



Case Number:	Appeal Case 11 of 2018
Date Delivered:	11 Jan 2019
Case Class:	Civil
Court:	Transport Licensing Appeals Board Tribunal
Case Action:	Judgment
Judge:	Dick Waweru (Chairman) Prof. Kiarie Mwaura (Member) Aden Noor Ali (Member) Betty Chepng'etich Bii (Member) Moses Parantai (Member) Betty Bii (Member)
Citation:	Nairobi Kiruline Services Ltd v National Transport and Safety Authority [2019] eKLR
Advocates:	-
Case Summary:	-
Court Division:	Civil
History Magistrates:	-
County:	Nairobi
Docket Number:	-
History Docket Number:	-
Case Outcome:	Appeal disallowed
History County:	-
Representation By Advocates:	-
Advocates For:	-
Advocates Against:	-
Sum Awarded:	-
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**TRANSPORT LICENSING APPEALS BOARD AT NAIROBI**

**APPEAL CASE NO. 11 OF 2018**

**NAIROBI KIRULINE SERVICES LTD .....APPELLANT**

**-VERSUS-**

**NATIONAL TRANSPORT AND SAFETY AUTHORITY.....RESPONDENT**

**JUDGMENT**

***Introduction***

1. The Appellant is a limited company that is registered under the Companies Act (Cap 486) and that was challenging its deregistration by the Respondent.

2. The Respondent, National Transport and Safety Authority (NTSA), is established under section 3 of the National Transport and Safety Authority Act No. 33 of 2012 and has the responsibility to: advise and make recommendations to the Cabinet Secretary on matters relating to road transport and safety, implement policies relating road transport and safety; plan, manage and regulate the road transport system; ensure the provision of safe, reliable, and efficient road transport services and to administer the Traffic Act.

***The Appellant's Case***

3. The Appellant filed an application at the Transport Licensing Appeals Board (TLAB) on the 8<sup>th</sup> November 2018 with the complaint that the Respondent had deregistered the company.

4. The Appellant, through one of its members, Wilson Thiongo Gathumbi, averred that the company was deregistered on 18<sup>th</sup> October 2018. He also confirmed that the company did not have the required thirty (30) vehicles for licensing purposes.

5. The Appellant requested to be given three months within which they would comply with the licensing conditions of NTSA. The request was based on the grounds that: the company would suffer loss if the extension was not given; membership would decrease as operators would transfer their vehicles from the company; and that members had bank loans that they needed to repay.

***The Respondent's Case***

6. It was NTSA's case that, before deregistration, they had given sufficient notices and warnings to the Appellant for not having the mandatory thirty (30) serviceable Public Service Vehicles as required under section 5 of the PSV Regulations, but they had declined to comply. The Appellant admitted to having received the notices.

7. The first notice for non-compliance was issued on 2<sup>nd</sup> May 2018 and it gave the Appellant fourteen (14) days to comply.

8. The second notice for non-compliance was issued on 10<sup>th</sup> July 2018 and the Appellant was summoned to appear at NTSA's headquarters with a view to explaining the non-compliance and showing cause why the company should not be suspended. The Appellant did not honour the summons.

9. NTSA wrote to the Appellant again on 13<sup>th</sup> August 2018 suspending the operations of the company for thirty (30) days and requiring the company to comply with the regulations within the suspension period.

10. As a result of the failure to comply with the conditions of the suspension, NTSA deregistered the company vide letter dated 18<sup>th</sup>

October 2018. Upon receiving the letter, the Appellant wrote to NTSA on 24<sup>th</sup> October 2018 requesting for a period of three (3) months to comply with the regulations. The Appellant confirmed that they received all the letters sent by NTSA.

11. Reagan Mugambi Mureithi, a compliance officer for NTSA and appearing as a witness, confirmed that the Appellant could add vehicles to his portal during the suspension so as to reach the threshold of thirty, but did not do so. He also confirmed that, at the time of deregistration, the Appellant had 24 vehicles. Out of these, 13 had licenses, but 11 were non-compliant.

12. Reagan Mureithi also confirmed that the procedure that the Appellant needs to follow in order for the company to be reinstated entailed having: a minimum of 30 serviceable Public Service Vehicles; 30 drivers with licenses; and inspection of vehicles.

***Determination***

13. Following the arguments adduced during trial, the Transport Licensing Appeals Board has isolated the following issue to be the one requiring a determination: whether NTSA acted unreasonably by declining to grant the Appellant an additional three (3) months to comply with the licensing conditions.

14. The Transport Licensing Appeals Board has considered the fact that the Appellant had a period of almost six (6) months to comply with the regulations. This is because the first notice for non-compliance was issued on 2<sup>nd</sup> May 2018, but the deregistration was done on 18<sup>th</sup> October 2018. We are of the view that this time was sufficient to comply with the licensing conditions regarding the acquisition of thirty (30) vehicles.

15. Having considered the facts and the law applicable to this matter, the Transport Licensing Appeals Board hereby finds:

1. THAT NTSA did not act unreasonable by declining to grant the Appellant an additional three months to comply with the licensing conditions.
2. THAT the Appellant needs to comply with the licensing conditions and then apply for reinstatement as a licensed operator.

**Delivered, dated, and signed in Murang'a by the Transport Licensing Appeals Board on this 11<sup>th</sup> day of January 2019.**

<b>Dick Waweru</b>	<b>Chairman</b>	.....
<b>Prof. Kiarie Mwaura</b>	<b>Member</b>	.....
<b>Aden Noor Ali</b>	<b>Member</b>	.....
<b>Moses Parantai</b>	<b>Member</b>	.....
<b>Betty Bii</b>	<b>Member</b>	.....



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