the regulation of motor vehicle inspections in Kenya is anchored in several constitutional, statutory, and policy instruments that govern road safety, environmental management, and consumer protection.

(a) Kenya Vision 2030

Kenya Vision 2030, the country's long-term development blueprint, underscores the importance of a modern, safe, and efficient transport system as a critical enabler of economic growth. Under the Infrastructure and Transport Pillar, the Vision emphasizes the enhancement of road safety measures, including the institutionalization of periodic motor vehicle inspections to ensure compliance with safety and environmental standards. The implementation of robust vehicle inspection regulations aligns with this strategic

objective by reducing road traffic crashes, enhancing vehicle efficiency, and minimizing emissions.

(b) National Road Safety Action Plan (2024-2028)

The Action Plan developed by NTSA in collaboration with other stakeholders, identifies motor vehicle inspections as a critical intervention for reducing road traffic crashes. The plan prioritizes the modernization of vehicle inspection systems, enhancement of regulatory enforcement, and introduction of stringent compliance measures. The proposed rules seek to operationalize these commitments by strengthening inspection standards and ensuring that all vehicles meet prescribed safety and environmental benchmarks.

(c) Constitution of Kenya, 2010

The Constitution of Kenya, 2010 establishes key principles that necessitate stringent vehicle inspection regulations these include Article 42 which Guarantees every person the right to a clean and healthy environment, which includes regulating vehicle emissions to prevent air pollution and Article 46 which protects consumer rights, ensuring that all motor vehicles on Kenyan roads meet minimum safety and operational standards.

(d) Traffic Act (Cap 403)

The Traffic Act (Cap 403) provides the primary legal framework for motor vehicle regulation, including inspection and roadworthiness certification. Key provisions include: Section 16 which requires all vehicles to undergo periodic inspection to verify mechanical and safety compliance, Section 55 which prohibits the operation of vehicles that are mechanically defective or unfit for road use and Section 106 which grants the National Transport and Safety Authority (NTSA) the power to regulate vehicle inspection centers and enforce compliance. The proposed Rules will strengthen enforcement by introducing digitalized inspection records, mandatory emission tests, and automated vehicle fitness assessments.

(e) National Transport and Safety Authority (NTSA) Act (Cap 404)

The NTSA Act, 2012 establishes NTSA as the lead regulatory agency for road safety, including vehicle inspection and compliance enforcement. The Act mandates NTSA to:

- (i) License and oversee vehicle inspection centres;
- (ii) Ensure periodic inspections of all commercial and public service vehicles; and
- (iii) Regulate safety standards for imported second-hand vehicles.

The proposed rules will introduce stricter NTSA oversight, ensuring that inspection centres meet the highest technical and operational standards.

(f) Environmental Management and Coordination Act (Cap 387)

The Environmental Management and Coordination Act (EMCA), 1999, mandates the regulation of activities contributing to environmental degradation, including vehicular emissions. The proposed rules complement EMCA by introducing stringent emission control measures, ensuring compliance with national air quality standards, and promoting sustainable vehicle maintenance practices.

CHAPTER TWO: STATEMENT OF THE OBJECTIVES OF THE PROPOSED RULES AND REASONS FOR THEM

2.1 Scope

The proposed Rules apply to all motor vehicles operating within Kenya, setting out the legal framework for their inspection to ensure road worthiness, safety, and compliance with environmental standards. These rules apply to vehicle owners, inspection centres, and regulatory authorities responsible for implementing motor vehicle inspection protocols.

2.2 Objectives and purpose of the proposed regulations

The primary objective of these Rules is to enhance road safety and reduce accidents by ensuring that all motor vehicles meet the required technical and mechanical standards.

The specific objectives include:

- (a) Establishing a legal framework for periodic and mandatory motor vehicle inspections;
- (b) Defining the roles and responsibilities of inspection centres, vehicle owners, and regulatory authorities;
- (c) Standardizing the procedures for motor vehicle inspection, certification, and compliance enforcement;
- (d) Enhancing environmental protection by regulating vehicle emissions; and
- (e) Promoting a safer and more efficient transport sector through strict enforcement of roadworthiness standards.

2.3 An Overview of the Proposed Rules: Salient features

The preliminary provisions define key terms used throughout the Regulations. This section also clarifies the scope of the Regulations, specifying that they apply to all motor vehicles subject to inspection, including public service vehicles (PSVs), commercial vehicles, and private cars of a certain age. It defines key regulatory bodies, such as the National Transport and Safety Authority (NTSA), which is responsible for implementing these Regulations, and licensed private motor vehicle testing centers, which are authorized to conduct inspections under NTSA's oversight.

Part II – Inspection Tests (Regulations 3-9)

This section outlines the types of motor vehicle inspections and the requirements for compliance. The different types of inspections include:

- (a) **Privately-Owned Motor Vehicle Inspections** – All privately-owned vehicles older than four years must undergo mandatory annual inspections to confirm their roadworthiness.
- (b) **Annual Inspections** – Required for public service vehicles (PSVs), commercial vehicles, driving school vehicles, and school transport vehicles to ensure they remain fit for operation.

