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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:	YIVIAN 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 (1). 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.

1.2 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.

I.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

1.4 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. **Clases 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. **Clases 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.II(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 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: " <i>County Executive Committee Member responsible for matters relating to transport.</i> "	<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	(1) 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 2944, 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 Boda:** 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: Briefing by the Fiscal Analyst on the 2026 Budget Policy Statement
Consideration and Adoption of the Public Transport (Motorcycle Regulation) Bill
Senak 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	

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



**THIRTEENTH PARLIAMENT - FIFTH SESSION - 2026
DIRECTORATE OF DEPARTMENTAL COMMITTEES**

**MINUTES OF THE SIXTH SITTING OF THE DEPARTMENTAL COMMITTEE ON
TRANSPORT AND INFRASTRUCTURE HELD ON THURSDAY, 19TH FEBRUARY 2026 IN
COMMITTEE ROOM 14, 2ND FLOOR BUNGE TOWER AT 10:00 AM**

MEMBERS PRESENT

1. The Hon. GK George Kariuki, CBS, M.P. – **Chairperson**
2. The Hon. Chege John Kiragu, CBS, M.P
3. The Hon. Francis Kajwang' Tom Joseph, CBS, M.P.
4. The Hon. Abdul Rahim Dawood, CBS, M.P
5. The Hon. Bady Bady Twalib, M.P.
6. The Hon. Naicca Johnson Many, CBS, MP
7. The Hon. Muhanda Elsie, M.P
8. The Hon. Hussein Weytan Mohamed, MP
9. The Hon. Komingoi Kibet Kirui, M.P
10. The Hon. Saney Ibrahim Abdi, M.P.
11. The Hon. Jhanda Zaheer, M.P

APOLOGIES

1. The Hon. Didmus Wekesa Barasa, CBS, M.P. – **Vice-Chairperson**
2. The Hon. Arama Samuel, M.P
3. The Hon. Kiunjuri Festus Mwangi, M.P.
4. The Hon. Kiaraho, David Njuguna, MP.

SECRETARIAT

- | | |
|--------------------------------|--------------------------------|
| 1. Ms. Tracy Chebet Koskei | - Principal Clerk Assistant II |
| 2. Mr. Mohamednur M. Abdullahi | - Clerk Assistant III |
| 3. Mr. Binensa Mabungu | - Clerk Assistant III |
| 4. Mr. Erick Kariuki | - Research Officer |
| 5. Ms. Patricia Gichane | - Legal Counsel |
| 6. Ms. Faith Makena | - Serjeant- At-Arms |
| 7. Mr. Yusuf Abdi | - Intern |

MIN./NO.022/NA/T&I/2026:

PRELIMINARIES

The meeting was called to order at twenty minutes past Ten O'clock (10:20 am) with prayer by the Hon. Bady Bady Twalib, M.P. Thereafter, the Agenda of the meeting was adopted after being proposed by the Hon. Chege John Kiragu, CBS, M.P, and seconded by the Hon. Abdul Rahim Dawood, CBS, M.P, as follows:

AGENDA

1. Prayers
2. Preliminaries;
 - i. Adoption of the Agenda
 - ii. Remarks by Chairperson
3. Confirmation of Minutes/Matters Arising;
4. **Briefing by the Fiscal Analyst on the 2026 Budget Policy Statement**
5. **Consideration and Adoption of the Report on its Consideration of the Public Transport (Motorcycle Regulation) Bill**
6. Pending Business
7. Any Other Business
8. Adjournment

MIN./NO.023/NA/T&I/2026: CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

The Minutes of the Forty-Third sitting (Fourth Session) were confirmed as a true reflection of the proceedings, having been proposed by the Hon. Naicca Johnson Manya, CBS, MP, and seconded by the Hon. Abdul Rahim Dawud, CBS, MP.

The Minutes of the First sitting (Fifth Session) were confirmed as a true reflection of the proceedings, having been proposed by the Hon. Chege John Kiragu, CBS, MP, and seconded by tHon. Komingoi Kibet Kirui, MP.

The Minutes of the Second sitting (Fifth Session) were confirmed as a true reflection of the proceedings having been proposed by tHon. Chege John Kiragu, CBS, MP and seconded by t Hon. Bady Bady Twalib, MP.

The Minutes of the Third sitting (Fifth Session) were confirmed as a true reflection of the proceedings having been proposed by the Hon. Chege John Kiragu, CBS, MP and seconded by tHon. Naicca Johnson Manya, CBS, MP.

The Minutes of the Fourth sitting (Fifth Session) were confirmed as a true reflection of the proceedings having been proposed by Hon. Naicca Johnson Maya, CBS, MP and seconded by Hon. Bady Bady Twalib, MP.

The Minutes of the Fifth sitting (Fifth Session) were confirmed as a true reflection of the proceedings having been proposed by Hon. Chege John Kiragu, CBS, MP and seconded by Hon. Bady Bady Twalib, MP.

MIN./NO.024/NA/T&I/2026: BRIEFING BY THE FISCAL ANALYST ON THE 2026 BUDGET POLICY STATEMENT

The Fiscal Analyst guided the Committee through the provisions of the 2026 Budget Policy Statement with emphasis on the following:

EXPENDITURE CEILINGS

State Department for Roads

- 1) The State Department for Roads had a proposed ceiling of Kshs. 232,112 million for the FY 2026/27 which was an increase from the Kshs. 221,794 million in the approved estimates for the FY 2025/26. The proposed ceiling reflected 48% of the required Kshs. 487,675 million.
- 2) The recurrent expenditure ceiling was capped at Kshs. 73,825 million up from the Kshs. 71,541 million in the approved estimates for the FY 2025/26. This was slightly below the required amount of Kshs. 74,478 million.
- 3) The Development expenditure ceiling was **Kshs. 158,287 million** which was an increase from the **Kshs 150,253 million** in the approved estimates for the financial year 2025/26. The proposed ceilings reflected 38% of the requirement that amounted to **Kshs. 413,197 million**.

State Department for Transport

1. The State Department was allocated **Kshs. 65,061 million** in the proposed BPS for 2026 compared to the **Kshs. 47,455 million** in the approved estimates for FY 2025/26. The proposed ceiling reflected 63% of the **Kshs. 102,737 million** required by the State Department to implement its programmes in the 2026/27 financial year.
2. The recurrent expenditure ceiling was **Kshs. 7,111 million** against a requirement of **Kshs. 9,617 million** reflecting 74% provision of the requirements.
3. The development budget ceiling increased from **Kshs. 40,334 million** in the approved estimates to **Kshs. 57,950 million proposed in the BPS 2026**. The development ceiling reflected 62% of the requested resources that amounted to **Kshs. 93,120 million**.

State Department for Shipping and Maritime Affairs

- 1) The State Department for Shipping and Maritime Affairs was allocated a ceiling of **Kshs. 6,383 million** in the proposed BPS 2026 against a requirement of **Kshs. 9,677 million** translating to 66% of the requirements. The proposed ceiling was an increase from the **Kshs. 5,682 million** allocated in the approved estimates I for the FY 2025/26.

- 2) The recurrent expenditure ceiling increased from **Kshs. 3,584 million** in the approved estimates to the proposed ceiling of **Kshs. 5,032 million** translating to 85% of the required resources for the recurrent expenditure.
- 3) The Development ceiling was **Kshs 1,351 million** which was below the approved allocation of **Kshs. 2,224 million for the FY 2025/26**. The ceiling translated to 36% of the required resources for the development expenditure.
- 4) The State Department for Shipping and Maritime implemented only one programme, namely, Shipping and Maritime Affairs.

State Department for Aviation and Aerospace Development

- 1) The State Department for Aviation and Aerospace Development had a proposed ceiling of Kshs. 13,787 million of which Kshs. 13,308 million was for recurrent expenditure and Kshs. 479 million was towards Development expenditure. The proposed ceiling was 92% of the requested resources amounting to Kshs. 14,995 million.

MIN./NO.025/NA/T&I/2026: CONSIDERATION AND ADOPTION OF THE REPORT ON ITS CONSIDERATION OF THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL

The Committee having considered the report during a Report writing Retreat (held between 12th and 15th February 2026) adopted the Report on the Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 28 of 2023). The adoption was proposed by Hon. Chege John Kiragu, CBS, MP and seconded by Hon. Komingoi Kibet Kirui, MP.

MIN./NO.026/NA/T&I/2026: ANY OTHER BUSINESS

The Lead Clerk briefed the Committee on an invite to a high-level engagement with the Management of Kenya Airways that aimed to jointly re-imagine and propel the trajectory of Kenya’s Aviation.

The Committee resolved to attend the engagement, which would be held between Friday 27th February 2026 and Sunday 1st March 2026 in Nairobi and Mombasa Counties.

MIN./NO.027/NA/T&I/2026: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned at Fifty minutes past Eleven O’clock (11:50 am). The next meeting will be held on notice.

SIGNED..........DATE.....

**HON. GK GEORGE KARIUKI, CBS, MP
CHAIRPERSON**



THIRTEENTH PARLIAMENT - FOURTH SESSION - 2025
DIRECTORATE OF DEPARTMENTAL COMMITTEES

**MINUTES OF THE TWENTY-EIGHTH SITTING OF THE DEPARTMENTAL COMMITTEE
ON TRANSPORT AND INFRASTRUCTURE HELD ON THURSDAY, 31ST JULY 2025 AT
COMMITTEE ROOM 16, 3RD FLOOR, BUNGE TOWER AT 10:00 AM**

MEMBERS PRESENT

1. The Hon. Abdul Rahim Dawood, M.P - **Session Chairperson**
2. The Hon. Kiunjuri Festus Mwangi, M.P.
3. The Hon. Arama Samuel, M.P
4. The Hon. Chege John Kiragu, M.P
5. The Hon. Naicca, Johnson Many, CBS, MP
6. The Hon. Kiaraho, David Njuguna, MP.
7. The Hon. Hussein Weytan Mohamed, MP
8. The Hon. Komingoi Kibet Kirui, M.P

APOLOGIES

1. The Hon. GK George Kariuki, CBS, M.P. – **Chairperson**
2. The Hon. Didmus Wekesa Barasa, M.P. – **Vice-Chairperson**
3. The Hon. Francis, Kajwang' Tom Joseph, CBS, M.P.
4. The Hon. Bady, Bady Twalib, M.P.
5. The Hon. Muhanda Elsie, M.P
6. The Hon. Saney Ibrahim Abdi, M.P.
7. The Hon. Jhanda Zaheer, M.P

SECRETARIAT

- | | |
|--------------------------------|--------------------------------|
| 1. Ms. Chebet Koskei | - Principal Clerk Assistant II |
| 2. Mr. Mohamednur M. Abdullahi | - Clerk Assistant III |
| 3. Mr. Erick Kariuki | - Research Officer |
| 4. Mr. Clinton Sindiga | - Legal Counsel |
| 5. Ms. Patricia Gichane | - Legal Counsel |
| 6. Mr. Abdinasir Moge | - Fiscal Analyst |
| 7. Mr. Danton Kimutai | - Audio Officer |
| 8. Ms. Rina Saineye | - Media Relations Officer |
| 9. Ms. Faith Makena | - Serjeant- At-Arms |
| 10. Mr. George Maina | - Intern |

MIN./NO.140/NA/T&I/2025:

PRELIMINARIES

In the absence of the Chairperson and Vice-Chairperson, the Members present elected Hon. Abdul Rahim Dawood, MP to chair the session, pursuant to Standing Order 188 of the National Assembly Standing Orders.

The meeting was called to order at twenty minutes past Ten O'clock (10:20 am) with prayer by the Session Chairperson. Thereafter, the Agenda of the meeting was adopted after being proposed by the Hon. Kibet Kirui Komingoi, MP, and seconded by the Hon. Chege John Kiragu, M.P, as follows:

AGENDA

1. Prayers
2. Preliminaries;
 - i. Adoption of the Agenda
 - ii. Remarks by Chairperson
3. Confirmation of Minutes/Matters Arising;
4. **Engagement with the Ministry of Roads and Transport on the following;**
 - i. **Public Transport (Motorcycle Regulation) Bill, 2023 (senate Bill No. 38 of 2023)**
 - ii. **Status and Operationalization of the proposed Traffic (Motor Vehicle Inspection) Rules, 2025**
5. Pending Business
6. Any Other Business
7. Adjournment

MIN./NO.141/NA/T&I/2025:

CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

Confirmation of Minutes of the previous sitting was deferred.

MIN./NO.142/NA/T&I/2025:

SUBMISSION BY THE PRINCIPAL SECRETARY FOR THE STATE DEPARTMENT FOR TRANSPORT ON THE (MOTORCYCLE REGULATION) BILL, 2023 (SENATE BILL NO. 38 OF 2023)

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 the Committee regarding the Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023).

The Principal Secretary stated 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.

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

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

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

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

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.

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.

Members Comments

The Committee noted and agreed with the Ministry's position that establishing new County Transport and Safety Boards would lead to duplication of roles and inefficiency.

The Committee urged the Ministry to fast-track digitization initiatives to improve compliance and oversight within the motorcycle transport sector

MIN./NO.143/NA/T&I/2025: SUBMISSION BY PRINCIPAL SECRETARY FOR THE STATE DEPARTMENT FOR TRANSPORT ON THE STATUS AND OPERATIONALIZATION OF THE PROPOSED TRAFFIC (MOTOR VEHICLE INSPECTION) RULES

The Principal Secretary outlined a detailed step-by-step implementation plan comprising the following key stages:

Step 1: Advertisement of RIA and Instruments

- Start Date: 24th June 2025
- End Date: 22nd July 2025
- Activity: Public advertisement of the RIA and relevant regulatory instruments for stakeholder engagement and feedback.
- Duration: 28 days

Step 2: Compilation, Analysis, and Amendment of Regulations

- Start Date: 24th July 2025
- End Date: 1st August 2025
- Activity: Compilation and analysis of feedback received from stakeholders and the general public, followed by the necessary amendments to the draft regulations.
- Duration: 7 days

Step 3: Submission to the Ministry of Transport for Concurrence

- Start Date: 4th August 2025
- End Date: 8th August 2025
- Activity: Submission of the amended regulations to the parent Ministry for approval.

- Duration: 5 days

Step 4: Incorporation of Changes and Submission to the Cabinet Secretary

- Start Date: 11th August 2025
- End Date: 15th August 2025
- Activity: Finalization of the draft regulations and submission to the Cabinet Secretary for execution.
- Duration: 5 days

Step 5: Execution of Final Drafts and Submission to the Office of the Attorney General

- Start Date: 18th August 2025
- End Date: 21st August 2025
- Activity: Execution of final drafts by the Cabinet Secretary and formal submission to the Office of the Attorney General for enactment.
- Duration: 3 days

Step 6: Enactment of Regulations by the Government Printer

- Start Date: 22nd August 2025
- End Date: 25th August 2025
- Activity: Official publication and enactment of the regulations by the Government Printer, at which point they become law.
- Duration: 3 days

Step 7: Submission to the National Assembly

- Start Date: 25th August 2025
- Deadline: 30th August 2025
- Activity: Submission of the final signed Regulations, Explanatory Memorandum, and RIA to the National Assembly for tabling.
- Timeline: Within 7 days of enactment

The Principal Secretary concluded by assuring the Committee that the State Department remains committed to timely and effective implementation of the proposed regulations in accordance with the legal and policy framework.

Members Comments

Members urged the Principal Secretary to take the Committee through the proposed regulations in detail to enable them to fully understand the provisions and offer input, including possible amendments. They noted that once the Regulations are submitted to the Committee on Delegated Legislation, any proposals from the Committee would be limited.

The Committee encouraged the Ministry to do comprehensive public participation on the Regulations in order to get input from all stakeholders.

MIN./NO.144/NA/TI/2025: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned at fifteen minutes past Eleven O'clock (11:15 am). The next meeting will be held on notice.

SIGNED..........DATE 05-05-2025.....

**HON. GK GEORGE KARIUKI, CBS, MP
CHAIRPERSON**



THIRTEENTH PARLIAMENT - FIFTH SESSION - 2026
DIRECTORATE OF DEPARTMENTAL COMMITTEES

MINUTES OF THE THIRD SITTING OF THE DEPARTMENTAL COMMITTEE ON
TRANSPORT AND INFRASTRUCTURE HELD ON FRIDAY, 13TH FEBRUARY 2026 IN THE
GLEE HOTEL NAIROBI AT 2:00 PM

MEMBERS PRESENT

1. The Hon. GK George Kariuki, CBS, M.P. – **Chairperson**
2. The Hon. Arama Samuel, M.P
3. The Hon. Chege John Kiragu, CBS, M.P
4. The Hon. Kiaraho, David Njuguna, MP.
5. The Hon. Naicca, Johnson Many, CBS, MP
6. The Hon. Bady, Bady Twalib, M.P.
7. The Hon. Muhanda Elsie, M.P
8. The Hon. Hussein Weytan Mohamed, MP
9. The Hon. Komingoi Kibet Kirui, M.P

APOLOGIES

1. The Hon. Didmus Wekesa Barasa, CBS, M.P. – **Vice-Chairperson**
2. The Hon. Kiunjuri Festus Mwangi, M.P.
3. The Hon. Francis, Kajwang' Tom Joseph, CBS, M.P.
4. The Hon. Abdul Rahim Dawood, CBS, M.P
5. The Hon. Saney Ibrahim Abdi, M.P.
6. The Hon. Jhanda Zaheer, M.P

SECRETARIAT

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|--------------------------------|--------------------------------|
| 1. Ms. Chebet Koskei | - Principal Clerk Assistant II |
| 2. Mr. Mohamednur M. Abdullahi | - Clerk Assistant III |
| 3. Mr. Binensa Mabungu | - Clerk Assistant III |
| 4. Mr. Erick Kariuki | - Research Officer |
| 5. Ms. Patricia Gichane | - Legal Counsel |
| 6. Ms. Faith Makena | - Serjeant- At-Arms |
| 7. Mr. Yusuf Abdi | - Intern |

MIN./NO.011/NA/T&I/2026:

PRELIMINARIES

The meeting was called to order at ten minutes past Two O'clock (02:10 pm) with prayer by the Chairperson. Thereafter, the Agenda of the meeting was adopted after being proposed by the Hon. Chege John Kiragu, M.P, and seconded by the Hon. Kibet Kirui Komingoi, MP, as follows:

AGENDA

1. Prayers
2. Preliminaries;
 - i. Adoption of the Agenda
 - ii. Remarks by Chairperson
3. Confirmation of Minutes/Matters Arising;
4. **Consideration of the Report on the Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023)**
5. Pending Business
6. Any Other Business
7. Adjournment

MIN./NO.012/NA/T&I/2026:

CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

Confirmation of Minutes of the previous sitting was deferred.

