

(Legislative Supplement No. 41)

LEGAL NOTICE NO. 86

THE KENYA ROADS ACT

(No 2 of 2007)

IN EXERCISE of the powers conferred by section 22 (2) (d) and 46 of the Kenya Roads Act, the Kenya National Highways Authority, with the approval of the Minister for Roads, makes the following Regulations:—

THE KENYA ROADS (KENYA NATIONAL HIGHWAYS  
AUTHORITY) REGULATIONS, 2013

PART I—PRELIMINARY

1. These Regulations may be cited as the Kenya Roads (Kenya National Highways Authority) Regulations, 2013 and shall come into operation on the thirty first day after the date of publication.

Citation and  
commencement

2. In these Regulations, unless the context otherwise requires—

Interpretation

“abnormal load” means a load, which by its nature is indivisible and extra-ordinary large and exceeds the legal load or dimensional limits therefore requiring a special permit to travel;

“Act” means the Kenya Roads Act;

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“approval” means approval by the Director General;

“articulated vehicle” means a motor vehicle with a trailer having no front-axle and attached to the part of the trailer that is superimposed on the motor vehicle and a substantial part of the weight of the trailer and of its load is borne by the motor vehicle, such a trailer is also referred to as a semi-trailer;

“Authority” means the Kenya National Highways Authority established under section 3 of the Act;

“authorized officer” means a person appointed, in writing, by the Director General, to exercise the powers or perform the duties as the Director-General may authorize;

“awkward load” means a load which, by its nature or by the nature of the container of vehicle in which it is carried, is difficult to handle or store, which load is divisible and therefore not an abnormal load and includes bitumen, volatile liquids or gases and perishable goods;

“axle” in relation to a vehicle, means a device, whether continuous across the width of the vehicle or not, by which the wheels

of the vehicle rotate and which is placed that, when the vehicle is travelling straight ahead, the vertical centre-lines of the wheels are in one vertical plane at right angles to the longitudinal centre-line of the vehicle;

“axle load” means weight transmitted on the road by an axle bearing two or more pneumatic tyres;

“axle-massload” the sum of the wheel massload of all wheels on an axle;

“axle unit”, in relation to a vehicle, means—

- (a) a set of two or more parallel axles of the vehicle which are interconnected to form a unit; or
- (b) for the purpose of the definition of “wheelbase”, in the case of a trailer, two or more axles, whether interconnected or not, where the distance between adjacent axles is less than one comma two metres;

“commercial vehicle” means a motor vehicle constructed or adapted for the carriage of goods or burdens of any description in connection with any trade, business or agriculture, but does not include any type or class of motor vehicle which the Registrar may, by notice in the Gazette, declare not to be commercial vehicles for the purposes of the Act;

“dealer” means a person who deals in the business of motor vehicles or trailers;

“designated agent” means a person appointed, in writing, by the Director-General to exercise the powers or perform the duties as assigned by the Director-General;

“front end”, in relation to—

- (a) a vehicle other than a semi-trailer, means the part of the vehicle which projects furthest forward; or
- (b) a semi-trailer, means a line running parallel with the centre-line of the king-pin and connecting the sides of the semi-trailer at the widest and furthest point in front of the king-pin;

“front overhang”, means the part of a vehicle, excluding any drawbar or coupling, which projects in front of the centre-line of the front axle or the foremost axle of the front axle unit or, if the vehicle has only one axle, which projects in front of the centre-line of the axle, or in the case of a semi-trailer, which projects in front of the centre-line of the king-pin.

“heavy commercial vehicle” means a commercial vehicle whose tare weight exceeds six thousand seven hundred and twenty pounds;

“gross axle massload”, means the maximum massload of a particular axle of a vehicle as specified by the manufacturer, or in the absence of the specification, as determined by the registering authority;

“gross axle unit massload”, means a maximum massload of a particular axle unit of a vehicle as specified by the manufacturer or, in the absence of the specification, as determined by the registering authority;

“group of axles” means axle-combinations of more than one axle suspended together with spacing between the axles of 1.2 meters to 2.5 meters;

“gross vehicle mass” means the weight of the motor vehicle or the trailer together with the height of any load including any person or animal;