- (c) Pre-Registration Inspections – Mandates that all newly registered commercial and public transport vehicles undergo inspection before being issued a registration certificate.
- (d) Accident Inspection Tests – Requires vehicles involved in accidents to be inspected before they are permitted back on the road.
- (e) Change-of-Particulars Inspection Tests – Applies to vehicles that undergo structural or mechanical modifications, such as engine replacements, chassis alterations, or payload adjustments.
- (f) Police-Ordered Inspections – Allows law enforcement officers to order vehicle inspections if a vehicle is suspected to be unroadworthy.
- (g) Re-Registration, Alternative Transfer, and Re-Validation Inspections – Ensures that any vehicle being re-registered or transferred within NTSA's database is subject to verification through an inspection process.

Part III – salvage vehicles (Regulations 10-11)

This part regulates the classification and inspection of salvage vehicles, ensuring that only roadworthy vehicles are allowed back into service.

Salvage vehicles are categorized as follows:

- 2.2.1 Category A (Actual Loss) – Vehicles that are beyond repair and unsuitable for road use; these must be de-registered and permanently removed from the road.
- 2.2.2 Category B (Structural Damage) – Vehicles that have suffered serious structural damage but are repairable. These must be inspected and certified before re-registration.
- 2.2.3 Category C (Constructive Loss) – Vehicles whose repair costs exceed their market value but remain structurally sound and repairable.

The Regulations stipulate that salvage vehicles must pass a comprehensive inspection before being cleared for road use. Additionally, it is an offense to operate a salvage vehicle without proper reclassification and certification from NTSA.

Part IV – Inspection standards (Rule 12)

To ensure uniformity and quality in inspections, this part establishes standards for vehicle inspection procedures. Inspections must be conducted in accordance with:

- (a) Kenyan Standard KS 1515 – The national code of practice for vehicle inspections;
- (b) Other Kenya Bureau of Standards (KEBS) regulations applicable to road safety;
- (c) The NTSA Inspection Manual, which outlines technical guidelines, testing equipment requirements, and procedural frameworks.

NTSA is required to maintain an electronic system for recording and submitting inspection results to enhance transparency and accountability.

Part V – Inspection stickers and certification (Regulations 14-15)

This section governs the issuance, validity, and enforcement of inspection stickers and compliance certificates. Vehicles that pass an inspection test are issued a valid inspection sticker, which must be affixed to the vehicle as proof of compliance. It is illegal to operate a vehicle on public roads without a valid inspection sticker. Vehicles that fail an inspection test receive a defect inspection report, outlining necessary repairs. A 14-day grace period is granted for re-inspection at no extra cost, provided repairs are completed within the given timeframe.

Part VI – Motor vehicle inspectors (Regulations 16-19)

This section defines the qualifications and responsibilities of motor vehicle inspectors. To be licensed, an individual must:

- (a) Hold a diploma in motor vehicle engineering, mechanical engineering, or automotive engineering.
- (b) Have at least three years of relevant industry experience.
- (c) Successfully complete an NTSA-approved training program.
- (d) Possess a valid driving license.

Inspectors must conduct inspections in strict compliance with these Regulations. NTSA is authorized to suspend, revoke, or refuse to renew licenses for inspectors who fail to adhere to regulations, falsify inspection results, or solicit bribes. Regular random checks will be conducted to ensure compliance.

Part VII – Motor vehicle testing centers (Regulations 20-26)

This section provides for the licensing and regulation of private motor vehicle testing centers. Private individuals or businesses may apply for a license to operate a vehicle inspection center, provided they meet the required technical and financial criteria. NTSA will periodically invite applications for new inspection centers, ensuring a fair and transparent licensing process.

The Regulations state that testing centers must:

- (a) Have the necessary equipment and facilities as specified in the NTSA Inspection Manual
- (b) Conduct inspections only within the authorized premises listed in their license.
- (c) Ensure that only licensed inspectors carry out vehicle tests and
- (d) Maintain records of all inspections for at least five years.

Licenses are valid for five years and must be renewed upon compliance with the prescribed standards. NTSA reserves the right to inspect, suspend, or revoke licenses for non-compliance.

Part VIII – Offenses and penalties (Rule 27)

To enforce compliance, this section outlines penalties for violations of the Motor Vehicle Inspection Regulations. Offenses include:

- (a) Operating a vehicle that requires an inspection but has not undergone one.
- (b) Fraudulently obtaining or tampering with an inspection sticker.
- (c) Failing to report a salvage vehicle to NTSA.
- (d) Operating a vehicle with an expired or revoked inspection certificate.

Penalties for these offenses include a fine of up to KES 20,000, imprisonment for up to six months, or both.

First schedule – Fees

The Regulations establish inspection fees based on vehicle type:

- (a) Motorcycles and three-wheelers – KES 500
- (b) Cars with engine capacity under 3,000cc – KES 1,500
- (c) Cars with engine capacity over 3,000cc – KES 2,000
- (d) Trailers under 5 tons – KES 2,500
- (e) Trailers over 5 tons – KES 3,000
- (f) Commercial vehicles under 5 tons – KES 3,000
- (g) Commercial vehicles over 5 tons – KES 3,500

Second schedule – Inspection standards

This section lists standards for motor vehicle inspection tests, including:

- (a) KS 1515 – Code of Practice for Inspection of Road Vehicles.
- (b) KS 2295-2 – Maximum Road Speed Limiters.
- (c) KS EAS 1047 – East African Standard Vehicle Exhaust Emission Limits

The proposed Regulations set out a framework for the licensing, regulation, and operation of commercial service vehicles in Kenya. These regulations aim to enhance road safety, improve compliance with transport laws, and promote environmental sustainability in the commercial transport sector. The provisions cover various aspects,

including vehicle licensing, operator responsibilities, driver conduct, cargo handling, and enforcement mechanisms.