MIN./NO.013/NA/T&I/2026:

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

The Committee considered the report on the Public Transport (Motorcycle Regulation) Bill (Senate B No. 38 of 2023) and resolved as follows:

COMMITTEE OBSERVATIONS

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

- (1) The Bodaboda sector is a vital cog in the economy of Kenya that 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 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 in 2024 due to road accidents, with approximately 35% of these deaths involving motorcyclists and pillion passengers. Notably, 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 not sustainable to enact stand-alone legislation for each mode of transport, such as public service vehicles or other commercial transport.
- (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. The Committee further recognises that the substantive and well-reasoned proposals raised by stakeholders can be effectively addressed through the review of the existing NTSA Regulations or targeted amendments to the current statutes, without the need to enact a separate legislation.

MEMBERS COMMENTS

The Committee directed the Legal Counsel to come up with substantive amendments to the Bill as it was noted that some provisions in the Bill were already provided for in the National Transport and Safety Authority (Operation of Motorcycles) Regulations 2015, the National Transport and Safety Authority Act, the Penal Code and the Traffic Act.

MIN./NO.014/NA/T&I/2026: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned at thirty minutes past Three O'clock (3:30 pm). The next meeting will be held on notice.

SIGNED..........DATE.....

HON. GK GEORGE KARIUKI, CBS, MP
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THIRTEENTH PARLIAMENT - FOURTH SESSION - 2025
DIRECTORATE OF DEPARTMENTAL COMMITTEES

**MINUTES OF THE TWENTY-SEVENTH SITTING OF THE DEPARTMENTAL
COMMITTEE ON TRANSPORT AND INFRASTRUCTURE HELD ON THURSDAY, 24TH
JULY 2025 AT COMMITTEE ROOM 18&19, 3RD FLOOR, BUNGE TOWER AT 10:00 AM**

MEMBERS PRESENT

1. The Hon. GK George Kariuki, CBS, M.P. – **Chairperson**
2. The Hon. Kiunjuri Festus Mwangi, M.P.
3. The Hon. Bady, Bady Twalib, M.P.
4. The Hon. Chege John Kiragu, M.P.
5. The Hon. Saney Ibrahim Abdi, M.P.
6. The Hon. Hussein Weytan Mohamed, MP
7. The Hon. Komingoi Kibet Kirui, M.P.

APOLOGIES

1. The Hon. Didmus Wekesa Barasa, M.P. – **Vice-Chairperson**
2. The Hon. Francis, Kajwang' Tom Joseph, CBS, M.P.
3. The Hon. Abdul Rahim Dawood, M.P.
4. The Hon. Arama Samuel, M.P.
5. The Hon. Muhanda Elsie, M.P.
6. The Hon. Kiaraho, David Njuguna, MP.
7. The Hon. Naicca, Johnson Many, CBS, MP
8. The Hon. Jhanda Zaheer, M.P.

SECRETARIAT

- | | |
|--------------------------------|--------------------------------|
| 1. Ms. Chebet Koskei | - Principal Clerk Assistant II |
| 2. Mr. Mohamednur M. Abdullahi | - Clerk Assistant III |
| 3. Mr. Erick Kariuki | - Research Officer |
| 4. Mr. Clinton Sindiga | - Legal Counsel |
| 5. Mr. Abdinasir Moge | - Fiscal Analyst |
| 6. Mr. Danton Kimutai | - Audio Officer |
| 7. Ms. Rina Saineye | - Media Relations Officer |
| 8. Ms. Faith Makena | - Serjeant- At-Arms |
| 9. Mr. George Maina | - Intern |

The meeting was called to order at Twenty minutes past Ten O'clock (10:20 am) with prayer by Hon. Chairperson. Thereafter, the Agenda of the meeting was adopted after being proposed by the Hon. Kibet Kirui Komingoi, MP, and seconded by the Hon. Chege John Kiragu, M.P, as follows:

AGENDA

1. Prayers
2. Preliminaries;
 - i. Adoption of the Agenda
 - ii. Remarks by Chairperson
3. Confirmation of Minutes/Matters Arising;
4. **Engagement with stakeholders on the Public Transport (Motorcycle Regulation) Bill, 2023 (senate Bill No. 38 of 2023). To receive comments on the Bill from the following stakeholders:**
 - i. Inspector General of Police;
 - ii. Digital Boda Drivers and Deliveries Association of Kenya; and
 - iii. Boda Boda Safety Association of Kenya (BAK)
5. Pending Business
6. Any Other Business
7. Adjournment

MIN./NO.134/NA/T&I/2025:

CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

Confirmation of Minutes of the previous sitting was deferred.

MIN./NO.135/NA/T&I/2025:

REMARKS BY THE CHAIRPERSON

The Chairperson informed the Meeting that the Bill is meant to streamline the motorcycle (BodaBoda) sector and is meant to make things easier for everyone. The Chairperson also informed the meeting that a proper public participation on this Bill will be done to include everyone's' opinion and urged the BodaBoda persons to be patient until the report of the Committee is tabled in the House

MIN./NO.136/NA/T&I/2025:

SUBMISSION BY THE BODABODA SAFETY ASSOCIATION OF KENYA ON THE (MOTORCYCLE REGULATION) BILL, 2023 (SENATE BILL NO. 38 OF 2023)

The president of the Boda Boda Safety Association of Kenya (BAK), representing over two million riders across the country appeared before the Committee and submitted a detailed memorandum opposing the Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023) as follows;

Their President expressed grave concern over the Bill's potential to disrupt livelihoods and its inconsistency with both constitutional mandates and existing regulatory frameworks.

The Association objected to the Bill on several grounds, including:

1. **Duplication and Bureaucracy:** The proposed establishment of 47 county-level Motorcycle Transport and Safety Boards was seen as duplicative of NTSA's mandate and would create administrative bloat and confusion.
2. **Financial Burden and Unworkability:** Provisions requiring dual registration, mandatory SACCO membership, and installation of security devices were considered costly, impractical, and likely to push many operators out of business.
3. **Unconstitutional Provisions:** Mandatory SACCO membership was said to infringe on freedom of association, while the imposition of strict liability on riders for passenger actions was termed unjust and a legal overreach.
4. **Disregard for Previous Government Efforts:** The Bill was said to ignore the comprehensive recommendations of the 2020 Taskforce Report on Motorcycle Transport Reforms, which emphasized centralized regulation, affordability, and stakeholder engagement.
5. **Legal Redundancy and Overreach:** Many clauses were said to replicate offences already covered under the Traffic Act and Penal Code, leading to potential confusion and selective enforcement.
6. **Constitutional and Procedural Issues:** The Bill was characterized as improperly treating a national function (transport regulation) as devolved, and its financial implications classified it as a Money Bill, which had not been procedurally addressed.

In conclusion, the BodaBoda Safety Association of Kenya urged the Committee to reject the Bill in its entirety and instead initiate a stakeholder-led process to strengthen existing laws and empower the NTSA and National Police Service for more effective enforcement. The Association reiterated its commitment to reform but stressed the need for inclusive, fair, and practical regulations.

Members concerns

Members sought clarity on how the Association could play a proactive role in promoting road safety and addressing indiscipline in the sector.

Members emphasized that it is not enough to reject the Bill in its entirety, the Association was urged to submit proposals to enhance the Bill.

Members asked why the Association opposed mandatory SACCO membership, given the potential benefits such as access to credit and self-regulation.

Questions were also raised on what legal and technological tools (e.g. smart enforcement, rider scoring systems, digital ticketing) the Association would recommend to enhance compliance without creating new criminal offences or duplicating existing laws.

MIN./NO.137/NA/T&I/2025: SUBMISSION BY THE DIGITAL BODA DRIVERS AND DELIVERIES ASSOCIATION OF KENYA ON THE (MOTORCYCLE REGULATION) BILL, 2023 (SENATE BILL NO. 38 OF 2023)

The Chairperson for Digital Boda Drivers and Deliveries Association of Kenya appeared before the Committee regarding the Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023).

The Association represents e-hailing motorcycle operators and advocates for the sector's welfare through legislative engagement. The Association opposed the Bill, citing the following concerns:

a. Duplication of Licensing and Regulatory Frameworks: The Bill proposes county-level licensing and registration of motorcycles, which overlaps with existing mandates of the National Transport and Safety Authority (NTSA) under the Traffic Act and NTSA Act. They said that this could lead to double licensing, increased costs, and administrative burdens for riders.

b. Economic Barriers: Imposing new registration fees (Section 13) would exacerbate financial challenges in the sector, where compliance with existing requirements (e.g., driver's licenses, insurance) is already costly. Data from KNBS shows a decline in motorcycle registrations due to rising costs, suggesting further fees would hinder compliance.

c. Training Overlap: Section 16 assigns counties a role in rider training, conflicting with NTSA's curriculum oversight. The Association recommends subsidizing training costs instead.

d. Load Carriage Limits: The proposed 50 kg limit (Section 23) is impractical, as motorcycles are designed to carry 150 kg. The Association calls for stakeholder consultation on reasonable limits.

e. Privacy Concerns; Mandatory real-time tracking devices (Section 28) infringe on riders' privacy rights under Article 24 of the Constitution and lack clear justification.

f. Lack of Parking Infrastructure: County governments have failed to designate parking spaces (Section 30), yet the Bill penalizes riders for using pavements.

Recommendations by the Association

The Association proposed:

- i. Withdraw the County Executive Committee proposal to avoid regulatory overlap.
- ii. Replace county boards with rider cooperatives for self-regulation.
- iii. Reduce/abolish licensing fees to improve compliance.
- iv. Abandon mandatory tracking devices.
- v. Amend existing NTSA regulations (2015) to address digital ride-hailing instead of enacting new laws.

Members concerns

Members acknowledged the role of the sector in providing employment and emphasized the need for balanced regulation.

Members reiterated that instead of outright rejection of the Bill, stakeholders should propose amendments to address the sector's menace, especially issues of indiscipline.

MIN./NO.138/NA/T&I/2025: SUBMISSION BY THE INSPECTOR GENERAL OF POLICE ON THE (MOTORCYCLE REGULATION) BILL, 2023 (SENATE BILL NO. 38 OF 2023)

The Inspector General of Police, Mr. Douglas Kanja, appeared before the Committee regarding the Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023).

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. He submitted the following key Observations and proposals:

1. Integration with Existing Laws

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.

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

2. Avoid Duplication of Roles

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.

3. Enforcement and NPS Involvement

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.

4. Inter-Agency Coordination

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.

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

In concluding his submission, the Inspector General of Police stated that the National Police Service supports regulatory efforts, but emphasises 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.

Members Concerns

The following matters arose:

- (a) Order in the *Bodaboda* sector

Members sought the Inspector General's proposals on how to restore order in the sector. The Inspector General emphasised the need for structured registration of riders at the stage level and supported the use of trackers to enhance discipline.

- (b) Prescribed load for Motorcycles

Members raised concerns on the allowed weight for motorcycles, the Inspector General brought to the attention of the Committee that the National Transport and Safety Authority regulates weights on every mode of Transport.

(c) Integration of Technology in the operations of the *Bodaboda* sector

Members questioned the Inspector General of Police on how to leverage on technology to manage traffic to enhance enforce compliance of traffic laws and reduce traffic congestion. The Inspector General of Police informed the Committee of an ongoing National Police Service Strategic Plan to improve traffic monitoring and response through ICT, including CCTV surveillance and digitized policing tools

COMMITTEE RESOLUTION

The Committee resolved to conduct public hearings in three counties, Nairobi, Mombasa and one county from the Western region, prior to tabling its report before the House.

MIN./NO.139/NA/II/2025: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned at fifteen minutes past One O'clock (1:15 pm). The next meeting will be on notice.

SIGNED..........DATE.....05-08-2025.....

**HON. GK GEORGE KARIUKI, CBS, MP
CHAIRPERSON**



**THIRTEENTH PARLIAMENT - FOURTH SESSION - 2025
DIRECTORATE OF DEPARTMENTAL COMMITTEES**

**MINUTES OF THE THIRTY-SIXTH SITTING OF THE DEPARTMENTAL COMMITTEE ON
TRANSPORT AND INFRASTRUCTURE HELD ON THURSDAY, 25TH SEPTEMBER 2025
AT COMMITTEE ROOM 12, NEW SENATE WING, MAIN PARLIAMENT BUILDINGS AT
10:00 AM**

MEMBERS PRESENT

1. The Hon. GK George Kariuki, CBS, M.P. – **Chairperson**
2. The Hon. Abdul Rahim Dawood, M.P
3. The Hon. Arama Samuel, M.P
4. The Hon. Francis, Kajwang' Tom Joseph, CBS, M.P.
5. The Hon. Muhanda Elsie, M.P
6. The Hon. Chege John Kiragu, M.P
7. The Hon. Saney Ibrahim Abdi, M.P.
8. The Hon. Komingoi Kibet Kirui, M.P

APOLOGIES

1. The Hon. Didmus Wekesa Barasa, M.P. – **Vice-Chairperson**
2. The Hon. Kiunjuri Festus Mwangi, M.P.
3. The Hon. Naicca, Johnson Many, CBS, MP
4. The Hon. Bady, Bady Twalib, M.P.
5. The Hon. Kiaraho, David Njuguna, MP.
6. The Hon. Hussein Weytan Mohamed, MP
7. The Hon. Jhanda Zaheer, M.P

SECRETARIAT

- | | |
|--------------------------------|--------------------------------|
| 1. Ms. Chebet Koskei | - Principal Clerk Assistant II |
| 2. Mr. Mohamednur M. Abdullahi | - Clerk Assistant III |
| 3. Mr. Erick Kariuki | - Research Officer |
| 4. Ms. Patricia Gichane | - Legal Counsel |
| 5. Mr. Danton Kimtai | - Audio Officer |
| 6. Luisa Mauta | - Attachee |

MIN./NO.179/NA/T&I/2025:

PRELIMINARIES

The meeting was called to order at twenty minutes past Ten O'clock (10:20 am) with prayer by the Chairperson. Thereafter, the Agenda of the meeting was adopted after being proposed by the Hon. Kibet Kirui Komingoi, MP, and seconded by the Hon. Chege John Kiragu, M.P, as follows:

AGENDA

1. Prayers
2. Preliminaries;
 - i. Adoption of the Agenda
 - ii. Remarks by Chairperson
3. Confirmation of Minutes/Matters Arising;
4. **Consideration of the Public Transport (Motorcycle regulation) Bill (Senate Bill no. 38 of 2023)**
5. Pending Business
6. Any Other Business
7. Adjournment

MIN./NO.180/NA/T&I/2025:

CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

The Minutes of the Thirty-Fifth sitting of the Committee held on Thursday, 14th August 2025, were confirmed as a true record of the Committee's proceedings after being proposed by the Hon. Kibet Kirui Komingoi M.P., and seconded by Hon. Samuel Arama, MP

MIN./NO.181/NA/T&I/2025:

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

The Committee considered submissions from stakeholders on the Public Transport (Motorcycle regulation) Bill (Senate Bill no. 38 of 2023) as follows;

The Legal Counsel informed the Committee that the principal object of this Bill is to put in place a legal framework to regulate the use of motorcycles (bodabodas) in Kenya by introducing new provisions for their registration, operation, and safety at the county level.

The Legal Counsel informed the Committee of the Ministry of Roads and Transport submission on the Bill. The Ministry supported the Bill in principle but raised reservations regarding Clause 36, which seeks to repeal sections 21 and 22 of the National Transport and Safety Authority (NTSA) Act. Section 21 of the NTSA Act establishes County Transport and Safety Committees (CTSCs). Repealing these provisions would undermine broader regulation of the transport sector beyond motorcycles.

Rationale :The proposed County Transport Boards under Clause 6 would duplicate the functions of the CTSCs, thereby wasting public resources. Since NTSA has already invested in CTSCs, replacing them with county boards risks unnecessary duplication and additional expenditure.

Submission by the Ministry of Co-operatives and Micro, Small and Medium Enterprises (MSME) Development

The Ministry proposed the insertion of a new sub-clause (4) under Clause 15, providing that:
“The cooperative society may become a member of a secondary cooperative, federation, cooperative union, or apex cooperative.”

This provision anchors the legal right of primary cooperative societies (such as boda boda associations) to join larger cooperative structures for representation, economies of scale, and access to services. However, this also places financial and governance obligations on societies that choose to join.