(a) Licensing and Registration of Commercial Service Vehicles

To ensure that all commercial service vehicles operating on Kenyan roads meet the required standards, the regulations mandate that every vehicle owner, carrier, or operator must obtain an annual commercial service vehicle operator license from the NTSA. In addition to the operator license, each vehicle must have a valid road license, which must be renewed every year upon meeting inspection and compliance requirements. Before obtaining these licenses, applicants are required to provide proof of registration, tax compliance, and a physical business address to facilitate regulatory oversight. The application and renewal fee for a Commercial Service Vehicle Operator license is KES 2,000 and that of a commercial service vehicle road license per vehicle is KES 500 charged annually. This structured approach ensures that only properly vetted vehicles and operators are allowed to participate in commercial transport activities.

(b) Responsibilities of Commercial Service Vehicle Owners and Operators

The regulations place significant responsibilities on commercial service vehicle owners and operators to maintain high safety and operational standards. Owners are required to ensure that their vehicles remain in a roadworthy condition at all times, with maintenance records retained for a minimum period of two years. Additionally, they are obligated to employ only qualified and licensed drivers and to enforce maximum driving hours to prevent driver fatigue, which is a leading cause of road accidents.

In the event of an accident resulting in a fatality, operators are required to submit a preliminary accident report to NTSA within twenty-four hours. This report must include key details such as driver credentials, vehicle registration information, and maintenance records, along with an account of the circumstances surrounding the accident. By making operators accountable for vehicle safety and driver conduct, the regulations seek to promote responsible management of commercial transport services.

(c) Vehicle Safety and Compliance Standards

Ensuring that commercial service vehicles meet safety requirements is a core focus of these regulations. All vehicles must undergo mandatory inspections to verify roadworthiness, compliance with technical standards, and adherence to environmental requirements. To enhance safety, commercial service vehicles must be equipped with third-party insurance, speed limiters, vehicular telematics systems, retro-reflective contour markings, fire extinguishers, first aid kits, and underride protection devices where applicable.

In addition, vehicles must display identification markings, including the owner's name and address, registered tyre weight, and maximum authorized weight. This requirement helps authorities and the public to easily identify and verify commercial service vehicles, contributing to better enforcement and accountability.

(d) Regulation of Commercial Service Vehicle Drivers

Drivers of commercial service vehicles are required to hold valid licenses for the specific category of vehicle they operate. Compliance with traffic laws, safety rules, and prescribed driving hours is mandatory to minimize risks associated with fatigue, reckless driving, and mechanical failures.

To enhance road safety, drivers must conduct pre-trip and post-trip inspections to check for any mechanical defects or safety hazards. If any issues are identified, they must be reported immediately to the vehicle owner or operator. Additionally, in case of a breakdown, drivers are required to place red reflective triangles at least 50 meters ahead and behind the vehicle to alert other road users and prevent secondary accidents. These provisions ensure that commercial service vehicle drivers uphold safety standards while on the road.

(e) Loading, Cargo Securement, and Parking Regulations

To prevent accidents and road hazards, commercial service vehicles transporting cargo must ensure that their loads are properly secured, contained, and covered to prevent leakage, spillage, or dislodgement. For specific types of cargo, such as sand, gravel, waste, or scrap metal, covering materials like tarpaulin or wire mesh must be used to prevent debris from falling onto the road, which can be hazardous to other motorists.

Parking regulations are also strictly enforced under these regulations. Drivers and operators are prohibited from parking commercial service vehicles in undesignated areas, including road reserves, bridges, tunnels, and pedestrian pathways. Where no designated parking areas exist, vehicles must be parked at least two meters from the edge of the road to avoid obstructing traffic flow or endangering pedestrians. These measures are designed to maintain order on roads and improve traffic safety.

(f) Safety Audits and Enforcement Mechanisms

NTSA is granted broad powers to conduct safety audits on commercial service vehicle operators to ensure compliance with licensing, maintenance, and operational standards. These audits include the review of driver qualifications, duty status, and vehicle maintenance records. If a vehicle is found to be in poor condition or non-compliant with safety regulations, NTSA has the authority to tow or remove the vehicle from the road. The costs incurred in towing and storage are recoverable from the vehicle owner as a civil debt, ensuring that operators take responsibility for keeping their fleets roadworthy.

In cases of repeated non-compliance or serious violations, NTSA may suspend or revoke licenses issued under these regulations. However, before taking such action, affected operators must be given adequate written notice and an opportunity to present their case. This ensures that enforcement is carried out fairly while maintaining road safety standards.

(g) Appeals, Offences, and Penalties

To safeguard the rights of commercial vehicle operators, the regulations provide an appeals mechanism for any person aggrieved by NTSA's decisions. Such individuals may appeal to the Transport Licensing Appeals Board within 14 days of receiving the decision.

Failure to comply with these regulations constitutes an offence, and offenders may face severe penalties. Depending on the nature of the violation, penalties may include fines of up to KES 20,000, imprisonment for up to six months, or both. These strict penalties are intended to deter violations and reinforce compliance with road safety regulations.