The Ministry also recommended that the Bill should expressly cover both boda boda and tuk tuk operators for inclusivity.

Submission by Kenya Revenue Authority (KRA)

Tax Compliance: Introduce a requirement for proof of tax compliance during the registration of commercial motorcycles.

Cross-Referencing Errors:

- (i) Clause 6(2): Delete reference to subsection (6) and replace with section 6.
- (ii) Clause 7(2)(f): Amend vague drafting caused by incorrect reference to paragraphs (f) and (g).

Interpretation of “CEC Member”:

Amend references in Clauses 4(1), 13, and 14 to specify “CEC Member responsible for transport,”

Observation: This can be defined in Clause 2.

Rider and passenger responsibility (Clauses 18 & 19):

Proposed that riders and passengers be required to sit astride motorcycles, with exemptions for persons with disabilities (PWDs).

The submission by KRA’s input is largely technical, aimed at improving clarity and ensuring inclusivity of PWD’s. The tax compliance proposal aims to strengthen enforcement of revenue laws.

Submission by Private Bikers Association of Kenya

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).

Amend Clause 2 (Interpretation) to define “private motorcycle” as one used exclusively for non-commercial purposes.

Amend the Application Clause (Clause 3): they proposed that the Bill apply only to commercial motorcycles and expressly exclude private motorcycles.

Rationale: Private riders should not be subject to obligations for commercial riders such as registration fees or mandatory cooperative membership. This distinction enhances clarity and prevents unintended regulatory burden on non-commercial riders.

Members observations

The following matters arose:

(i) Distinction between private and commercial motorcycles

The Committee agreed to the submissions by the Private Bikers Association on the need to distinguish between private motorcycles and commercial motorcycles. However, they noted that the modalities for the distinction needed to be provided.

(ii) Consequential amendments to the County Governments Act

Members observed that the Bill will necessitate amendments to the County Governments Act since transport is a shared function between the National Government and County Governments.

(iii) Caution over over-legislation

The Committee noted that there was a need to ensure that Parliament does not overlegislate, given that most of the provisions in the Bill are already provided for in the NTSA (Operation of Motorcycles) Regulations 2015, with the exception of the proposal to establish county transport safety boards within each of the 47 Counties.

(iv) Tracking of Motorcycles

The Committee agreed with the observations from the Inspector General of Police to include tracking devices on Bodabodas for the ease of managing the sector.

MIN./NO.182/NA/TI/2025:

COMMITTEE RESOLUTION

The Committee resolved to invite the Cabinet Secretary, Ministry of Roads and Transport, being the policy holder, to provide his submissions regarding the Bill before submitting its report to the House.

MIN./NO.183/NA/TI/2025:

ANY OTHER BUSINESS

The following matters arose:

(i) The National Transport and Safety Authority (Amendment) Bill, 2024

The Hon John Kiragu Chege, MP informed the Committee that he intends to communicate with the Honourable Speaker to withdraw his Bill, titled “ National Transport and Safety Authority (Amendment) Bill, 2024 and reintroduce a new Bill that captures the Committee’s proposals.

(ii) Inspection visit to Green Park Terminus Pedestrian Underpass

The Chairperson informed the meeting that the Committee is scheduled to undertake an inspection visit to the Green Park Terminus pedestrian underpass along the Uhuru Highway–Haile Selassie roundabout in Nairobi, scheduled for 11:00 a.m., and encouraged members to attend.

(iii) Meeting with the State Departments for Transport and for Aviation and Aerospace Development

The Chairperson further informed the meeting that the Committee is scheduled to meet with the State Department for Transport and the State Department for Aviation and Aerospace Development on 7th and 9th October 2025, respectively, to deliberate on Budget Implementation Oversight.

MIN./NO.184/NA/TI/2025: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned at Eleven O'clock (11:00 am). The next meeting will be held on Tuesday, 30th September 2025.

SIGNED..........DATE.....11/11/2025.....

**HON. GK GEORGE KARIUKI, CBS, MP
CHAIRPERSON**

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



REPUBLIC OF KENYA

PARLIAMENT

SENATE BILLS
(*Bill No. 38 of 2023*)



**THE PUBLIC TRANSPORT
(MOTORCYCLE REGULATION) BILL,
2023**

(A Bill published in the Kenya Gazette Supplement No. 158 of 1st September, 2023 and passed by the Senate, with amendments, on 5th December, 2024)

**THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION)
BILL, 2023**

ARRANGEMENT OF CLAUSES

Clause

PART I - PRELIMINARY

- 1 — Short title.
- 2 — Interpretation.
- 3 — Application.

PART II - REGULATION OF MOTORCYCLES

- 4 — Roles of the county executive committee member.
- 5 — Appointment of the Board.
- 6 — Composition of the Board.
- 7 — Qualification for appointment.
- 8 — Tenure of office.
- 9 — Remuneration of the Board.
- 10 — Vacancy.
- 11 — Committees of the Board.
- 12 — Conduct of affairs and business of the County Committee
- 13 — Registration of motorcycle riders.
- 14 — Power to suspend and revoke certificate of registration.
- 15 — Cooperative Societies membership.
- 16 — Training of riders.
- 17 — Responsibilities of an owner.
- 18 — Responsibilities of a rider.
- 19 — Responsibilities of a passenger.
- 20 — Employment Contracts.

- 21 — Engine capacity.
- 22 — Carriage of Passengers.
- 23 — Carriage of Loads.
- 24 — Motorcycle ambulances.
- 25 — Delivery motorcycles.
- 26 — Unauthorised goods.
- 27 — Insurance.
- 28 — Security.

PART III - OFFENCES AND PENALTIES

- 29 — Carriage of persons intending to commit an offence.
- 30 — Riding on pavements and opposite direction.
- 31 — Ganging up by riders.
- 32 — General penalties.

PART IV - MISCELLANEOUS

- 33 — Powers of inspection and enforcement.
- 34 — County Legislation.
- 35 — Regulations.
- 36 — Consequential Amendments

SCHEDULE

**THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL,
2023**

A Bill for

**AN ACT of Parliament to provide for the regulation of the
bodaboda industry and for connected purposes.**

ENACTED by the Parliament of Kenya, as follows—

PART I – PRELIMINARY

Short title.

1. This Act may be cited as the Public Transport (Motorcycle Regulation) Act, 2023.

Interpretation.

2. In this Act –

No. 33 of 2012.

“Authority” means the National Transport and Safety Authority established under section 3 of the National Transport and Safety Authority Act;

“Board” means the County Motorcycle Transport and Safety Board established under section 4;

“*bodaboda*” means a motorcycle used for commercial purposes;

“commercial purposes” means the use of a *bodaboda* for any trade or business;

“contract” means a written or oral agreement between the owner of a motorcycle and a rider which provides the terms and conditions of engagement, including wages, working hours, duties and responsibilities and other relevant matters;

“county executive committee” has the meaning assigned to it in section 2 of the County Governments Act,

No. 17 of 2012

2012;

“county government” has the same meaning assigned to it in the County Governments Act, 2012;

“cubic capacity” means the volume of cylinder of a motorcycle engine;

“customer care” means the provision of courteous and professional services to customers;

“designated parking” means parking areas or zones set aside by county governments for motorcycles;

“delivery motorcycle” means a motorcycle that is designed or adapted primarily for the transportation of goods or other items, including any motorcycle that is used for the purpose of delivery or courier services;

“insurance” means a contract of insurance issued by an insurance company registered under the Insurance Act;

Cap. 487

“lane-splitting” means the riding of a motorcycle on a public road at a speed not exceeding fifteen kilometres per hour between rows of stationary motor vehicles or, if the motor vehicles are in motion, at a speed which exceeds the speed of those motor vehicles;

“motorcycle” means any mechanically propelled vehicle with less than four wheels the weight of which unladen does not exceed eight hundred kilograms and operated for commercial purposes;

“owner” means the registered owner of a motorcycle;

“passenger” means a person being transported on a motorcycle for commercial purposes;

“reflective jacket” means a vest or jacket made of reflective material worn by a rider or passenger for

visibility purposes; and

“rider” means the person operating or person in control of a motorcycle.

Application.

3. This Act shall apply to all motorcycles used for commercial purposes including public transport services.

PART II - REGULATION OF MOTORCYCLES

Roles of the County executive committee member.

4. (1) The county executive committee member shall be responsible for the regulation, management, and coordination of all matters relating to the motorcycle transport sector within the county.

(2) Without prejudice to the generality of subsection (1), the county executive committee member shall—

- (a) develop policies, regulations, and guidelines on motorcycle transport and safety matters within the county;
- (b) manage and control motorcycle transport services within the county, including registration and licensing of motorcycle riders, designate parking and routes;
- (c) ensure compliance with the provisions of this Act and any other laws related to the transport sector within the county;
- (d) conduct research and collect data on transport and safety matters within the county; and
- (e) develop and implement programs to promote road safety, including training and civic education of riders and passengers.

Appointment of Board.

5. The county executive member may delegate the functions under section 4 to a Board.

Composition of the Board.

6. (1) The Board shall consist of—

- (a) a chairperson appointed by the county governor;
- (b) the county executive committee member responsible for matters relating to transport;
- (c) the county executive committee member responsible for matters relating to finance;
- (d) the County Attorney or their representative;
- (e) the County Police Commander or a representative designated in writing;
- (f) six persons appointed by the county executive committee member responsible for matters relating to transport as follows —
 - (i) two persons representing *bodaboda* riders;
 - (ii) two persons representing *bodaboda* owners; and
 - (iii) two persons representing Cooperative Societies in the county.

(2) While making the appointments under subsection (6), the county executive committee member shall —

- (a) take in to consideration the one third gender rule and ensure that the youth and persons with disabilities are represented in the membership of the Board; and
- (b) consider the diversity in respect to the qualifications of the persons being

appointed.

Qualifications for
appointment.

7. (1) A person qualifies to be appointed as the Chairperson of the Board if that person—

- (a) holds a degree from a university recognized in Kenya;
- (b) has at least five years' experience in matters relating to transport;
- (c) has resided in the county for a period of not less than five years.; and
- (d) meets the requirements of Chapter Six of the Constitution

(2) A person qualifies to be appointed as a member of the Board, if the person—

- (a) meets the requirements of Chapter Six of the Constitution;
- (b) has not been convicted of a criminal offence which attracts imprisonment for a term not exceeding six months;
- (c) has not been adjudged bankrupt or entered into a composition or arrangement with the creditors of the person;
- (d) is not disqualified under any other written law from appointment as such;
- (e) in the case of a member under paragraph (f) has at least a post secondary education qualification; and
- (f) in the case of a member under paragraph (g), has at least a secondary school qualification.

Tenure of office.

8. (1) The chairperson and members of the Board, shall hold office for a term of three years and may be eligible for re-appointment for an additional final term of three years.

(2) Notwithstanding the provisions of subsection (1), the chairperson or a member of the Board may be removed from office if that person—

- (a) has been absent from three consecutive meetings of the Committee without justifiable cause or the written permission of the chairperson;
- (b) is adjudged bankrupt or enters into a composition or arrangement with the creditors of the person;
- (c) is convicted of an offence involving anti-economic crimes or corruption;
- (d) becomes incapable of carrying out the functions of their office due to an infirmity of mind or body;
- (e) violates Chapter Six of the Constitution; or
- (f) fails to disclose any interest in a matter under consideration by the Board as provided for under this Act.

Remuneration of the Board.

9. The chairperson and the members of the Board shall be paid such sitting allowances or other remuneration for expenses as recommended by the Salaries and Remuneration Commission.

Vacancy.

10. (1) The office of the chairperson or a member of the Board shall become vacant if the holder—

- (a) dies;
- (b) resigns from office in writing addressed to the county executive committee member;
- (c) is absent from three consecutive meetings of the Board without good cause; or

(d) is removed from office under subsection (2).

(2) A person may be removed as a chairperson or member of the Board if that person—

- (a) is absent without permission of the chairperson or the county executive committee member from three consecutive meetings of the Board;
- (b) contravenes the provisions Chapter Six of the Constitution;
- (c) is incapacitated by prolonged physical or mental illness and is unable to discharge the duties of his or her office;
- (d) is convicted of an offence and imprisoned for a term of more than six months;
- (e) fails to comply with the provisions of the Act relating to disclosure of interest; or
- (f) is adjudged bankrupt or enters into a composition scheme or arrangement with his or her creditors.

Committees of the Board.

11. The Board may establish such committees as it may consider necessary for the performance of its functions and the exercise of its powers under the Act.

Conduct of affairs and business of the County Committee.

12. (1) The conduct of affairs and business of the Board shall be in accordance with the First Schedule of this Act.

(2) Subject to subsection (1), the Board may amend its own procedures for the better carrying out of its functions.

Registration of motorcycle riders.

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 executive committee member shall submit a copy of the register to the Authority every three months.

Power to suspend or
revoke certificate of
registration.

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.

(2) Prior to suspension of the certificate of registration under subsection (1), the county executive committee member shall—

- (a) inform the holder of a registration certificate of the reasons for the proposed suspension or revocation; and
- (b) give the holder of a registration certificate an opportunity to be heard in respect to the proposed suspension or revocation.

Cooperative Societies
Membership.

Cap. 490.

15. (1) A person who owns a motorcycle for commercial purposes shall register with a Cooperative Society that relates to motorcycle riders and owners recognised under the Cooperative Societies Act.

(2) Each Cooperative Society shall provide proof of registration of an owner confirming their membership to the county executive committee member.

(3) For purposes of this Act, the membership of an owner to a Cooperative Society shall not be for purposes of forming a gang or cartel by the owners or the riders who work for them.

Training of riders.

16. (1) A person shall not operate a motorcycle unless they have successfully completed a training course approved by the Authority.

(2) The Authority shall ensure that training courses in authorized driving schools include training on—

- (a) safe and defensive riding techniques;
- (b) traffic laws and regulations;
- (c) customer care and etiquette;
- (d) handling of emergency situations;
- (e) basic motorcycle maintenance; and
- (f) security awareness and precautions.

(3) Upon completion of the training course, a rider shall be provided with a certificate.

(4) The county executive committee member may provide for the manner in which the training may be offered in the local languages in the county.

Responsibilities of an owner.

17. (1) Every owner of a motorcycle operating for commercial purposes shall not cause or permit any person to ride their motorcycle unless such person is the holder of a valid driving licence or a valid provisional licence endorsed in respect of that class of motorcycles and a valid employment contract.

(2) Every owner shall issue to the rider—

- (a) two helmets which comply with the standards established by the Kenya Bureau of Standards and are of the prescribed colour;
- (b) two reflective jackets which are of the prescribed colour.

(3) The helmet and the reflector jacket provided in subsection (2) shall have the registration number of the motorcycle embossed on the helmet and jacket.

(4) Every owner shall ensure —

- (a) no structural modifications to the motorcycle are undertaken that may obstruct the visibility of the rear number plates;
- (b) no structural modifications to the motorcycle are undertaken that may affect the safe operation of the motorcycle;
- (c) no modifications to the exhaust system or any other noise abatement device of a motorcycle are done so as to cause the noise emitted by the motorcycle to be above that emitted by the motorcycle as originally manufactured.

Responsibilities of a rider.

18. (1) Every rider of a two-wheeled motorcycle shall—

- (a) have a valid driving license issued by the Authority;
- (b) have a certificate of registration issued by the county executive committee member;
- (c) ensure that they shall not ride or carry a

person on a motorcycle without the prescribed protective gear properly fastened;

- (d) not carry more than one adult passenger at a time;
- (e) ensure that a passenger is carried on a proper seat with foot rests securely fixed to the motorcycle behind the seat of the rider;
- (f) ensure that a passenger sits astride the motorcycle;
- (g) ensure that the headlights of the motorcycle are on at all times when riding;
- (h) ensure that a load exceeding fifty kilograms and an adult passenger are not carried at the same time;
- (i) keep the protective gear in a clean, dry and generally wearable condition;
- (j) ensure that the rear number plates are visible at all times;
- (k) overtake on the right hand side and not overtake in the same lane occupied by vehicle being overtaken;
- (l) observe traffic lights;
- (m) observe all traffic rules as provided under the Traffic Act;
- (n) not park in undesignated areas.

(2) Every rider of a three wheeled motorcycle shall—

- (a) not ride a motorcycle unless that person has a valid driving licence issued by the Authority;
- (b) not ride a motorcycle that has not been

duly registered under this Act;

- (c) not ride a motorcycle without properly wearing a seat belt or carry passengers who have not properly worn their seat belts;
- (d) not carry more than three passengers;
- (e) ensure that the headlights of the motorcycle are on at all times when riding;
- (f) overtake on the right hand side and not to overtake in the same lane occupied by the vehicle being overtaken;
- (g) observe traffic lights;
- (h) not to lane split where other motor vehicles are traveling at a speed exceeding ten kilometers per hour or in public roads near junctions, interchanges, turnoffs, or highway entries and exits;
- (i) keep the seat belts in a clean, dry and generally wearable condition; and
- (j) observe all traffic rules as provided under the Traffic Act.

Cap. 403.

Responsibilities of a passenger.

19. (1) Every passenger on a two-wheeled motorcycle shall —

- (a) properly wear a helmet and reflective jacket whenever being carried;
- (b) not board or be carried on a motorcycle that already has a passenger except as provided in subsection (2) and Section 22;
- (c) not board or be carried on a motorcycle that is carrying any load exceeding fifty

kilograms; and

(d) sit astride in the seat fixed behind the rider's seat.

(2) For the purposes of this Act, a child who is less than thirteen years old may be carried together with an adult passenger provided the child is seated between the rider and the adult passenger.

(3) Every passenger in a three wheeled motorcycle shall—

(a) wear seatbelt whenever being carried; and

(b) not board or be carried on a motorcycle that already has the maximum number of passengers prescribed under section 22.

(4) Every passenger who is carried on a two- wheeled motorcycle without wearing a helmet and reflective jacket commits an offence and is liable under this Act.

Employment
Contracts.

20. (1) Every owner of a motorcycle who engages the services of a rider shall enter into a written contract with the rider.

(2) The contract shall provide for—

(a) the terms and conditions;

(b) the duration of the contract;

(c) the remuneration and benefits of the rider;

(d) the working hours and overtime arrangements; and

(e) the procedures for the termination of the contract.

(3) The county executive committee member shall develop model contracts for use by owners of

motorcycles and riders.

Engine capacity.

21. No person shall use or operate a three-wheeled motorcycle with an engine capacity exceeding two hundred and fifty cubic capacity on a public road unless authorized by the county executive committee member.

Carriage of Passengers.

22. (1) A two-wheeled motorcycle rider shall carry only one passenger.

(2) A three-wheeled motorcycle rider shall carry only three passengers.

(3) The passenger capacity in subsection (1) and subsection (2) shall not include a child who is less than thirteen years old travelling with an adult passenger.

Carriage of Loads.

23. (1) A motorcycle rider shall not carry a load—

- (a) whose width projects more than fifteen centimeters beyond the outside end of the handle bars;
- (b) whose height is more than two metres from the ground;
- (c) whose weight is more than fifty kilograms;
- (d) which projects to the rear beyond the maximum overall length of the motorcycle more than sixty centimeters. The rear extremity of the load must be plainly indicated by a conspicuous red marker during the day and by a red light at night.

(2) The rider of a motorcycle carrying loads shall

ensure that no part of the load carried drags on the road.

(3) For the purpose of this Act the term “load” excludes luggage carried by a passenger provided such luggage does not exceed ten kilograms in weight and does not project more than fifteen centimeters beyond the outside end of the handle bars.

(4) The luggage in sub-section (3) may be carried together with the passenger provided the luggage is properly secured between the rider and the passenger.

Motorcycle
ambulances.

24. (1) The county executive committee member may establish regulations for the use of motorcycle ambulances.

(2) Motorcycle ambulances shall be equipped with medical equipment and supplies approved by the relevant national and county health authority.

(3) Motorcycle ambulances shall be operated by trained medical personnel who hold valid medical licenses and are registered with the relevant national and county health authority.

(4) Motorcycle ambulances shall be fitted with distinctive markings and lights for identification and to alert other road users.

(5) Motorcycle ambulances shall comply with all other provisions of this Act relating to motorcycles, including but not limited to registration, insurance, and safety requirements.

(6) The county executive committee member shall monitor the use of motorcycle ambulances to ensure compliance with the regulations and requirements set out in this Act.

(7) No person shall operate a motorcycle as an ambulance unless compliant with the provisions of this

Act and any relevant laws and regulations.

(8) Any person who violates the regulations and requirements set out in this section commits an offence.

Delivery
motorcycles.

25. (1) Delivery motorcycles shall be distinguished from passenger motorcycles and shall be subject to regulations issued by the county executive committee member.

(2) The county executive committee member may issue special licenses for delivery motorcycles subject to compliance with the requirements for registration, insurance, and safety.

(3) The owner or rider of a delivery motorcycle shall ensure that the motorcycle is fitted with appropriate storage compartments to prevent loss or damage to goods in transit.

(4) The county executive committee member may designate specific routes and parking areas for delivery motorcycles.

(5) Delivery motorcycle shall not carry passengers or be used for any purpose other than the transportation of goods.

Unauthorized goods.

No. 4 of 1994.
Cap. 114.

26. (1) A person shall not transport any unauthorized goods including contraband or goods restricted under the Narcotic Drugs and Psychotropic Substances (Control) Act and the Firearms Act on a motorcycle.

(2) Any person found to be carrying unauthorized goods on a motorcycle commits an offence and is liable under this Act.

Insurance.

27. Every owner of a motorcycle shall have at the minimum a motor commercial public service vehicle insurance cover.

Security.

28. (1) Every owner of a motorcycle shall ensure that the vehicle is fitted with a security device approved by the county executive committee member.

(2) The security device referred to in sub-section (1) shall include a tracking device that allows for real-time monitoring of the location of the motorcycle.

(3) The county executive committee member shall establish and maintain a database of all security devices approved for use on motorcycle in the county.

(4) The owner or rider of a motorcycle shall ensure that the security device is functional at all times and shall report any malfunction or damage to the device to the county executive committee member.

(5) The collection, processing, and use of data obtained through the security device shall be subject to the provisions of the Data Protection Act.

No. 24 of 2019.

PART III – OFFENCES AND PENALTIES

Carriage of persons
intending to commit
an offence.

29. (1) Any rider who knowingly and intentionally carries a person or persons who are intending to commit an offence, shall be held strictly liable for any offence committed by the said person or persons.

(2) For the purposes of this section, the term “offence” shall include any criminal act or activity as defined by Penal Code or any other relevant law.

(3) The rider shall be liable to pay any fines or penalties arising from the offence committed by the said person or persons, in addition to any penalties

imposed by this Act.

(4) This section shall not apply where the rider was unaware or had no reasonable grounds to believe that the person or persons being carried were intending to commit an offence.

Riding on pavements
and opposite
direction.

30. (1) Any person who rides a motorcycle on a pavement or pedestrian walkway, or in any other area that is not designated for motorcycle use commits an offence.

(2) Any person who rides a motorcycle in the opposite direction of traffic flow on a one-way street or a designated lane commits of an offence.

(3) Any person found guilty of an offence under this section shall be liable on conviction to a fine not exceeding Ksh. 20,000 or to imprisonment for a term not exceeding six months or to both.

Ganging up by riders.

31. (1) Any rider who participates in ganging up with other riders in an attempt to intimidate, threaten or harm another person in the event of an incident, including but not limited to an accident, commits of an offence.

(2) Upon conviction, the offender shall be liable to a fine not exceeding Ksh 100,000 or to imprisonment for a term not exceeding one year, or to both.

(3) The county executive committee member shall work in collaboration with the relevant law enforcement agencies to ensure that any such incidents are investigated and prosecuted in accordance with this provision.

(4) This provision shall apply to all motorcycle riders and passengers operating on public roads within the county.

General penalties.

32. A person who contravenes any provision of this Act and whose penalty is not provided for elsewhere under this Act, commits an offence and is liable on conviction to a fine not exceeding twenty thousand shillings or to imprisonment for a term not exceeding six months, or both.

PART IV – MISCELLANEOUS

Powers of inspection and enforcement.

33. (1) The Board and an authorized officer appointed by the Board shall have the power to inspect any motorcycle for the purpose of ensuring compliance with this Act.

(2) The owner or rider of a motorcycle shall cooperate with an authorized officer conducting an inspection under this section and shall provide all necessary documents and information.

(3) A rider shall ensure that while operating and prior to inspection by an authorized officer, the motorcycle shall-

- (a) have a valid insurance;
- (b) be mechanically fit;
- (c) have the prerequisite protective gear as defined under Section 21 of this Act; and
- (d) any other requirements as may be prescribed by the Board from time to time.

(4) An authorized officer may require the owner or rider of a motorcycle to produce proof of registration, insurance, and any other documents required by this Act.

(5) An authorized officer may issue a notice of non-compliance to the owner or rider of a motorcycle found

to be in violation of this Act, specifying the nature of the violation and requiring the violation to be rectified within a specified period.

County legislation.

34. Nothing in this Act shall preclude county governments from enacting legislation related to regulation of motorcycles within its county.

Regulations.

35. The Cabinet Secretary responsible for matters relating to transport may make regulations for the better carrying into effect of the provisions of this Act.

Consequential amendments.

36. Sections 21 and 22 of the National Transport and Safety Act are repealed.

SCHEDULE

s. 6E

**CONDUCT OF BUSINESS AND AFFAIRS OF
BOARD**

Meetings of the Board.

1. (1) The Board shall meet at least once in every three months to conduct the business of the Board.

(2) The Chairperson shall convene the ordinary meetings of the Board.

(3) Despite the provisions of subparagraph (1), the Chairperson shall, upon a written request by at least five members, convene a special meeting of the Board at any time where the chairperson considers it expedient for the transaction of the business.

(4) Unless three quarters of the total number of the members of the Board otherwise agree, at least fourteen days written notice of every meeting shall be given to every by the respective Secretary.

(5) The quorum for the conduct of the business of the Board shall be five members.

(6) The chairperson shall preside at every meeting of the Board at which the Chairperson is present and in the Chairperson's absence, the members present shall elect one person from their number to preside over the meeting and that person shall have all the powers of the Chairperson.

(7) Unless a unanimous decision is reached, a decision on any matter before the Board shall be by a majority of the votes of the members present and voting and in the case of an equality of votes, the Chairperson or person presiding over the meeting shall have a casting vote.

(8) The proceedings of the Board shall not be invalidated by reason of a vacancy within its membership.

(9) Subject to provisions of this Schedule, the Board may determine its own procedure and for the attendance of other persons at its meetings thereof.

Disclosure of Interest.

2. (1) If a member of the Board is directly or indirectly interested in any matter before the Council or the county e-waste committee and is present at the respective meeting at which the matter is the subject of consideration, that member shall, at the

meeting and as soon as reasonably practicable after the commencement thereof, disclose the member's interest in the matter and shall not take part in the deliberations relating to the matter, or vote on, the matter.

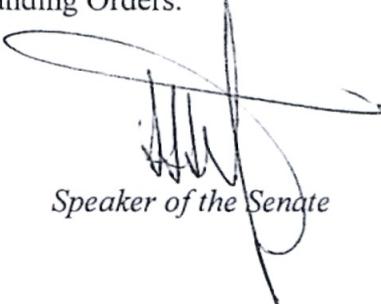
(2) A disclosure of interest made under this paragraph shall be recorded in the minutes of the meeting at which it is made.

The Public Transport (Motorcycle Regulation) Bill, 2023

I certify that this printed impression is a true copy of the Bill as passed by the Senate on Thursday, 5th December, 2024.

Ed
Fdx: Clerk of the Senate

Endorsed for presentation to the National Assembly in accordance with the provisions of standing order 161 of the Senate Standing Orders.


Speaker of the Senate

PRINTED BY THE CLERK OF THE SENATE

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



THE NATIONAL ASSEMBLY
OFFICE OF THE CLERK

P. O. Box 41842-00100
Nairobi, Kenya
Main Parliament Buildings

Telephone: +254202848000 ext. 3300
Email: cna@parliament.go.ke
www.parliament.go.ke/the-national-assembly

When replying, please quote

Ref: **NA/DDC/TI/2025/059**

22nd July, 2025

Dr. Raymond Omollo, PhD, CBS

Principal Secretary

State Department of Internal Security and National Administration

Ministry of Interior and National Administration

Harambee House

NAIROBI

Dear *Dr. Omollo*

**RE: REQUEST FOR SUBMISSIONS ON THE PUBLIC TRANSPORT (MOTORCYCLE
REGULATION) BILL (SENATE BILL NO.38 OF 2023)**

The Departmental Committee on Transport and Infrastructure is established under National Assembly Standing Order 216 and is mandated to *study and review all legislation referred to it*.

The Committee is considering the **Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023)** sponsored by the Senator for Kakamega County, Sen. (Dr.) Boni Khalwale, CBS, MP, who is also the Majority Party Whip in the Senate. The Bill seeks to put in place a legal framework to regulate the use of motorcycles (*Bodabodas*) in Kenya by introducing new provisions for their registration, operation, and safety at the county level.

In considering the Bill, the Committee is required to engage with stakeholders before reporting to the House. In this regard, the Committee has resolved to invite the Cabinet Secretary for the Ministry of Interior and National Administration to submit the Ministry's comments on the Bill. We request that the Ministry prepares written submissions in a matrix format that indicates the section of the Bill, specific clause, proposed amendment and justification.

It would be appreciated if the submissions are received by **Monday, 4th August 2025**. Electronic copies may be shared through the email address: cna@parliament.go.ke.

The Liaison Officers facilitating this matter are **Ms. Tracy Chebet Koskei** who may be contacted on tel. no. **0726416794** or email: tracy.koskei@parliament.go.ke and **Mr. Mohamednur M. Abdullahi** on tel. no. **0720928507** or email: mohamednur.abdullahi@parliament.go.ke.

Yours

JEREMIAH W. NDOMBI, MBS

For: CLERK OF THE NATIONAL ASSEMBLY

Copy to:

Hon. Onesimus Kipchumba Murkomen, EGH

Cabinet Secretary

Ministry of Interior and National Administration

Harambee House

Harambee Avenue

NAIROBI



THE NATIONAL ASSEMBLY
OFFICE OF THE CLERK

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When replying, please quote
Ref: **NA/DDC/TI/2025/061**

22nd July, 2025

Ms. Mary Mwiti, EBS
Chief Executive Officer
Council of Governors
Delta House, Rhapta Road
NAIROBI

Dear *Ms M. M. M. M. M.*

**RE: REQUEST FOR SUBMISSIONS ON THE PUBLIC TRANSPORT (MOTORCYCLE
REGULATION) BILL (SENATE BILL NO. 38 OF 2023)**

The Departmental Committee on Transport and Infrastructure is established under National Assembly Standing Order 216 and is mandated to *study and review all legislation referred to it.*

The Committee is considering the **Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023)** sponsored by the Senator for Kakamega County, Sen. (Dr.) Boni Khalwale, CBS, MP, who is also the Majority Party Whip in the Senate. The Bill seeks to put in place a legal framework to regulate the use of motorcycles (*Bodabodas*) in Kenya by introducing new provisions for their registration, operation, and safety at the county level.

In considering the Bill, the Committee is required to engage with stakeholders before reporting to the House. In this regard, the Committee has resolved to invite the Council of Governors to submit its comments on the Bill. We request that the Council prepares written submissions in a matrix format that indicates the section of the Bill, specific clause, proposed amendment and justification.

It would be appreciated if the submissions are received by **Monday, 4th August, 2025.** Electronic copies may be shared through the email address: cna@parliament.go.ke.

The Liaison Officers facilitating this matter are **Ms. Tracy Chebet Koskei** who may be contacted on tel. no. **0726416794** or email: tracy.koskei@parliament.go.ke and **Mr. Mohamednur M. Abdullahi** on tel. no. **0720928507** or email: mohamednur.abdullahi@parliament.go.ke.

Yours

JEREMIAH W. NDOMBI, MBS
For: **CLERK OF THE NATIONAL ASSEMBLY**



THE NATIONAL ASSEMBLY
OFFICE OF THE CLERK

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Nairobi, Kenya
Main Parliament Buildings

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Email: cna@parliament.go.ke
www.parliament.go.ke/the-national-assembly

When replying, please quote

Ref: NA/DDC/TI/2025/060

22nd July, 2025

Mr. Humphrey Wattanga Mulongo

Commissioner General
Kenya Revenue Authority
Times Tower Building
P.O Box 48240-00100

NAIROBI

Dear *Mr. Wattanga*

RE: REQUEST FOR SUBMISSIONS ON THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL (SENATE BILL NO. 38 OF 2023)

The Departmental Committee on Transport and Infrastructure is established under National Assembly Standing Order 216 and is mandated to *study and review all legislation referred to it.*

The Committee is considering the **Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023)** sponsored by the Senator for Kakamega County, Sen. (Dr.) Boni Khalwale, CBS, MP, who is also the Majority Party Whip in the Senate. The Bill seeks to put in place a legal framework to regulate the use of motorcycles (*Bodabodas*) in Kenya by introducing new provisions for their registration, operation, and safety at the county level.

In considering the Bill, the Committee is required to engage with stakeholders before reporting to the House. In this regard, the Committee has resolved to invite the Kenya Revenue Authority to submit its comments on the Bill. We request that the Authority prepares written submissions in a matrix format that indicates the section of the Bill, specific clause, proposed amendment and justification.

It would be appreciated if the submissions are received by **Monday, 4th August 2025**. Electronic copies may be shared through the email address: cna@parliament.go.ke.

The Liaison Officers facilitating this matter are **Ms. Tracy Chebet Koskei** who may be contacted on tel. no. **0726416794** or email: tracy.koskei@parliament.go.ke and **Mr. Mohamednur M. Abdullahi** on tel. no. **0720928507** or email: mohamednur.abdullahi@parliament.go.ke.

Yours

JEREMIAH W. NDOMBI, MBS
For: CLERK OF THE NATIONAL ASSEMBLY



THE NATIONAL ASSEMBLY
OFFICE OF THE CLERK

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www.parliament.go.ke/the-national-assembly

When replying, please quote
Ref: **NA/DDC/TI/2025/058**

22nd July, 2025

Mr. Patrick Kiburi Kilemi

Principal Secretary
State Department for Cooperatives
Ministry of Co-operatives and Micro, Small and Medium
Enterprises (MSMEs) Development
Social Security Building, Bishop Road
NAIROBI

Dear *Mr. Kilemi*

**RE: REQUEST FOR SUBMISSIONS ON THE PUBLIC TRANSPORT
(MOTORCYCLE REGULATION) BILL (SENATE BILL NO. 38 OF 2023)**

The Departmental Committee on Transport and Infrastructure is established under National Assembly Standing Order 216 and is mandated to *study and review all legislation referred to it*.