CHAPTER THREE: STATEMENT EXPLAINING THE EFFECT OF THE PROPOSED REGULATIONS: EVALUATION OF THE PROBLEM

3.1 Current Challenges in Motor Vehicle Inspection in Kenya

Kenya's motor vehicle inspection framework faces several structural and operational inefficiencies that undermine road safety, environmental sustainability, and regulatory compliance. The existing system, administered by the National Transport and Safety Authority (NTSA), has limited capacity and procedures, and inadequate enforcement mechanisms. While NTSA has made significant progress in modernizing vehicle inspection through automation and expansion of inspection centers, the current framework does not comprehensively cover all vehicle categories, leading to inconsistencies in compliance.

Moreover, road safety remains a pressing concern, with an estimated 4,000 road traffic fatalities annually and economic losses of up to KES 600 billion per year due to accidents. Mechanical failure has been identified as a contributing factor in many of these accidents, underscoring the need for a robust and enforceable vehicle inspection regime. The current inspection system is also unable to effectively address rising concerns over vehicular emissions, with outdated regulations allowing high-emission vehicles to operate unchecked, contributing to air pollution in urban centers.

The proposed Regulations seek to address these gaps by introducing a more structured, technology-driven, and standardized inspection framework that aligns with international best practices and enhances NTSA's regulatory oversight. And achieve the following:

3.1.1 Compliance with International Best Practices

Globally, vehicle inspection regulations are continuously updated to incorporate new safety technologies, emissions standards, and digital compliance tracking systems. In contrast, Kenya's existing vehicle inspection model is largely reactive, focusing primarily on public service vehicles (PSVs) while neglecting private and commercial vehicles that also pose safety risks.

To align with best practices, Kenya needs to adopt a universal periodic inspection model that applies to all vehicle categories, as implemented in developed economies. This includes:

- (a) Mandatory annual inspections for all vehicles beyond a certain age threshold;
- (b) Integration of electronic monitoring systems to track vehicle compliance in real time;
- (c) Stronger enforcement of emissions testing in line with the East African Community (EAC) vehicle standards; and
- (d) Automated inspection systems to reduce human error and corruption in certification processes.

The proposed Regulations will align Kenya's regulations with regional and international frameworks, facilitating cross-border vehicle compliance and ensuring that vehicles meet roadworthiness standards before operation.

3.1.2 Enhancing Road Safety through Effective Inspections

Kenya's road transport sector experiences high accident rates, with many incidents attributed to poor vehicle maintenance, brake failures, and defective components.

However, the existing inspection regime has several weaknesses that contribute to these issues:

- (a) Limited inspection capacity – NTSA has only modernized two inspection centers, serving just 460,000 vehicles annually, despite Kenya having over 4 million registered vehicles
- (b) Fraudulent certification practices – Cases of fake inspection stickers and corrupt approvals undermine the credibility of inspections; and
- (c) Inconsistent enforcement – Lack of a centralized database makes it difficult to track inspection compliance.

To address these challenges, the new Regulations propose:

- (a) Mandatory pre-registration and periodic inspections for all vehicles, ensuring roadworthiness before licensing;
- (b) Use of automated test lanes to eliminate human manipulation of inspection results;
- (c) Real-time data sharing between NTSA and enforcement agencies for efficient monitoring of vehicle compliance

By implementing these reforms, Kenya aims to significantly reduce accident rates linked to mechanical failure, saving lives and reducing economic losses.

3.1.3 Addressing Environmental Concerns through Emissions Testing

The transport sector is a major contributor to air pollution in Kenya, particularly in Nairobi, Mombasa, and Kisumu, where congestion leads to excessive fuel consumption and toxic emissions. Kenya currently lacks a strict vehicle emissions testing regime, allowing older, high-emission vehicles to continue operating without regulation.

The proposed Regulations, 2026, will introduce:

- (a) Strict emissions limits, in line with KS EAS 1047 standards for vehicle exhaust emissions;
- (b) Compulsory emissions testing during inspections, with penalties for non-compliance; and

(c) Incentives for cleaner vehicle technology, such as electric and hybrid vehicles.

By integrating emissions control into the vehicle inspection framework, Kenya will be better positioned to combat air pollution, comply with international climate agreements, and improve public health outcomes.

3.1.4 Improving Efficiency and Reducing Business Costs

An efficient vehicle inspection system is crucial for business continuity, logistics efficiency, and cost reduction in the transport sector. The current slow and bureaucratic inspection process leads to: long waiting times at inspection centers, causing delays for businesses, high costs due to vehicle breakdowns and insurance premiums, as unreliable inspections fail to detect mechanical defects, and uncertainty in compliance requirements, affecting fleet operators and logistics companies.

The proposed Regulations aim to: automate the scheduling of inspections, reducing congestion at test centers, introduce mobile inspection units, expanding access to vehicle testing in rural areas, enhance private sector participation, allowing accredited private entities to conduct inspections under NTSA supervision.

By streamlining the process, these measures will lower the cost of compliance for businesses while ensuring road safety and environmental sustainability.

3.2 Effects of the proposed regulations

The proposed Regulations introduce a comprehensive regulatory framework for the inspection, certification, and compliance monitoring of motor vehicles in Kenya. The Regulations aim to enhance road safety, improve environmental sustainability, and strengthen regulatory enforcement by establishing mandatory periodic inspections for all vehicle categories, digitalizing inspection records, and introducing stricter emissions control measures.