The Committee is considering the **Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023)** sponsored by the Senator for Kakamega County, Sen. (Dr.) Boni Khalwale, CBS, MP, who is also the Majority Party Whip in the Senate. The Bill seeks to put in place a legal framework to regulate the use of motorcycles (*Bodabodas*) in Kenya by introducing new provisions for their registration, operation, and safety at the county level. The Bill also requires that a person who owns a motorcycle for commercial purposes shall register with a Cooperative Society that relates to motorcycle riders and owners recognised under the Cooperative Societies Act.

In considering the Bill, the Committee is required to engage with stakeholders before reporting to the House. In this regard, the Committee has resolved to invite the Cabinet Secretary for the Ministry of Co-operatives and Micro, Small and Medium Enterprises Development to submit the Ministry's comments on the Bill. We request that the Ministry prepares written submissions in a matrix format that indicates the section of the Bill, specific clause, proposed amendment and justification.

It would be appreciated if the submissions are received by **Monday, 4th August 2025**. Electronic copies may be shared through the email address: cna@parliament.go.ke.

The Liaison Officers facilitating this matter are **Ms. Tracy Chebet Koskei** who may be contacted on tel. no. **0726416794** or email: tracy.koskei@parliament.go.ke.

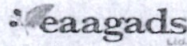
Yours

JEREMIAH W. NDOMBI, MBS
For: **CLERK OF THE NATIONAL ASSEMBLY**

Copy to:

Hon. FCPA Dr. Wycliffe Ambetsa Oparanya, EGH
Cabinet Secretary
Ministry of Co-operatives and Micro, Small and Medium
Enterprises (MSMEs) Development
Social Security Building, Bishop Road
NAIROBI

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



(Company Number: C.5/54)

The Capital Markets Act
(Chapter 485A of the Laws of Kenya)
Capital Markets (Public Offers, Listings and Disclosures) Regulations, 2023

PUBLIC ANNOUNCEMENT

CHANGE IN THE OPERATING MODEL

The Board of Directors of Eaagads Limited (**the Company**) wishes to notify its esteemed shareholders, the general investor community and the public of the discontinuation of the outsourced management function of the Company's coffee operations from Coffee Management Services Limited (**CMS**) effective **1st April, 2025**.

The activities that have been brought inhouse include coffee production, coffee quality, milling, cost management, marketing strategies and sales.

The transition is expected to have minimal impact on employees engaged in the Company's operations. They will continue under their current terms of employment.

This change is designed to streamline processes and enhance efficiency ultimately delivering improved financial results for the shareholders.

The Board thanks CMS for their valued services over the years in ensuring the coffee farm is a premier coffee producer.

By order of the Board

Date: 12th February 2025

Winnie Jumba
Company Secretary

DISCLAIMER: This announcement is for informational purposes only. As a matter of policy, the Capital Markets Authority assumes no responsibility for the correctness of any statements or opinions made or reports contained in this announcement.



**THIRTEENTH PARLIAMENT - FOURTH SESSION (2025)
THE NATIONAL ASSEMBLY**

IN THE MATTER OF ARTICLE 118(1) (B) OF THE CONSTITUTION
AND

IN THE MATTER OF CONSIDERATION BY THE NATIONAL ASSEMBLY OF SESSIONAL
PAPER NO. 1 OF 2025 ON THE FOREIGN POLICY OF THE REPUBLIC OF KENYA

INVITATION TO SUBMIT MEMORANDA

WHEREAS, Article 118(1) (b) of the Constitution requires Parliament to facilitate public participation and involvement in the legislative and other business of Parliament and its Committees;

AND WHEREAS Sessional Paper No. 1 of 2025 on the Foreign Policy of the Republic of Kenya was submitted to the National Assembly and referred to the Departmental Committee on Defence, Intelligence and Foreign Relations for consideration and reporting to the House;

IT IS NOTIFIED that Sessional Paper No. 1 of 2025 on the Foreign Policy of the Republic of Kenya seeks to enhance the country's standing as a regional leader and an effective advocate of Africa's interests at a global stage. The specific objectives of the Policy are to—

1. Protect Kenya's sovereignty and territorial integrity;
2. Promote regional and global peace and security;
3. Advance the country's development agenda and economic prosperity;
4. Position Kenya as a leader in environmental and climate action;
5. Project, promote and protect the country's image and prestige globally;
6. Promote sub regional and regional integration and cooperation;
7. Promote international cooperation multilateralism and active participation in global governance; and
8. Enhance the voice of Kenyans in diaspora and promote and protect their interests and welfare abroad.

NOW THEREFORE, in compliance with Article 118(1)(b) of the Constitution, the Clerk of the National Assembly hereby invites the public to submit memoranda on the Sessional Paper to the Departmental Committee on Defence, Intelligence and Foreign Relations.

Copies of the Sessional Paper are available at the National Assembly Table Office, Main Parliament Buildings and on <http://www.parliament.go.ke/the-national-assembly/house-business/paper-laid>

The memoranda may be forwarded to the Clerk of the National Assembly, P.O. Box 41842-00100, Nairobi; hand-delivered to the Office of the Clerk, Main Parliament Buildings, Nairobi; or emailed to ena@parliament.go.ke to be received on or before Tuesday, 4th March 2025 at 5.00 p.m.

S. NJOROGE, CBS
CLERK OF THE NATIONAL ASSEMBLY
19th February 2025

For the Welfare of Society and the Just Government of the People



REPUBLIC OF KENYA

**THE NATIONAL ASSEMBLY
THIRTEENTH PARLIAMENT - FOURTH SESSION (2025)**

IN THE MATTER OF ARTICLE 118(1) (b) OF THE CONSTITUTION

AND

IN THE MATTER OF CONSIDERATION BY THE NATIONAL ASSEMBLY OF—

(1) THE COMPUTER MISUSE AND CYBERCRIME (AMENDMENT) BILL (NATIONAL ASSEMBLY BILL NO. 41 OF 2024);

(2) THE PUBLIC TRANSPORT (MOTORCYCLE REGULATIONS) BILL (SENATE BILL NO. 38 OF 2023);

(3) THE PUBLIC FINANCE MANAGEMENT (AMENDMENT) BILL (SENATE BILL NO. 40 OF 2023);

(4) THE FIRE AND RESCUE SERVICES PROFESSIONALS BILL (SENATE BILL NO. 55 OF 2023);

(5) THE INTERGOVERNMENTAL RELATIONS (AMENDMENT) BILL (SENATE BILL NO. 12 OF 2024);

(6) THE POLITICAL PARTIES (AMENDMENT) (No. 2) BILL (SENATE BILL NO. 26 OF 2024); AND

(7) THE ELECTIONS (AMENDMENT) (No. 2) BILL (SENATE BILL NO. 29 OF 2024)

INVITATION TO SUBMIT MEMORANDA

WHEREAS, Article 118(1) (b) of the Constitution requires Parliament to facilitate public participation and involvement in the legislative and other business of Parliament and its Committees; and Standing Order 127(3) of the National Assembly Standing Orders requires House Committees considering Bills to facilitate public participation;

AND WHEREAS, the Computer Misuse and Cybercrime (Amendment) Bill (National Assembly Bill No. 41 of 2024), the Public Transport (Motorcycle Regulations) Bill (Senate Bill No. 38 of 2023); the Public Finance Management (Amendment) Bill (Senate Bill No. 40 of 2023); the Fire and Rescue Services Professionals Bill (Senate Bill No. 55 of 2023); the Intergovernmental Relations (Amendment) Bill (Senate Bill No. 12 of 2024); the Political Parties (Amendment) (No. 2) Bill (Senate Bill No. 26 of 2024); and the Elections (Amendment) (No. 2) Bill (Senate Bill No. 29 of 2024) were Read a First Time and referred to the relevant Departmental Committees for consideration and reporting to the House;

IT IS NOTIFIED that—

(1) The Computer Misuse and Cybercrime (Amendment) Bill (National Assembly Bill No. 41 of 2024) is sponsored by Hon. Aden Daud Mohamed, MP. The Bill seeks to amend the Computer Misuse and Cybercrimes Act, Cap 79C to prohibit the use of electronic mediums to promote terrorism and extreme religious cultic practices.

(2) The Public Transport (Motorcycle Regulations) Bill (Senate Bill No. 38 of 2023) is sponsored by Sen. Boni Khalwale, MP. The Bill seeks to put in place a legal framework to regulate the use of motorcycles (bodabodas) in Kenya by introducing new provisions for their registration, operation, and safety, at the county level.

(3) The Public Finance Management (Amendment) Bill (Senate Bill No. 40 of 2023) is sponsored by Sen. Hamida Ali Kibwana, MP. The Bill seeks to amend the Public Finance Management Act, No. 18 of 2012 to require county governments to develop and implement a county revenue collection system. This will boost revenue collection by the county governments and ensure counties realise their revenue targets. Further, the Bill proposes to amend the Public Finance Management Act to provide for the process of funding of functions that have been transferred from one level of government to another under Article 187 of the Constitution.

(4) The Fire and Rescue Services Professionals Bill (Senate Bill No. 55 of 2023) is sponsored by Sen. Mohamed Abass Sheikh, MP. The Bill seeks to establish a regulatory and institutional framework for the fire and rescue services professionals and to provide for the registration, licensing, and training of the fire and rescue services professionals.

(5) The Intergovernmental Relations (Amendment) Bill (Senate Bill No. 12 of 2024) is sponsored by the Senate Majority Leader. The Bill seeks to amend the Intergovernmental Relations Act, No. 2 of 2012 to establish a structured framework for intergovernmental relations. This will enhance intergovernmental relations amongst the national government, County executive and County assemblies.

(6) The Political Parties (Amendment) (No. 2) Bill (Senate Bill No. 26 of 2024) is co-sponsored by the Senate Majority Leader and the Senate Minority Leader. The Bill seeks to give effect to some of the recommendations and views of the public that were submitted during the national dialogue discourse on the Issues of Electoral Justice and Related Matters, Outstanding Constitutional Matters, Fidelity to Political Parties/Coalitions and the law on multiparty democracy, Entrenchment of the National Government Constituencies Development Fund, the Senate Oversight Fund and the National Government Affirmative Action Fund and Establishment and Entrenchment of State Offices.

(7) The Elections (Amendment) (No. 2) Bill (Senate Bill No. 29 of 2024) is co-sponsored by the Senate Majority Leader and the Senate Minority Leader. The Bill seeks to give effect to some of the recommendations and views of the public that were submitted during the national dialogue discourse on the issues of Electoral Justice and Related Matters, Outstanding Constitutional Matters, Fidelity to Political Parties/Coalitions and the law on multiparty democracy, Entrenchment of the National Government Constituencies Development Fund, the Senate Oversight Fund and the National Government Affirmative Action Fund and Establishment and Entrenchment of State Offices.

NOW THEREFORE, in compliance with Article 118(1) (b) of the Constitution and National Assembly Standing Order 127(3), the Clerk of the National Assembly hereby invites the public and stakeholders to submit memoranda on the Bills to the Departmental Committees specified below—

S/NO.	BILL	COMMITTEE
1.	The Computer Misuse and Cybercrime (Amendment) Bill (National Assembly Bill No. 41 of 2024)	Communication, Information and Innovation
2.	The Public Transport (Motorcycle Regulations) Bill (Senate Bill No. 38 of 2023)	Transport and Infrastructure
3.	The Public Finance Management (Amendment) Bill (Senate Bill No. 40 of 2023)	Finance and National Planning
4.	The Fire and Rescue Services Professionals Bill (Senate Bill No. 55 of 2023)	Regional Development
5.	The Intergovernmental Relations (Amendment) Bill (Senate Bill No. 12 of 2024)	
6.	The Political Parties (Amendment) (No. 2) Bill (Senate Bill No. 26 of 2024)	Justice and Legal Affairs
7.	The Elections (Amendment) (No. 2) Bill (Senate Bill No. 29 of 2024)	

Copies of the Bills are available at the National Assembly Table Office, Main Parliament Buildings, and on www.parliament.go.ke/the-national-assembly/house-business/bills.

The memoranda may be forwarded to the Clerk of the National Assembly, P.O. Box 41842-00100, Nairobi; hand-delivered to the Office of the Clerk, Main Parliament Buildings, Nairobi; or emailed to ena@parliament.go.ke to be received on or before Wednesday, 5th March, 2025 at 5.00 p.m.

S. NJOROGE, CBS
CLERK OF THE NATIONAL ASSEMBLY
19th February, 2025

For the Welfare of Society and the Just Government of the People



REPUBLIC OF KENYA
13TH PARLIAMENT – FOURTH SESSION – 2025
THE NATIONAL ASSEMBLY

IN THE MATTER OF ARTICLE 118(1) (b) OF THE CONSTITUTION
AND

IN THE MATTER OF CONSIDERATION BY THE NATIONAL ASSEMBLY OF SESSIONAL PAPER NO. 1
OF 2025 ON THE FOREIGN POLICY OF THE REPUBLIC OF KENYA

INVITATION TO SUBMIT MEMORANDA

WHEREAS, Article 118(1) (b) of the Constitution requires Parliament to facilitate public participation and involvement in the legislative and other business of Parliament and its Committees;

AND WHEREAS Sessional Paper No. 1 of 2025 on the Foreign Policy of the Republic of Kenya was submitted to the National Assembly and referred to the Departmental Committee on Defence, Intelligence and Foreign Relations for consideration and reporting to the House;

IT IS NOTIFIED that Sessional Paper No. 1 of 2025 on the Foreign Policy of the Republic of Kenya seeks to enhance the country's standing as a regional leader and an effective advocate of Africa's interests at a global stage. The specific objectives of the Policy are to:-

- (1) Protect Kenya's sovereignty and territorial integrity;
- (2) Promote regional and global peace and security;
- (3) Advance the country's development agenda and economic prosperity;
- (4) Position Kenya as a leader in environmental and climate action;
- (5) Project, promote and protect the county's image and prestige globally;
- (6) Promote sub regional and regional integration and cooperation;
- (7) Promote international cooperation multilateralism and active participation in global governance; and
- (8) Enhance the voice of Kenyans in diaspora and promote and protect their interests and welfare abroad.

NOW THEREFORE, in compliance with Article 118(1)(b) of the Constitution, the Clerk of the National Assembly hereby invites the public to submit memoranda on the Sessional Paper to the **Departmental Committee on Defence, Intelligence and Foreign Relations**.

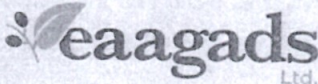
Copies of the Sessional Paper are available at the National Assembly Table Office, Main Parliament Buildings and on <http://www.parliament.go.ke/the-national-assembly/house-business/paper-1a1d>

Memoranda may be forwarded to the **Clerk of the National Assembly, P.O. Box 41842-00100, Nairobi**; hand-delivered to the **Office of the Clerk, Main Parliament Buildings, Nairobi**; or emailed to cna@parliament.go.ke to be received on or before **Tuesday, 4th March 2025 at 5.00 p.m.**

S. NJOROGE, CBS
CLERK OF THE NATIONAL ASSEMBLY

18th February 2025

"For the Welfare of Society and the Just Government of the People"



[Company Number: C.5/54]

The Capital Markets Act
(Chapter 485A of the Laws of Kenya)
Capital Markets (Public Offers, Listings and Disclosures) Regulations, 2023

PUBLIC ANNOUNCEMENT

CHANGE IN THE OPERATING MODEL

The Board of Directors of Eaagads Limited (**the Company**) wishes to notify its esteemed shareholders, the general investor community and the public of the discontinuation of outsourced management function of the Company's coffee operations from Coffee Management Services Limited (**CMS**) effective **1st April, 2025**.

The activities that have been brought inhouse include coffee production, coffee quality, milling, cost management, marketing strategies and sales.

The transition is expected to have minimal impact on employees engaged in the Company's operations. They will continue under their current terms of employment.

This change is designed to streamline processes and enhance efficiency ultimately delivering improved financial results for the shareholders.

The Board thanks CMS for their valued services over the years in ensuring the coffee farm is a premier coffee producer.

By order of the Board

Date: 12th February 2025

Winnie Jumba
Company Secretary

DISCLAIMER: This announcement is for informational purposes only. As a matter of policy, the Capital Markets Authority assumes no responsibility for the correctness of any statements or opinions made or reports contained in this announcement.



REPUBLIC OF KENYA
13TH PARLIAMENT – FOURTH SESSION – 2025
THE NATIONAL ASSEMBLY

IN THE MATTER OF ARTICLE 118(1) (b) OF THE CONSTITUTION
AND

IN THE MATTER OF CONSIDERATION BY THE NATIONAL ASSEMBLY OF:-

- (1) THE COMPUTER MISUSE AND CYBERCRIME (AMENDMENT) BILL (NATIONAL ASSEMBLY BILL NO. 41 OF 2024);
- (2) THE PUBLIC TRANSPORT (MOTORCYCLE REGULATIONS) BILL (SENATE BILL NO. 38 OF 2023);
- (3) THE PUBLIC FINANCE MANAGEMENT (AMENDMENT) BILL (SENATE BILL NO. 40 OF 2023);
- (4) THE FIRE AND RESCUE SERVICES PROFESSIONALS BILL (SENATE BILL NO. 55 OF 2023);
- (5) THE INTERGOVERNMENTAL RELATIONS (AMENDMENT) BILL (SENATE BILL NO. 12 OF 2024);
- (6) THE POLITICAL PARTIES (AMENDMENT) (No. 2) BILL (SENATE BILL NO. 26 OF 2024); AND
- (7) THE ELECTIONS (AMENDMENT) (No. 2) BILL (SENATE BILL NO. 29 OF 2024)

INVITATION TO SUBMIT MEMORANDA

WHEREAS, Article 118(1) (b) of the Constitution requires Parliament to facilitate public participation and involvement in the legislative and other business of Parliament and its Committees, and Standing Order 127(3) of the National Assembly Standing Orders requires House Committees considering Bills to facilitate public participation;

AND WHEREAS, the Computer Misuse and Cybercrime (Amendment) Bill (National Assembly Bill No. 41 of 2024); the Public Transport (Motorcycle Regulations) Bill (Senate Bill No. 38 of 2023); the Public Finance Management (Amendment) Bill (Senate Bill No. 40 of 2023); the Fire and Rescue Services Professionals Bill (Senate Bill No. 55 of 2023); the Intergovernmental Relations (Amendment) Bill (Senate Bill No. 12 of 2024); the Political Parties (Amendment) (No.2) Bill (Senate Bill No. 26 of 2024); and the Elections (Amendment) (No. 2) Bill (Senate Bill No. 29 of 2024) were Read a First Time and referred to the relevant Departmental Committees for consideration and reporting to the House;

IT IS NOTIFIED that:-

- (1) The Computer Misuse and Cybercrime (Amendment) Bill (National Assembly Bill No. 41 of 2024) is sponsored by Hon. Aden Daud Mohamed, MP. The Bill seeks to amend the Computer Misuse and Cybercrimes Act, Cap 79C to prohibit the use of electronic mediums to promote terrorism and extreme religious cultic practices.
- (2) The Public Transport (Motorcycle Regulations) Bill (Senate Bill No. 38 of 2023) is sponsored by Sen. Boni Khalwale, MP. The Bill seeks to put in place a legal framework to regulate the use of motorcycles (bodabodas) in Kenya by introducing new provisions for their registration, operation, and safety at the county level.
- (3) The Public Finance Management (Amendment) Bill (Senate Bill No. 40 of 2023) is sponsored by Sen. Hamida Ali Kibwana, MP. The Bill seeks to amend the Public Finance Management Act, No. 18 of 2012 to require county governments to develop and implement a county revenue collection system. This will boost revenue collection by the county governments and ensure counties realise their revenue targets. Further, the Bill proposes to amend the Public Finance Management Act to provide for the process of funding of functions that have been transferred from one level of government to another under Article 167 of the Constitution.
- (4) The Fire and Rescue Services Professionals Bill (Senate Bill No. 55 of 2023) is sponsored by Sen. Mohamed Abass Sheikh, MP. The Bill seeks to establish a regulatory and institutional framework for the fire and rescue services professionals and to provide for the registration, licensing, and training of the fire and rescue services professionals.
- (5) The Intergovernmental Relations (Amendment) Bill (Senate Bill No. 12 of 2024) is sponsored by the Senate Majority Leader. The Bill seeks to amend the Intergovernmental Relations Act, No. 2 of 2012 to establish a structured framework for intergovernmental relations. This will enhance intergovernmental relations amongst the national government, County executive and County assemblies.
- (6) The Political Parties (Amendment) (No.2) Bill (Senate Bill No. 26 of 2024) is co-sponsored by the Senate Majority Leader and the Senate Minority Leader. The Bill seeks to give effect to some of the recommendations and views of the public that were submitted during the national dialogue discourse on the Issues of Electoral Justice and Related Matters; Outstanding Constitutional Matters; Fidelity to Political Parties/Coalitions and the law on multiparty democracy; Entrenchment of the National Government Constituencies Development Fund; the Senate Oversight Fund and the National Government Affirmative Action Fund and Establishment and Entrenchment of State Offices.
- (7) The Elections (Amendment) (No. 2) Bill (Senate Bill No. 29 of 2024) is co-sponsored by the Senate Majority Leader and the Senate Minority Leader. The Bill seeks to give effect to some of the recommendations and views of the public that were submitted during the national dialogue discourse on the issues of Electoral Justice and Related Matters; Outstanding Constitutional Matters; Fidelity to Political Parties/Coalitions and the law on multiparty democracy; Entrenchment of the National Government Constituencies Development Fund; the Senate Oversight Fund and the National Government Affirmative Action Fund and Establishment and Entrenchment of State Offices.

NOW THEREFORE, in compliance with Article 118(1) (b) of the Constitution and National Assembly Standing Order 127(3), the Clerk of the National Assembly hereby invites the public and stakeholders to submit memoranda on the Bills to the Departmental Committees specified below:-

S/ NO.	BILL	COMMITTEE
1.	The Computer Misuse and Cybercrime (Amendment) Bill (National Assembly Bill No. 41 of 2024)	Communication, Information and Innovation
2.	The Public Transport (Motorcycle Regulations) Bill (Senate Bill No. 38 of 2023)	Transport and Infrastructure
3.	The Public Finance Management (Amendment) Bill (Senate Bill No. 40 of 2023)	Finance and National Planning
4.	The Fire and Rescue Services Professionals Bill (Senate Bill No. 55 of 2023)	Regional Development
5.	The Intergovernmental Relations (Amendment) Bill (Senate Bill No. 12 of 2024)	Regional Development
6.	The Political Parties (Amendment) (No.2) Bill (Senate Bill No. 26 of 2024)	Justice and Legal Affairs
7.	The Elections (Amendment) (No. 2) Bill (Senate Bill No. 29 of 2024)	

Copies of the Bills are available at the National Assembly Table Office, Main Parliament Buildings, and on www.parliament.go.ke/the-national-assembly/house-business/bills

The memoranda may be forwarded to the **Clerk of the National Assembly, P.O. Box 41842- 00100, Nairobi**; hand-delivered to the **Office of the Clerk, Main Parliament Buildings, Nairobi**; or emailed to cna@parliament.go.ke to be received on or before **Wednesday, 5th March, 2025 at 5.00 p.m.**

S. NJOROGE, CBS
CLERK OF THE NATIONAL ASSEMBLY

18th February, 2025

"For the Welfare of Society and the Just Government of the People"

Annexure 6: Written submissions from Stakeholders.



REPUBLIC OF KENYA
MINISTRY OF ROADS AND TRANSPORT
STATE DEPARTMENT FOR TRANSPORT

PRESENTATION ON

THE CONSIDERATION OF THE PUBLIC TRANSPORT (MOTORCYCLE
REGULATION) BILL (SENATE BILL NO.38 OF 2023) AND THE STATUS OF THE
PROPOSED TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2025

TO THE
PARLIAMENTARY DEPARTMENTAL COMMITTEE ON TRANSPORT AND
INFRASTRUCTURE

BY
MOHAMED DAGHAR, C.B.S
PRINCIPAL SECRETARY

THURSDAY, 31ST JULY 2025

SUBMISSIONS ON THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL (SENATE BILL NO.38 OF 2023) AND THE STATUS OF THE PROPOSED TRAFFIC (MOTOR VEHICLE INSPECTION) RULES, 2025

Hon Chairman, I am pleased to appear before this Honourable Committee to apprise it on the matters under consideration by the Committee as captured in the subject line, requested vide letter of *Ref. No: DA/DDC/TI/2025/062* dated 24th July 2025.

1. Opinion on the Public Transport (Motorcycle Regulation) Bill, (Senate Bill No. 38 of 2023)

Hon. Chairman, the Ministry has reviewed the Bill and submit as follows;

It is noted that the Draft 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.

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

i. Broader Mandate of Existing Structures

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 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

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

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**

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 in accident reduction 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.

Conclusion and Recommendation

In light of the foregoing, 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.

2. Status and Operationalization of the Proposed Traffic (Motor Vehicle Inspection) Rules, 2025.

Hon. Chairman, below is a comprehensive summary of the status and framework:-

Step 1: Advertisement of the RIA and Instruments

- **Start Date:** 24th June 2025
- **Activity:** Public advertisement of the Regulatory Impact Assessment (RIA) and relevant regulatory instruments.
- **Duration:** 28 days
- **End Date:** 22nd July 2025

Step 2: Compilation, Analysis, and Amendment of the Regulations

- **Start Date:** 24th July 2025
- **Activity:** Compilation and analysis of feedback from stakeholders and the general public, followed by amendments to the regulations.
- **Duration:** 7 days
- **End Date:** 1st August 2025

Step 3: Submission to the Ministry of Transport for Concurrence

- **Start Date:** 4th August 2025
- **Activity:** Submission of amended regulations to the Ministry for approval.
- **Duration:** 5 days
- **End Date:** 8th August 2025

Step 4: Submission to the Attorney General.

- **Start Date:** 11th August 2025
- **Activity:** Incorporation of changes to Regulations and submission of final copies to CS for execution.
- **Duration:** 5 days.
- **End Date:** 15th August 2025

Step 5: Execution of final drafts and submission to the Office of the Attorney General.

- **Start Date:** 18th August 2025
- **Activity:** Execution of final drafts by CS and submission to AG for enactment.
- **Duration:** 3 days
- **End Date:** 21st August 2025

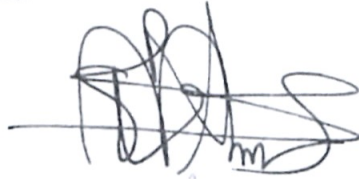
Step 6: Enactment of Regulations by Government Printer

- **Start Date:** 22nd August 2025
- **Activity:** Official enactment and publication of the regulations by the Government Printer.
- **Duration:** 3 days
- **End Date:** 25th August 2025
(Regulations become law).

Step 7: Submission to the National Assembly

- **Start Date:** 25th August 2025
- **Activity:** Submission of the signed Regulations, Explanatory Memorandum, and RIA to the National Assembly.
- **Duration:** Within 7 days of enactment
- **Deadline:** 30th August 2025

Hon. Chairman, I submit.



Mohamed Daghar, CBS
PRINCIPAL SECRETARY

DD/DC
Please deal
14/08/25



REPUBLIC OF KENYA
MINISTRY OF COOPERATIVES AND MICRO, SMALL & MEDIUM
ENTERPRISES DEVELOPMENT
Office of the Cabinet Secretary

Tel: +254 (0)020 2734410
Email: cs@ushirika.go.ke
When replying, please quote

Social Security House, Bishops Road
P.O. Box 30430-00100
Nairobi
KENYA.

Ref. MC&MSME/CS/Vol.11/(99)

13th August, 2025

Mr. Jeremiah Ndombi, MBS
Clerk of the National Assembly
Parliament Buildings
NAIROBI

(2) Tracy Chebet, HOD
For the attention of the Dept. Committee
on Transport. DM 14/8/25

Dear Mr. Ndombi

**RE: REQUEST FOR SUBMISSIONS ON THE PUBLIC TRANSPORT
(MOTORCYCLE REGULATION) BILL (SENATE BILL NO. 38
OF 2023)**

Reference is made to your letter Reference NA/DDC/2025/058 dated 22nd July, 2025.

The Public Transport (Motorcycle Regulation) Bill (Senate Bill No. 38 of 2023) is in order. I however propose amendment to Section 15 on Cooperative Societies Membership and to insert a new sub section to read:

(4) The Cooperative society may become a member of a secondary cooperative, Federation or Cooperative Union or Apex Cooperative.

It is also essential that Regulations to accommodate both two-wheeler (boda boda) and three-wheeler (Tuk Tuk) motor motorcycles.

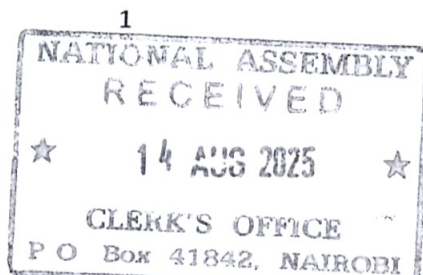
Yours

Sincerely

Hon. FCPA Dr. Wycliffe Ambetsa Oparanya, EGH
CABINET SECRETARY



Copy to: Patrick K Kilemi, CBS
Principal Secretary
State Department for Cooperatives
NAIROBI





KENYA REVENUE AUTHORITY

ISO 9001:2015 CERTIFIED

Office of the Commissioner General

KRA/5/1002/5(12745)

11th August 2025

Mr. Samuel Njoroge
Clerk of the National Assembly
P. O. Box 41842-00100
Main Parliament Buildings
Nairobi

*@DDC
Please seal -
14/08/25*

*Tracy chebet, Hob
place before the Dept.
Committee on Transport.
DM 14/8/25*

Dear *Clerk,*

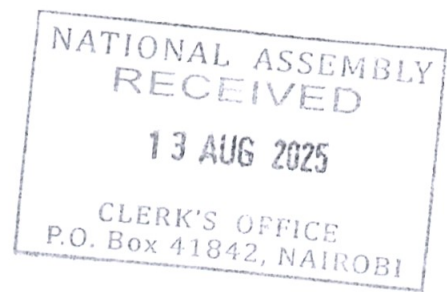
REQUEST FOR SUBMISSIONS ON THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL (SENATE BILL NO. 38 OF 2023)

Reference is made to your letter Ref: NA/DDC/TI/2025/060/ dated 22nd July 2025 requesting Kenya Revenue Authority to provide written submissions on the above mentioned Bill.

We hereby submit the written submissions for consideration by the Committee.

Yours sincerely,

Humphrey Wattanga
COMMISSIONER GENERAL





**KENYA REVENUE
AUTHORITY**

ISO 9001:2015 CERTIFIED

① D/DC
Please deal.
Si
14/08/25

**KENYA REVENUE AUTHORITY SUBMISSION TO THE DEPARTMENTAL
COMMITTEE ON TRANSPORT & INFRASTRUCTURE**

② Tracy Chebet, HOD
Place before the Committee
on Transport. DM 14/08/25



JULY 2025

Page 1 of 7

KENYA REVENUE AUTHORITY

Confirmed

P.O. Box 41248, 00100, NAIROBI

Date: 11.08.2025

Sign: 

1.0 INTRODUCTION

The Clerk of the National Assembly, vide letter Ref: NA/DDC/TI/2025/060 dated 22nd July 2025 requested Kenya Revenue Authority (KRA) to provide written submissions on Public Transport (Motorcycle Regulation) Bill (Senate Bill No.38 of 2023).

In this regard, we submit comments as follows:

2.0 KRA's VIEWS AND COMMENTS OF THE BILL

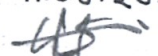
Clause	Provision as per the Bill	Proposed Amendment	Comments/Justification
Clause 2	“motorcycle” means any mechanically propelled vehicle with less than four wheels the weight of which unladen does not exceed eight hundred kilograms and operated for commercial purposes;	Review and consider replacing it with: <i>“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;</i>	<ul style="list-style-type: none"> 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: <i>“County Executive Committee Member responsible for matters relating to transport.”</i>	<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

Clause	Provision as per the Bill	Proposed Amendment	Comments/Justification
			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: <i>"While making the appointments under section (6), the county executive committee shall..."</i>	<ul style="list-style-type: none"> 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 atleast a secondary school qualification	To read: <i>"The qualifications for the member under paragraph (f) should be listed and paragraph (g) should be provided."</i>	<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- <i>Is convicted of an offence involving economic crimes or corruption</i>	<ul style="list-style-type: none"> To delete "<i>anti-economic</i>" and replace with "<i>economic</i>"
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	Amend all references to "County Executive Committee Member" to read: <i>"County Executive Committee Member responsible for matters relating to transport."</i>	<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

Clause	Provision as per the Bill	Proposed Amendment	Comments/Justification
	<p>the prescribed form and shall be accompanied by the prescribed fee.</p> <p>(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.</p> <p>(4) The certificate of registration shall be renewed annually upon payment of the prescribed fee.</p> <p>(5) The County Executive Committee Member shall submit a copy of the register to the Authority every three months.</p>		<p>assigning the responsibility to any County Executive Committee Member.</p> <ul style="list-style-type: none"> 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 14	<p>(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.</p> <p>(2) Prior to suspension....</p>	Amend all references to “county executive committee member” to read: “ <i>County Executive Committee Member responsible for matters relating to transport.</i> ”	<ul style="list-style-type: none"> Maintains consistency with proposed amendments to Clause 13 and assigns regulatory authority to the appropriate ministry/department.

Clause	Provision as per the Bill	Proposed Amendment	Comments/Justification
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 " <i>provided persons with disabilities will be exempted from the requirement to sit astride while being carried on a two-wheeled motorcycle.</i> "	<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.
Clause 19 (1) (d)	Every passenger on a two-wheeled motorcycle shall- Sit astride in the seat fixed behind the rider's seat	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> "	<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.
Clause 33 - Powers of inspection and enforcement.	Authorises inspections of motorcycles for compliance.	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."	<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.
General observations on the Bill	Proposes the introduction of a number of regulations touching on registration, operation, and	Introduce a provision requiring that, during registration, all commercial motorcycle	<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,

Clause	Provision as per the Bill	Proposed Amendment	Comments/Justification
	management of the sector at the county level.	operators must demonstrate tax compliance.	<p>aiming to enhance order and safety within the sector.</p> <ul style="list-style-type: none"> • 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.

KENYA REVENUE AUTHORITY
 Confirmed
 P.O. Box 21428, Nairobi, Kenya
 Date: 11.08.2025
 Sign: 

3.0 CONCLUSION

KRA remains fully committed to executing its mandate of tax administration and trade facilitation in strict adherence to the applicable laws and regulations. Furthermore, KRA stands ready to provide any additional information or clarification required in connection with these proposals.