The effect of the proposed legislation will be:

(a) Replacement of Outdated Inspection Framework

The Regulations will supersede and repeal any existing subsidiary legislation governing vehicle inspections that does not align with the updated requirements. The new regulations will ensure that all vehicles—including private, commercial, and government-owned vehicles—undergo regular inspections, closing the gaps in enforcement under the existing framework.

(b) Expansion of Regulatory Scope

Unlike previous inspection regulations that primarily focused on public service vehicles (PSVs), the proposed Regulations introduce mandatory periodic inspections for all motor vehicles, ensuring uniform safety and environmental compliance across the transport sector.

(c) Enhancement of Compliance Mechanisms

The introduction of electronic inspection records, integration with NTSA’s vehicle database, and real-time data-sharing with enforcement agencies will eliminate fraudulent certification and enhance monitoring of roadworthiness compliance.

(d) Stricter Environmental Standards

The Regulations introduce mandatory emissions testing as part of the vehicle inspection process, ensuring compliance with air quality regulations under the Environmental Management and Coordination Act (EMCA), 1999.

(e) Facilitation of Private Sector Participation

The legislation formalizes the licensing of private inspection centers and mobile inspection units, allowing private-sector investment to complement government-operated inspection centers and expand service accessibility nationwide.

(f) Harmonization with Regional and International Best Practices

The Regulations align Kenya’s motor vehicle inspection framework with East African Community (EAC) standards and international road safety regulations, ensuring compliance with cross-border transport requirements and facilitating regional trade efficiency.

3.3 Effect on Existing Regulatory Framework

The proposed the National Transport And Safety Authority (Operation Of Commercial Service Vehicles) Regulations, 2026, will replace any previous vehicle inspection provisions that are inconsistent with the new framework. By establishing a modernized, structured, and enforceable inspection regime, the Regulations will ensure that Kenya's road transport sector operates under a harmonized, transparent, and efficient regulatory system.

CHAPTER FOUR: STATEMENT OF ALTERNATIVES TO THE PROPOSED REGULATIONS: CONSIDERATION OF REGULATORY AND NON-REGULATORY OPTIONS

This chapter examines whether the proposed Regulations represent the most effective form of government intervention. The Statutory Instruments Act, Cap 2A requires regulators to evaluate multiple regulatory and non-regulatory policy measures, taking into account factors such as costs, benefits, enforcement challenges, administrative efficiency, and stakeholder impact.

The following policy options were considered:

4.1 Option One: Maintaining the Status Quo

Retaining the current motor vehicle inspection framework without reform would perpetuate existing deficiencies in road safety, environmental compliance, and enforcement. The current regulatory framework presents several challenges, including:

- (a) Limited vehicle categories subject to periodic inspections – The current system primarily focuses on public service vehicles (PSVs) while leaving private and commercial vehicles largely unregulated, despite their contribution to road safety risks.
- (b) High incidence of road crashes linked to mechanical failure – The absence of mandatory periodic inspections for all vehicles has led to increased accidents caused by brake failures, worn-out tires, and defective lighting systems.
- (c) Inadequate emission controls – Kenya lacks a structured vehicle emissions testing system, allowing high-emission vehicles to operate unchecked, contributing to air pollution and respiratory diseases in urban areas.
- (d) Lack of technological integration in inspections – The current manual inspection system is prone to fraud, inefficiencies, and lack of real-time compliance monitoring.
- (e) Regional and international non-compliance – Kenya's outdated vehicle inspection regulations are not aligned with East African Community (EAC) standards or

international road safety best practices, affecting cross-border trade and enforcement.

- (f) Limited access to inspection centers – Many vehicle owners face challenges in accessing inspection services, particularly in rural areas, due to insufficient government-run inspection centers.

Given these gaps, maintaining the status quo is not a viable option, as it would continue to undermine road safety, environmental sustainability, and regulatory efficiency.

4.2 Option Two: Relying on Administrative Measures

An alternative approach would be to implement administrative measures to improve motor vehicle inspections without enacting new regulations. However, this approach presents several limitations:

- (a) Lack of a legal framework for enforcement – The Traffic Act, Cap 403, mandates vehicle inspections, but without specific subsidiary regulations, enforcement remains weak and inconsistent;
- (b) Inability to impose inspection standards without regulations – In the absence of a structured legal framework, NTSA and other enforcement agencies lack clear guidelines for conducting and enforcing vehicle inspections.;
- (c) Risk of arbitrary implementation – Relying on internal administrative directives rather than formal regulations could lead to inconsistencies in enforcement, legal challenges, and lack of accountability;
- (d) Failure to ensure stakeholder compliance – Without legally binding Regulations, vehicle owners and private inspection centers may fail to comply with inspection requirements, undermining road safety efforts.

For these reasons, reliance on administrative measures alone is not a sustainable solution.

4.3 Option Three: Promulgating the Proposed Regulations.

Given the shortcomings of the current vehicle inspection framework, the most effective solution is to introduce new Regulations to address existing gaps in road safety, emissions

control, and compliance enforcement. The proposed Regulations will provide a comprehensive, technology-driven, and enforceable framework that ensures all vehicles meet safety and environmental standards before being allowed to operate on public roads.