Kenya Bureau of Standards
Standards for quality life



KEBS Head Office
P. O. Box 54974, Nairobi 00200
Tel: +254 (0) 20 694 8000
Mobile: 0722 202137/8,
0734 600 471/2
E-Mail: info@kebs.org

Web: http://www.kebs.org

Ref: KEBS/LEG/1/1

Date: 28th February, 2025

Office of the Clerk
The National Assembly
Main Parliament Building
P.O BOX 41842 -00100
NAIROBI

Tracy Chebet
plc deal
12/3/25
DDC
12/03/25

KEBS Coast Region
P. O. Box 99376, Mombasa 80100
Tel: +254 (0) 41 2317050/1,
2230939/38/40
E-mail: kebs-msa@kebs.org

Dear *CLerk,*

RE: THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL, 2023

Reference is made to the above matter.

The Kenya Bureau of Standards (KEBS) is empowered by the Standards Act, Cap 496 to develop, promote, and enforce standards. The developed Kenya Standards ensure safety, quality, and reliability of products and services. To this end, KEBS has developed several standards for the motorcycle sector aimed at enhancing road safety.

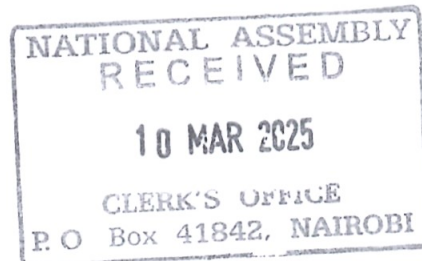
We have reviewed the draft bill and note that it will play a crucial role in enhancing safety within the motorcycle sector. We have made proposed recommendations to the proposed Bill that in our view will enhance compliance to set standards and protect both riders and passengers.

We hereby forward our written comments on the bill for your review and consideration.

Yours *fairly,*
[Signature]
Esther Ngari
MANAGING DIRECTOR

CC: **Hon. Lee Kinyanjui**
The Cabinet Secretary
Ministry of Investment, Trade and Industry
Social Security House
P.O Box 30418- 00100
NAIROBI

CC: **Dr. Juma Mukhwana, PhD, CBS**
Principal Secretary State Department for Industry
Social Security House
P.O. Box 30418 - 00100
NAIROBI



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+254 736170070; +254 771696211
E-Mail: kebs-nakuru@kebs.org

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KEBS Mt. Kenya Region
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E-Mail: kebs-nyeri@kebs.org

KEBS North Eastern Region
P. O. Box 978, Garissa 70100
Tel: +254 (0) 462102310
E-Mail: kebs-garissa@kebs.org

Certified to:
QMS - ISO 9001
ISMS - ISO/IEC 27001
BCMS - ISO 22301
ABMS - ISO 37001



Kenya Bureau of
Standards

Standards for quality life

THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL, 2023

1.0 Background of Kenya Bureau of Standards

The Kenya Bureau of Standards (KEBS) is a government agency established in 1974 by the Standards Act, Chapter 496 of the Laws of Kenya for the provision of Standards, Metrology and Conformity Assessment (SMCA) services. KEBS participates in the implementation of the East African Standards Quality Assurance Metrology and Testing (SQMT) Act of 2006, where it plays a key role in the harmonization of standards, measurements and conformity assessment regimes for regional integration. KEBS is an active member of the African Organization for Standardization (ARSO) and other international standards bodies such as ISO, IEC and Codex Alimentarius. KEBS operates the World Trade Organization (WTO) National Enquiry Point on Technical Barriers to Trade (TBT) and facilitates trade in accordance with WTO, Common Market for Eastern and Southern Africa (COMESA) treaty and the EAC Common Market Protocol. KEBS is also the National Codex Contact Point and the Codex Contact Point for Africa (CCAfrica).

1.1 The Functions of Kenya Bureau of Standards

The functions of KEBS as stipulated in the Standards Act, Chapter 496 of 2012, inter alia:

- a) To promote standardization in industry and commerce.
- b) To make arrangements or provide facilities for the testing and calibration of precision instruments, gauges and scientific apparatus, for the determination of their degree of accuracy by comparison with standards approved by the Minister on the recommendation of the Council, and for the issue of certificates in regard thereto;
- c) To make arrangements or provide facilities for the examination and testing of commodities and any material or substance from or with which and the manner in which they may be manufactured, produced, processed or treated.
- d) To control, in accordance with the provisions of this Act, the use of standardization marks and distinctive marks.
- e) To prepare, frame, modify or amend specifications and codes of practice.
- f) To encourage or undertake educational work in connection with standardization.
- g) To assist the Government or any local authority or other public body or any other person in the preparation and framing of any specifications or codes of practice.
- h) To provide for co-operation with the Government or the representatives of any industry or with any local authority or other public body or any other person, with a view to securing the adoption and practical application of standards.
- i) To provide for the testing at the request of the Minister, and on behalf of the Government, of locally manufactured and imported commodities with a view to determining whether such commodities comply with the provisions of this Act or any other law dealing with standards of quality or description.

APPENDIX AA
COMMENTS TEMPLATE

CPR 183/F11

Title:	The Public Transport (Motorcycle Regulation) Bill	
Document Type:		
Dates:21/02/2025		
Recipient		

No.	Organization	Clause	COMMENTS	Proposed Change
1.	KEBS	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.	KEBS	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.	KEBS	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.	KEBS	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 2944, disposable helmet

			passengers with disposable helmet liners	liners – Specifications ” 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
5.	KEBS	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 496 Section (9)(1)(a) of the Laws of Kenya
6.	KEBS	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.	KEBS	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.”

① D/DC
Please deal.
SGL:
05/03/25

4th March 2025

The Clerk
National Assembly of Kenya
Parliament Buildings
P.O. Box 41842-00100
Nairobi, Kenya

② Tracy chebet
to facilitate
③ Ms Tracy chebet.
Please note and TNA.
W. M. W. 6/3/25
B.K. 6/3/2025

Dear Sir,

Ref: Submission of Memoranda on Public Transport (Motorcycle Regulation) Bill 2023.

Reference is made to the above subject matter.

We are writing to submit our views on the Public Transport (Motorcycle Regulation) Bill, 2023, as attached.

While we appreciate the novel ideas of the Bill to introduce measures aimed at improving safety, accountability, and professionalism within this sector, we also believe that our proffered amendments, if considered by the National Assembly, will bolster efforts that not only enforces order but also protects and supports private businesses and livelihood of thousands of riders/couriers who depend on the Industry.

We are grateful for the opportunity offered to participate in this important legislative process. We look forward to a progressive and inclusive approach to this Motorcycle law.

Yours faithfully,

AHTO KINK

Ahto Kink

AHTO KINK V2.0 | P.O. Box 41842-00100

NATIONAL ASSEMBLY
RECEIVED
05 MAR 2025
CLERK'S OFFICE
P.O. Box 41842, NAIROBI


NATIONAL ASSEMBLY
RECEIVED
05 MAR 2025
DEPUTY CLERK, S. KIKO
P.O. Box 41842-00100, NAIROBI


BOLT Operations OU


DIRECTOR
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06 MAR 2025
Directorate of Departmental Committees
<https://bolt.eu/>

CONTRACT NAME Letter on two-wheelers proposed regulation_Bolt Operations_National Assembly of Kenya_04.03.2025
CONTRACT ID 702c961a-a0c6-420c-a5b6-8cdb188e3c29
STATUS Executed
DATE TIME FORMAT DD MMMM, YYYY HH:mm:ss Timezone
TIMEZONE UTC

CONTRACT HISTORY

-  Sent for Signature to **Ahto Kink** (ahto.kink@bolt.eu) by **Tamara Guledani** (tamara@bolt.eu). **04 March, 2025 10:53:46 UTC**
IP: 78.110.38.15

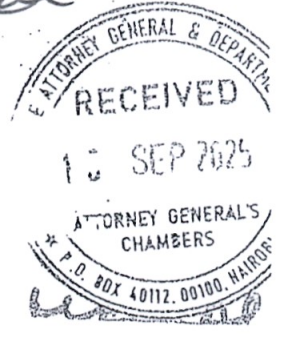
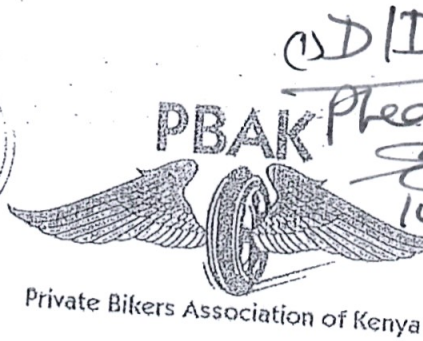
SENT
-  Signed by **Ahto Kink** (ahto.kink@bolt.eu). **04 March, 2025 11:02:27 UTC**
IP: 103.175.213.200
Location unavailable

SIGNED
-  This document has been signed and executed by all parties.

EXECUTED

BOLT'S COMMENTS

General	Proposal	<ul style="list-style-type: none"> Amend 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 to amongst other things to expunge CMTSB from the Bill.
Clause 2	Proposal	<ul style="list-style-type: none"> Delete the definition of "Board" in its entirety;
	Rationale	<ul style="list-style-type: none"> The proposals are meant to – <ul style="list-style-type: none"> Restore Motorcycle Regulation matters to NTSA.
Part II – Clause 4	Proposal	<ul style="list-style-type: none"> Delete Clause 4 in its entirety and replace with the following provision- "(1) This Act shall be administered by the National Transport and Safety Authority (2) The Authority shall be responsible for the regulation, management, and coordination of all matters relating to the motorcycle transport sector within the Country."
	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	<ul style="list-style-type: none"> Delete in its entirety and replace with the following provision- "The Authority shall have all the powers necessary for the execution of its functions under this Act"
	Rationale	<ul style="list-style-type: none"> The Authority already has those powers under NTSA Act
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	<ul style="list-style-type: none"> To clean up and align with other parts of the Bill.



CD/DC

4510

PBAK Please deal
14/11/25

Private Bikers Association of Kenya

16th September 2025

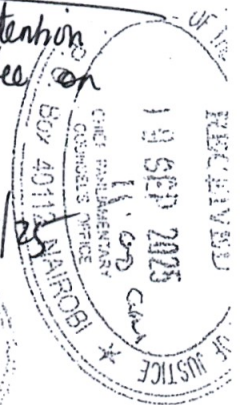
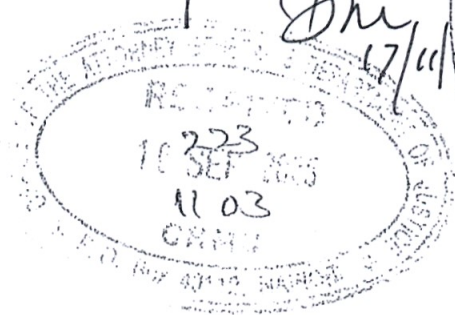
Mr. Jeremiah M. Nyegenye
Clerk of the Senate
Parliament Buildings
P.O. Box 41842-00100
Nairobi, Kenya.

Mr. Samuel Njoroge, CBS
Clerk of the National Assembly
Parliament Buildings
P.O. Box 41842-00100
Nairobi, Kenya.

Hon Dorcas Agik Oduor SC OGW EBS
Attorney General
Office of the Attorney General
Sheria House,
Harambee Avenue
PO Box 40112-00100
Nairobi, Kenya.

Adam Gindicha, HOD
Mohamednur Abdullahi

Pls bring to the attention
of the Dept. Committee on
Transport.



RE: PROPOSED AMENDMENTS TO THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL, 2023.

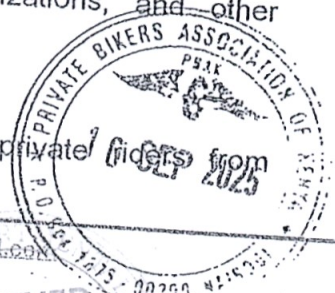
A. BACKGROUND.

The Private Bikers Association of Kenya (PBAK) is a registered national organization representing private motorcycle owners and enthusiasts across the country. Our membership includes individuals who use motorcycles strictly for personal transportation, recreation, and sporting activities, as opposed to commercial or public transport services.

PBAK advocates for the rights and interests of private motorcycle owners while working closely with government agencies, safety organizations, and other stakeholders to:

- Promote road safety awareness and responsible riding,
- Support fair and effective policies that distinguish private riders from commercial operators,

P.O Box 1875 – 00200 Nairobi, KENYA | privatebikersak@gmail.com





Private Bikers Association of Kenya

- Encourage compliance with traffic laws through education and awareness programs,
- Protect private riders from harassment, unfair enforcement, and inappropriate regulation.

On behalf of the Private Bikers Association of Kenya (PBAK), we wish to express our appreciation for the ongoing legislative efforts aimed at regulating the motorcycle transport sector through the Public Transport (Motorcycle Regulation) Bill, 2023 (Senate Bill No. 38 of 2023).

B. KEY CONCERNS

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

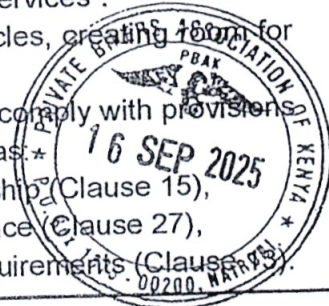
Specifically we note as follows:-

1. 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 provide a definition of a private motorcycle. This omission creates an opportunity for lack of clarity and subjectiveness in the interpretation of the Bill.
- This lack of clarity has led to confusion during enforcement, where private riders are often harassed, unfairly penalized, or subjected to motorcycle taxi and delivery motorcycle requirements, such as registration fees and cooperative membership.

2. 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 private 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:
 - Compulsory cooperative society membership (Clause 15),
 - Commercial public service vehicle insurance (Clause 27),
 - Commercial registration and licensing requirements (Clause 28).







Private Bikers Association of Kenya

3. 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.

C. PROPOSED AMENDMENTS

To ensure fairness and clarity, we respectfully propose the following amendments:

1. New Definitions in Clause 2

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

2. 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."

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

This approach would provide clarity while protecting private riders from being subjected to commercial obligations.

D. CONCLUSION

The PBAK has prepared and submitted these proposed amendments to ensure that the Bill reflects the diverse realities of motorcycle ownership in Kenya.

By clearly distinguishing between private and commercial motorcycles, the law

- Prevent harassment and unfair treatment of private motorcycle owners,
- Provide clarity to enforcement agencies,







- Promote compliance by focusing on regulating commercial operations,
- Align with constitutional rights and international best practices.

We respectfully request that the Senate and the National Assembly consider these proposals and allow us an opportunity to present them before the relevant committees.

Thank you for your attention to this important matter and for your commitment to creating a fair and effective regulatory framework for all motorcyclists in Kenya.

Sincerely,

Sammy Mwongera Kiumbe

Chairperson, Private Bikers Association of Kenya (PBAK).



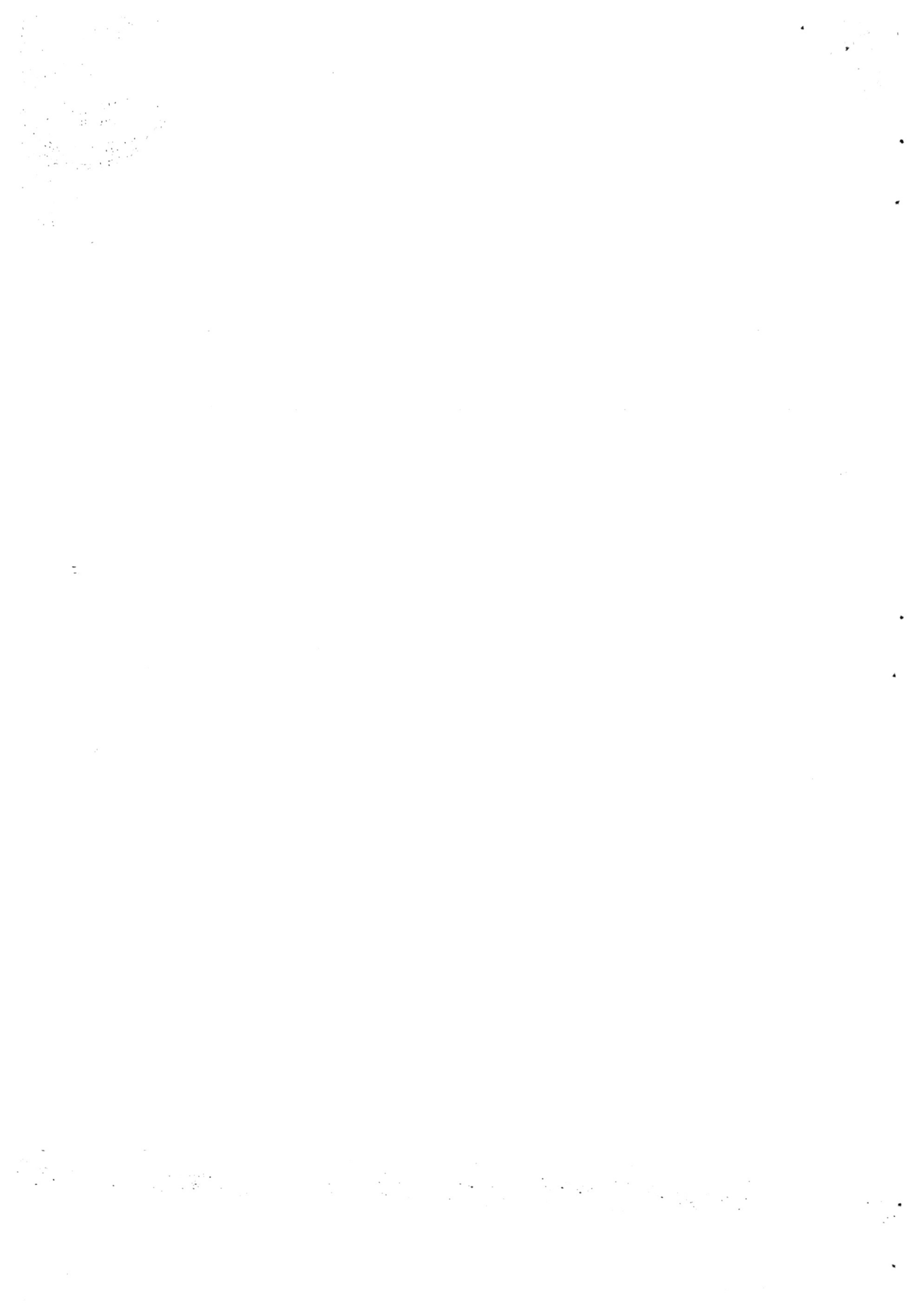
CC:

Chairperson

Senate Standing Committee on Roads and Transportation.