The proposed Regulations will:

- (a) Introduce mandatory periodic inspections for all vehicles, reducing accidents caused by mechanical failure.
- (b) Enhance enforcement mechanisms through digital integration, eliminating fraudulent certification and enhancing compliance tracking.
- (c) Strengthen environmental sustainability by introducing emissions testing, reducing vehicular air pollution.
- (d) Increase accessibility to inspection services by licensing private inspection centers and mobile inspection units in underserved areas.
- (e) Align Kenya's vehicle inspection framework with EAC standards and international road safety best practices, facilitating safer cross-border transport.

Given the significant safety, environmental, and economic benefits, the promulgation of the proposed Regulations is the most appropriate and justified regulatory intervention.

4.4 Cost-Benefit Analysis of the Options

4.5 Status Quo (No Change in Rules)

Costs: Continued road accidents, pollution, and congestion due to un-inspected vehicles. Loss of economic productivity due to breakdowns and safety risks.

Benefits: No additional compliance costs for vehicle owners or administrative burden on regulators.

4.6 Imposing Administrative Measures (e.g., Stricter Enforcement of Existing Laws, Digital Monitoring)

Costs: Training and enforcement costs, possible resistance from stakeholders, technological investment (e.g., automated monitoring).

Benefits: More efficient enforcement, reduced corruption risks compared to physical inspections, flexible adaptation to emerging vehicle technologies.

4.7 Adopting New Regulations (Mandatory Vehicle Inspections)

Costs: Implementation costs (testing centers, personnel, monitoring), compliance costs for vehicle owners, potential corruption risks in inspection processes.

Benefits: Improved road safety, fewer accidents, reduced health costs, enhanced environmental benefits from lower emissions, increased consumer confidence in vehicle reliability.

Table 2: Benefits and Costs Arising from the Proposed Rules

No.	problem	Proposed Reform	Expected benefit	Associated Cost
1.	High road accident rates due to mechanical failure (brake failure, faulty lights, worn-out tires, etc.)	Mandatory periodic inspections for all vehicle categories, including private vehicles, commercial vehicles, and motorcycles	Reduced road accidents, improved vehicle safety, and lower accident-related fatalities and injuries	Inspection fees: Motorcycles (Kshs. 500), Private cars (Kshs. 1,500–2,000), Commercial vehicles (Kshs. 3,000–3,500)
2.	High road accident rates due to mechanical failure (brake failure, faulty lights, worn-out tires, etc.)	Mandatory periodic inspections for all vehicle categories, including private vehicles, commercial vehicles, and motorcycles	Reduced road accidents, improved vehicle safety, and lower accident-related fatalities and injuries	Inspection fees: Motorcycles (Kshs. 500), Private cars (Kshs. 1,500–2,000), Commercial vehicles (Kshs. 3,000–3,500)
3.	High road accident rates due to mechanical failure (brake failure, faulty lights, worn-out tires, etc.)	Mandatory periodic inspections for all vehicle categories, including private vehicles, commercial vehicles, and motorcycles	Reduced road accidents, improved vehicle safety, and lower accident-related fatalities and injuries	Inspection fees: Motorcycles (Kshs. 500), Private cars (Kshs. 1,500–2,000), Commercial vehicles (Kshs. 3,000–3,500)
4.	Fraudulent vehicle inspection certificates and lack of compliance enforcement	Digitalized inspection system and real-time data integration with NTSA and law enforcement	Increased compliance, elimination of fake certificates, and improved law enforcement	Government investment in digital infrastructure and training of inspectors

			efficiency	
5.	Lack of nationwide access to inspection centers	Licensing of private motor vehicle inspection centers and mobile inspection units to complement government centers	Increased access, particularly in rural counties, reducing travel costs for vehicle owners	Application fees for private inspection centers:Kshs. 1,000,000 (major urban counties), Kshs. 500,000 (other counties), Kshs. 300,000 (mobile units)
6.	High levels of vehicle emissions contributing to air pollution	Introduction of mandatory emissions testing during inspections	Improved air quality, reduced respiratory illnesses, and compliance with environmental regulations (EMCA, 1999)	Vehicle owners may need to retrofit older vehicles or invest in engine repairs to meet emission standards
7.	Unregulated vehicles operating after major accidents	Mandatory post-accident inspections before a vehicle can be allowed back on the road	Ensures only roadworthy vehicles return to operation, preventing secondary accidents	Inspection report fee for accident vehicles:Kshs. 1,000
8.	Limited qualified motor vehicle inspectors	Licensing and training of certified vehicle inspectors	Professionalized inspection industry with standardized safety assessments	Annual inspector's license fee:Kshs. 2,000
9.	Overloaded and unsafe commercial vehicles damaging roads and causing accidents	Strengthened enforcement of weight limits and structural integrity inspections for commercial vehicles	Reduced road damage, fewer breakdowns, and safer highways	Inspection fees for commercial vehicles:Kshs. 3,000–3,500 per inspection
10.	Poor record-keeping and difficulty in tracking vehicle compliance	Integration of electronic inspection records into NTSA's vehicle registration system	Efficient record management, easy access to compliance history, and automated enforcement	Investment in IT infrastructure and enforcement mechanisms

From the analysis above, the benefits derived from the implementation of the proposed Rules, far outweigh the projected compliance costs. The introduction of periodic inspections, digital tracking systems, and emissions testing will significantly improve road safety, environmental conservation, and vehicle reliability, while also ensuring better enforcement of transport regulations. Although vehicle owners, businesses, and inspection centres will incur costs associated with compliance, these expenditures are justified by the long-term reductions in accident-related expenses, healthcare costs due to pollution, and vehicle repair costs.

Further, the adoption of the proposed rules, ensures that Kenya’s road transport system aligns with international best practices and national development goals under Vision 2030.

Table 1: Impact analysis of the Options

No.	Impact on Sectors	Option One: Maintaining the Status Quo	Option Two: Administrative Measures	Option Three: Promulgating the Proposed Regulations
1.	Impact on Public Safety	Continued high accident rates due to poorly maintained vehicles.	Limited improvement as enforcement is based on fragmented administrative measures.	Reduction in road accidents through structured, mandatory inspections for all vehicles.
2.	Impact on Environmental Sustainability	High pollution levels due to lack of mandatory emissions testing.	Minimal impact as emissions control would rely on voluntary compliance.	Implementation of vehicle emissions testing, reducing air pollution and aligning Kenya with international environmental standards.
3.	Impact on Law Enforcement and Compliance	Continued challenges in detecting and penalizing non-	Limited enforcement capacity due to lack of clear	Digitalized inspection records, enabling efficient tracking of

		compliant vehicles.	legal mandates.	compliance and reducing fraudulent inspection certificates.
4.	Impact on Economic Growth and Transport Sector	Increased vehicle operating costs due to breakdowns and poor maintenance.	Minor efficiency improvements, but no systematic solution.	Encourages investment in private inspection centers, generating employment and improving service access.
5.	Impact on Vehicle Owners	Unregulated market with unpredictable repair costs due to lack of standard inspections.	Potentially lower costs initially but leads to higher long-term vehicle maintenance expenses.	Predictable costs for vehicle owners through scheduled inspections, preventing expensive repairs due to neglected maintenance.
6.	Impact on Government and Policy Implementation	Non-compliance with EAC road safety standards, affecting cross-border trade.	Limited impact as measures would not be legally binding.	Strengthens Kenya's adherence to regional and global road safety frameworks, improving trade and transport efficiency.

4.8 Conclusion:

4.9 Why other options are not feasible

Maintaining the status quo will have no additional costs to the government but the road traffic incidents associated with un-roadworthy vehicles will continue to escalate posing more economic and social losses. Likewise implementing the legal provisions through ad-hoc administrative measures may not only face legal challenges but is not sustainable.

4.10 Preferred Option: Promulgating the Proposed Regulations

Based on the above analysis, it is clear that option three—promulgating the Proposed Regulations is the preferred approach. This regulatory intervention ensures enhanced road safety, environmental protection, improved regulatory enforcement, and economic

benefits. The proposed Regulations will bring Kenya's motor vehicle inspection framework in line with regional and international best practices, fostering safer roads, reduced pollution, and a more efficient transport sector.

CHAPTER FIVE: CONSULTATIVE PROCESS: STAKEHOLDER CONSULTATION AND PUBLIC PARTICIPATION

5.1 Legal requirements relating to public participation and consultation

The Statutory Instruments Act provides for the requirement for public participation and consultation in the rule-making process. The need to promulgate the proposed Rules was necessitated by emerging road safety concerns, environmental considerations, and the need to align with regional and international best practices. Kenya, as a member of the East African Community (EAC) and a signatory to various international road safety conventions, is required to ensure its vehicle inspection regulations conform to evolving standards. The Rules aim to enhance roadworthiness, reduce vehicular emissions, and strengthen compliance enforcement, thereby improving public safety and supporting sustainable transport systems.

Public participation plays a crucial role in democratic governance by ensuring transparency, inclusivity, and accountability in decision-making processes. The Constitution of Kenya 2010, emphasizes public participation as a fundamental principle of governance. Article 10 of the Kenya Constitution outlines the values and principles of governance, including public participation, which is crucial for achieving accountability, transparency, and public involvement in decision-making processes.

In addition, Article 118 of the constitution establishes the right to public participation in legislative and other processes of the State, ensuring that the public has an opportunity to participate in matters that affect them directly.

The requirement for public participation applies to regulation-making too. As such, before the proposed Rules would be forwarded for promulgation, a series of stakeholder and public engagements were conducted.

5.2 The Process of Public Consultation

Preparation of the RIA was published in the *Gazette* and *My Gov*, a newspaper likely to be read by people particularly affected by the proposed rules following Section 8(1) of the Statutory Instruments Act, CAP 2A. Copies of the notification are herein attached.

The proposed Rules that were discussed during the stakeholder engagements and public participation forum public participation forum were well spelt out in the *Gazette* and advert. A form to collect stakeholder comments was uploaded with the regulations on the NTSA website <https://ntsa.go.ke/>The advert also highlighted how prospective participants would register for the public forum. The Authority further posted the draft Rules on the Authority's website opened a dedicated email address forums@ntsa.go.ke and issued the physical address for submission of soft and hard comments. This was indicated in the advertisement for the public participation forums.