Chairperson

National Assembly Committee on Roads and Transportation.





① DDC
2
17/9/25

16th September 2025

Mr. Jeremiah M. Nyegenye
Clerk of the Senate
Parliament Buildings
P.O. Box 41842-00100
Nairobi, Kenya.

② Tracy chebet
Seal
17/9/25

✓ **Mr. Samuel Njoroge, CBS**
Clerk of the National Assembly
Parliament Buildings
P.O. Box 41842-00100
Nairobi, Kenya.

Hon Dorcas Agik Oduor SC OGW EBS
Attorney General
Office of the Attorney General
Sheria House,
Harambee Avenue
PO Box 40112-00100
Nairobi, Kenya.

RE: PROPOSED AMENDMENTS TO THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL, 2023.

A. BACKGROUND.

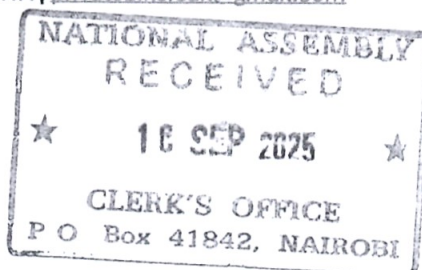
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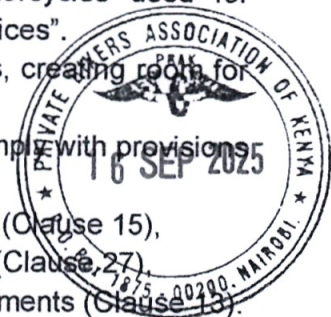
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The PBAK has prepared and submitted these proposed amendments to ensure that the Bill reflects the diverse realities of motorcycle ownership in Kenya

By clearly distinguishing between private and commercial motorcycles, the law will.

- Prevent harassment and unfair treatment of private motorcycle owners,
- Provide clarity to enforcement agencies,





Private Bikers Association of Kenya

- Promote compliance by focusing on regulating commercial operations,
- Align with constitutional rights and international best practices.

We respectfully request that the Senate and the National Assembly consider these proposals and allow us an opportunity to present them before the relevant committees.

Thank you for your attention to this important matter and for your commitment to creating a fair and effective regulatory framework for all motorcyclists in Kenya.

Sincerely,

Sammy Mwongera Kiumbe

A handwritten signature in black ink, appearing to be 'Sammy Mwongera Kiumbe', written in a cursive style.

Chairperson, Private Bikers Association of Kenya (PBAK).



CC:

Chairperson

Senate Standing Committee on Roads and Transportation.

Chairperson

National Assembly Committee on Roads and Transportation.



① Tracy chebet
pls TWA
w/mtg 6/3/25

DIGITAL BODA DRIVERS AND DELIVERIES ASSOCIATION OF KENYA (DBDDAK) SUBMISSION TO THE
CLERK OF THE NATIONAL ASSEMBLY

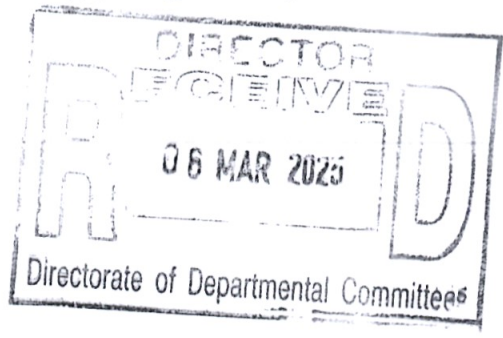
② Tracy chebet
Please deal.
6/3/2025. Doc 8/5/13/25

BODA BODA REGULATION 2023

1. INTRODUCTION

Kenya's transport sector has experienced rapid digitalization driven by internet access, smartphone adoption, and a thriving tech ecosystem. This has led to the emergence of digital ride-hailing services, necessitating clear and effective regulations. The current regulatory framework does not adequately address the operational challenges faced by digital boda boda riders, leading to insecurity, unfair business practices, and poor working conditions.

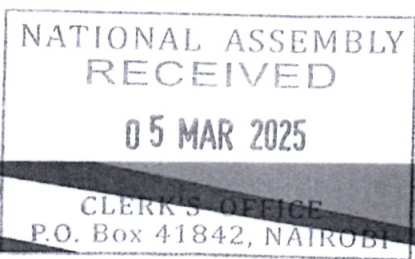
This proposal seeks to address these concerns by outlining comprehensive measures for boda boda operations, including designated lanes, licensing, compliance, security, pricing fairness, and enforcement of safety standards.



2. KEY POLICY RECOMMENDATIONS

2.1. Infrastructure Development

- 1. **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.
- 2. **U-Turns for Boda Bodas:** Specific points should be established for safe and legal U-turns for motorcycles.





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+254 726 556718 ▪
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Nairobi | Kenya ▪



3. **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.

2.2. Legal and Regulatory Framework

1. **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)**.
2. **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.
3. **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
4. **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 Labour Organization (ILO) Transport Sector Regulations (2013)**.
5. **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.
6. **Limit on Group Registration:** The registration of new boda boda groups should be restricted to avoid fragmentation, and existing groups must comply with regulatory standards.



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7. **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.
8. **Data Protection and Digital Rights:** Compliance with General Data Protection Regulation (GDPR) 2016/679 should be required for ride-hailing platforms to protect user data.

2.3. Compliance and Enforcement

1. **Standardized Registration:** Boda boda riders should register through a central NTSA database to curb insecurity and improve tracking.
2. **Hands-Free Gadgets:** Riders should be required to use hands-free gadgets to minimize distractions while operating motorcycles.
3. **Uniform Reflectors:** Reflector vests should be numbered and issued through a centralized system to improve accountability and curb impersonation.
4. **Roadworthiness Inspections:** Transport cooperatives must ensure that motorcycles undergo regular inspections to maintain safety standards.
5. **No Unauthorized Modifications:** Motorcycles should adhere to standard specifications, with no unauthorized modifications or graffiti.
6. **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.
7. **Introduction of front plate for visibility at the street cameras**
8. **Have police department dedicated for enforcement**





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DRIVERS AND DELIVERIES
ASSOCIATION OF KENYA

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2.4. Enforcement and Penalties

1. **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.
2. **Operating Without a SACCO:** Any rider operating outside a registered SACCO should face penalties as prescribed under the law.
3. **Overloading Restrictions:** Motorcycles should not carry loads exceeding 150 kilograms to ensure safety.
4. **Sanctions on Misconduct:** Rude drivers, unkempt motorcycles, and non-compliant riders should face penalties, including suspension or revocation of their operating licenses.
5. **Adoption of International Safety Standards:** Enforcement of penalties should align with World Health Organization (WHO) Global Plan for Road Safety (2021-2030).

2.5. Ride-Hailing and Digital Transport Networks

1. **Onboarding from Registered Cooperatives:** Transport Network Companies (TNCs) must onboard boda boda drivers from registered ride-hailing cooperatives to enhance security and accountability.
2. **Centralized Driver Database:** Ride-hailing cooperatives must maintain a comprehensive database of all drivers, their conduct, and reported incidents.
3. **Reference Letters for Employment/ exit:** Drivers seeking to leave another transport cooperative must provide a reference letter from their previous cooperative.
4. **Service Standards and Codes of Conduct:** Ride-hailing companies must develop and enforce codes of conduct for drivers and passengers.



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5. **Fair Algorithmic Practices:** Digital transport platforms must comply with **International Labour Organization (ILO) Fair Work Principles (2019)** to prevent algorithmic exploitation.
6. **Commission Cap on TNCs:** Transport Network Companies should charge a commission rate of **10-13%** to ensure fairness for riders while maintaining profitability.

2.6. Consumer Protection and Pricing Fairness

1. **Trip Transparency:** The ride-hailing app should display trip details, including estimated distance, time, and fare updates.
2. **Clear Pricing Structures:** Transport cooperatives and TNCs must implement fair pricing policies to prevent price exploitation.
3. **Public Consumer Care Helpline:** A toll-free boda boda customer care line should be introduced for passengers to report misconduct.
4. **International Consumer Protection Guidelines:** Pricing structures and dispute resolution mechanisms should align with **OECD Consumer Policy Toolkit (2010)**.

2.7. Social Welfare and Statutory Compliance

1. **Mandatory Insurance Contributions:** Riders must contribute to NHIF, NSSF, and Work Injury Benefits to enhance their social welfare.
2. **Annual Transport Cooperative Badge:** Riders should obtain an annual badge from their SACCO as proof of membership and compliance.
3. **Conflict Resolution Mechanisms:** Structured mechanisms for resolving disputes between drivers, vehicle owners, and passengers should be enforced by TNCs and cooperatives.





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- 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).

Yours sincerely,

Calvin Okumu
Association President
Digital Boda Drivers and Deliveries Association of Kenya
Info@digitalboda.co.ke

DIGITAL BODA DRIVERS AND DELIVERIES
ASSOCIATION OF KENYA

05 MAR 2025

info@digitalboda.co.ke



DIGITAL BODA
DRIVERS &
ASSOCIATION

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DIRECTOR
RECEIVED
07 MAR 2025
Directorate of Departmental Committees

NATIONAL ASSEMBLY
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Sec Hon Speaker's Office
P.O. Box 41842, NAIROBI.

NATIONAL ASSEMBLY
RECEIVED
06 MAR 2025
CLERK'S OFFICE
P.O. Box 41842, NAIROBI

Our Ref: BAK/01/03/2025

c-03/04/2025

Your: REF

1. Hon. Moses Wentangula,
Speaker,
National Assembly of Kenya
Parliament Buildings
P.O. Box 41842-00100
Nairobi, Kenya.
2. Hon. Jeff Amason Kingi,
Speaker,
Senate.
3. Dr. Bony Khalware
Kakamega County Senator.

① CNA
Advise
SNA
6/3/25
③ Mr Tracy Chebet
7/3/25

Dear, **Hon. Moses,**

REF: REJECTION OF THE PUBLIC TRANSPORT (MOTORCYCLE REGULATION) BILL 2023 BY OVER TWO MILLION BODA BODA OPERATORS IN THE COUNTRY.

Boda Boda Safety Association of Kenya is a national legally registered association representing over 2 million riders across the country to champion their welfare.

On behalf of the Boda Boda Safety Association of Kenya (BAK) and its over two million members nationwide and 47 County leaderships as per the attached list, I write to express our firm opposition to the proposed Public Transport (Motorcycle Regulation) Bill 2023. After extensive consultations with our members, we unanimously reject this bill as it presents retrogressive provisions that threaten the livelihoods of millions of Kenyans who depend on the boda boda sector.

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 Public Transport (Motorcycle Regulation) Bill 2023 contains punitive and impractical provisions that, if passed, will:

1. Cripple the industry by imposing excessive regulations and costs on operators.
2. Eliminate job opportunities for millions of young Kenyans who depend on Boda boda transport.
3. Fail to address the real challenges in the industry, such as security and road safety, instead of punishing innocent operators.
4. Harassment from traffic police and county officers

As responsible stakeholders, **we support reasonable reforms aimed at enhancing safety, order, and professionalism in the boda boda sector.** However, such reforms must be inclusive, practical, and beneficial to both riders and the public. We urge Parliament to reject this bill in its entirety and engage

with boda boda stakeholders to develop fair, workable, and sustainable policies that will improve the industry without stifling its growth.

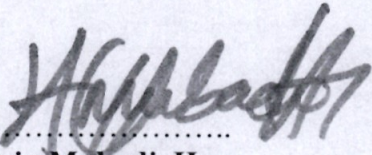
The bill paints the national government in a bad picture considering the president during campaign promised to stand with the bodaboda riders in the country prompting members to wonder the motive of this bill if its government sponsored.

If this is not achieved we will have no option but to call for a National mega demonstration across the country as per the wish of the riders.

We will also start signature collection to re-call the sponsor of the motion as the riders who form the voting bloc. The riders have no confidence in him to bring forward laws that support the sector.

We look forward to your leadership in ensuring that the voices of over two million hardworking Kenyans in the Boda boda industry are heard and respected.

Yours sincerely,



.....
Kevin Mubadi, Hsc.

President,

Boda Boda Safety Association of Kenya (BAK)

- cc
1. CLERK NATIONAL ASSEMBLY
 2. CLERK SENATE
 3. HEAD OF PUBLIC SERVICE

NATIONAL BODABODA OFFICIALS LIST

NATIONAL CHAIRMAN/PRESIDENT: KEVIN MUBADI ID 27096054 0713444473

N	NAME	POSITION	COUNTY	ID NUMBER
1	JOHN TIROP	N. D. CHAIRMAN	NANDI	24048928
2	SAMUEL NGANGA	CHAIRMAN	NAIROBI	22405936
3	KENN DEDE	CHAIRMAN	HOMA BAY	12597620
4	PETER OCHANG'O	CHAIRMAN	KAKAMEGA	1939083
5	MOURISE OSANYA	CHAIRMAN	VIHIGA	20615757
6	JOEL MWENDWA	CHAIRMAN	MACHAKOS	24839770
7	SAMUEL MUNYIRI	CHAIRMAN	NAKURU	20244426
8	ALEX JUMA	CHAIRMAN	BUNGOMA	27022654
9	JACOB OGAMBO	CHAIRMAN	KISUMU	25459956
10	JACK NDERITU	CHAIRMAN	NYANDARUA	11004240
11	JARED ONCHARIO	CHAIRMAN	KISII	13747844
12	STEPHEN MUTHIGA	CHAIRMAN	KIRINYAGA	21950336
13	STANELY KARIUKI	CHAIRMAN	MURANG'A	24086818
14	JACK OUMA	CHAIRMAN	MIGORI	29352673
15	BENARD ORINDO	CHAIRMAN	NYAMIRA	23290123
16	SAMUEL OGUTU	CHAIRMAN	MOMBASA	23082691
17	JOSEPH MWANGU	CHAIRMAN	KILIFI	14457373
18	MIRITI MOSES	CHAIRMAN	ISIOLO	27116056
19	NEHEMIAH KINYWA	CHAIRMAN	KWALE	29900561
20	AMOS MAWIRA	CHAIRMAN	THARAKA NITHI	25149152
21	OMAR DUDU	CHAIRMAN	TAITA TAVETA	27124871
22	MARTIN MUCHIRA	CHAIRMAN	EMBU	25777542
23	JUSTUS MUNENE	CHAIRMAN	WAJIR	32703927
24	BONFACE OKUMU	CHAIRMAN	BUSIA	32731337
25	DENNIS YATOR	CHAIRMAN	BOMET	24662969
26	PAUL KIPLAGAT	CHAIRMAN	BARINGO	24279634
27	CHARLES NDEGWA	CHAIRMAN	NYERI	22008442
28	MAXWEL OTIENO	CHAIRMAN	GARISA	23052060
29	KIPNG'ETICH EDWIN	CHAIRMAN	KERICHO	26156135
30	EMMANUEL LOSIKE EBEI	CHAIRMAN	TURKANA	32787757
31	DHADHO ABAE	CHAIRMAN	TANA RIVER	33604803
32	HUSSEIN MALICHA	CHAIRMAN	MARSABIT	30565787
33	KELVIN MAKAU	CHAIRMAN	KITUI	20016011
34	SIMON LEKESIKE	CHAIRMAN	SAMBURU	25746813
35	LAURENCE KARIUKI	CHAIRMAN	KIAMBU	12524981
36	NICHOLAS PAREIYO	CHAIRMAN	NAROK	26424362
37	ALBANUS MUTISIA	CHAIRMAN	MAKUENI	22117130
38	ABUBAKAR YUSUF	CHAIRMAN	LAMU	20914454
39	JOHN BARAZA	CHAIRMAN	MERU	8693503
40	KEMEI NASHON	CHAIRMAN	UASIN GISHU	21350340
41	STEPHEN MUINDE	CHAIRMAN	MANDERA	20477988
42	ANTONY OMBIMA	CHAIRMAN	TRANSZOIA	20106168
43	JOSEPH ACHOLA	CHAIRMAN	SIAYA	22180141
44	MOSES LOITASIWA	CHAIRMAN	WEST POKOT	28970230
45	KIPROTICH SAMUEL	CHAIRMAN	ELGEYO MARAKWET	20043146
46	SILAS KIMATHI	CHAIRMAN	LAIKIPIA	21601278
47	ALEX GITARI	CHAIRMAN	KAJIADO	13619271