The public forums were conducted in the following areas;

	DATE	REGION
1	13 th February 2023	Garissa, Kitui, Mandera and Wajir Counties
2	15 th February 2023	Meru,Tharaka Nithi,Marasabit And Isiolo Counties
3	16 th February 2023	Embu, Muranga and Kirinyaga Counties

4.	17 th February 2023	Nairobi, Machakos, Kajiado and Kiambu Counties
5.	20 th February 2023	Taita Taveta and Makueni Counties
6.	22 nd February 2023	Mombasa and Kwale Counties
7.	24 th February 2023	Kilifi, Lamu and Tana River Counties
8.	27 th February 2023	Nyeri and Laikipia Counties
9.	1 st March 2023	Nakuru, Nyandarua, Baringo, Samburu and Narok Counties.
10.	2 nd March 2023	Kericho and Bomet Counties
11.	3 rd March 2023	Kisii, Nyamira and Migori Counties
12.	6 th March 2023	Kisumu, Siaya and Homabay Counties
13.	7 th March 2023	Bungoma, Kakamega, Busia and Vihiga Counties.
14.	14 th March 2023	West Pokot, Turkana, Uasin Gichu, Trans nzoia, Nandi and Elgeyo Marakwet Counties

5.3 Analysis and Feedback

The Authority received many memoranda from the industry and public using the forms provided to collect stakeholder feedback. Some memoranda were delivered physically, in writing or through email. Memoranda received before stakeholder meetings were analyzed, the Authority's response was documented in a matrix and the same was presented during the physical or virtual stakeholder engagement sessions.

Every additional effort was made to analyze each comment and give feedback to every input received from stakeholders initially on the floor of the physical or virtual

engagement during question-and-answer sessions which came immediately after regulation presentations, or in writing where stakeholder input and comments were received in writing or after the engagement sessions.

For stakeholder input and comments requiring substantial analysis and amendment to proposed Rules, the stakeholders were invited to shed more light on their comments and requests through physical/virtual meetings, in writing or by email. Their input was then discussed and analyzed together with the regulation drafters and when consensus had been reached, the regulations were either redrafted to incorporate their input or retained as were where taking the industry comments in full would make the State contravenestandards.

At all stages of regulation-making, the Authority kept contact lines with stakeholders open to ensure that as important players they were fully involved and that they felt part of the process.

A detailed report on stakeholder consultation and public participation together with consideration of the comments report is herein attached.

CHAPTER SIX: CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusion

Based on the analysis conducted in this Regulatory Impact Statement, the following key findings are evident:

(a) Regulatory-Making Authority and Legal Mandate:

The Traffic Act, Cap 403, specifically Section 119(g), empowers the Cabinet Secretary for Roads and Transport to make regulations governing motor vehicle inspections, registration, and road safety standards. This provides the necessary

legislative authority to promulgate the Traffic (Motor Vehicle Inspection) Rules, 2026.

(b) Compliance with the Statutory Instruments Act, Cap 2A:

The Statutory Instruments Act requires that regulatory-making authorities conduct public consultations, engage relevant experts, and assess the regulatory impact of a proposed statutory instrument. In accordance with Sections 5, 6, and 7 of the Act, this RIA has:

- (a) Outlined the objectives and necessity of the proposed rules.
- (b) Provided a detailed explanation of their intended regulatory effect.
- (c) Evaluated alternative options, including maintaining the status quo and administrative measures, before justifying the need for formal regulations.
- (d) Conducted a cost-benefit analysis, demonstrating that the benefits of implementing periodic motor vehicle inspections far outweigh the costs.
- (e) Ensured public participation and stakeholder engagement, incorporating feedback from industry players, enforcement agencies, and vehicle owners.

(c) Consistency with Other Legal Frameworks:

The proposed Traffic (Motor Vehicle Inspection) Rules, 2026 align with existing laws and policies, including the NTSA Act, EMCA, Kenya Vision 2030, and the EAC regional transport regulations. These regulations will enhance the harmonization of Kenya's road safety and environmental policies with regional and international best practices.

(d) Legislative Clarity and Comprehensiveness:

The draft Traffic (Motor Vehicle Inspection) Rules, 2026, as currently formulated, are clear, consistent, and comprehensive, covering all necessary aspects of roadworthiness assessments, compliance enforcement, licensing of inspection centres, and emission control mechanisms. The provisions are practical, enforceable, and structured to facilitate seamless implementation.

6.2 Recommendation

Given the findings and conclusions outlined in this Regulatory Impact Assessment, it is recommended that the Traffic (Motor Vehicle Inspection) Rules, 2026 be adopted and implemented. The proposed rules will:

- (a) Enhance road safety by reducing accidents caused by mechanical failure.
- (b) Improve environmental sustainability through mandatory emissions testing.
- (c) Ensure greater compliance through digitalization and enforcement of vehicle inspection records.
- (d) Facilitate economic efficiency by reducing vehicle maintenance costs and enabling structured inspections.

The promulgation of these rules will provide a modernized, technology-driven, and transparent vehicle inspection system, ultimately contributing to a safer, cleaner, and more efficient transport sector in Kenya.

ANNEXURES

- (a) The Draft Traffic (Motor Vehicle Inspection) Rules, 2026
- (b) Copy of the independent advice as to the adequacy of the RIA as per section 7(3) of the Statutory Institution Act, Cap 2A;
- (c) Copy of the certificate of compliance issued by the Cabinet Secretary as per section 7(4) of the Statutory Institution Act, Cap 2A, specifying that:
 - (i) the requirements relating to RIA in this Statutory Instruments Act and the guidelines have been complied with; and
 - (ii) in his opinion, the RIA adequately assesses the likely impact of the proposed statutory rule.
- (d) Evidence of stakeholder engagement and public participation, including:
 - (i) Copy of the Gazette notice on the RIA
 - (ii) Copy of the Newspaper advertisement of the RIA; and
 - (iii) Stakeholder Consultation and Public Participation Report.