“interconnected” means, for the purpose of the definition of “axle unit”, the design is such that an upward force on one axle in an axle unit transmits a downward force to the remaining axle in the axle unit;

“interlink” means a vehicle combination of a trailer attached to a semi-trailer;

“laden weight” of a vehicle means the weight of the vehicle and its load when the vehicle is stationary and ready to take off, and includes the weight of the driver and of any other person carried in the vehicle;

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“manufacturer” means a manufacturer of motor vehicles and trailers;

“motor vehicle” means a mechanically propelled vehicle;

“owner”, means the registered owner or in relation to a vehicle which is the subject of a hiring agreement, includes the person in possession of the vehicle under the hiring agreement;

“overall length”, means the overall length of a vehicle exclusive of any starting handle and any hood when down;

“overall height” in relation to a vehicle, means the distance measured from ground level to the highest part of—

- (a) any part of the vehicle; or
- (b) any load ;

“overall width” means the width measured between parallel planes passing through the extreme projecting points of the vehicle, exclusive of the driving mirror;

“overhang” means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between two vertical planes at the right angles to such axis, the one passing through the point of the vehicle, exclusive of any hood when down, which projects furthest to the rear and the other passing—

- (a) in the case of a motor vehicle having two axles one of which is not a steering axle, through the centre point of that axle;
- (b) in the case of a motor vehicle having three axles—

- (i) where the rear axle is the only steering axle, through the centre point of the middle axle;
  - (ii) where the rear axle is the only steering axle, through the centre point of the middle axle; or
  - (iii) where all the axles but one are steering axles, through the centre point of the rearmost axle which is not a steering axle; or
- (c) in the case of a motor vehicle, whether having two axles or three axles, where all the axles are steering axles, through a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle;

“overload” means that the axle combinations or gross vehicle mass on a vehicle exceeds the prescribed legal limits for any particular part of public roads;

“premises” means residential premises or business premises including petrol stations, shopping malls, rental flats, supermarkets, factories, hotels, construction or car yards;

“rear overhang” means the portion of the vehicle which projects to the rear of the centre-line of the rear axle or the rearmost axle of the rear axle unit, or if such vehicle has only one axle, which projects to the rear of the centre-line of that axle;

“road” means any public road within the meaning of the Public Roads and Roads of Access Act, and includes any other road or way, wharf, car park, footpath or bridlepath on which vehicles are capable of travelling and on which the public has access;

“single axle” means one axle with at least two pneumatic tyres;

“super load” means a load which is extraordinarily large and indivisible, and which has special route requirement, a special vehicle and a permit and includes giant indivisible cranes or large pre-fabricated structures;

“super single tyres” means a single mounted tyre specially designed for replacing the combination of dual mounted tyres on axles with air suspension;

“steering axle” means an axle, the wheels of which are attached in such a manner that it enables the vehicle concerned to be steered, but excludes—

- (a) any axle or axle unit of a semitrailer or trailer;
- (b) the rear axle or axles of any motor vehicle; and
- (c) any axle of a motor vehicle which is steered by movement of the front portion of the vehicle relative to the rear portion of the vehicle, or which is steered by movement of its articulated frame;

“tandem axle” means three axles suspended together with spacing between the axles from 1.2 meters to 2.5 meters and interconnected in such a manner that any load imposed on them will automatically be distributed as pre-determined by designs of the suspension system, regardless of the roads profile or road condition;

“tare weight” means the weight of a vehicle when unladen, inclusive of the weight of the body and all parts, the heavier being taken when alternative bodies or parts are used, which are necessary to or ordinarily used with the vehicle when used on the road;

“tractor” means a motor vehicle constructed or adapted for the purpose of hauling trailers but which is not itself designed to carry goods or passengers;

“trailer” means a vehicle designed to be drawn by a motor vehicle, but does not include a sidecar attached to a motor cycle;

“vehicle” includes a motor vehicle, a trailer or any other conveyance used on a road;

“weight measures bureau” means a body authorised to certify the correctness of weighing scales as the competent authority of the state, as defined by the Weights and Measures Act.

#### PART II—RATES AND FEES PAYABLE FOR USE OF FACILITIES

3. (1) The Authority may, on request by a person, hire out to the person a modular bridge for temporary crossing.

Hire services for bridges.

(2) A person who hires a modular bridge from the Authority for temporary crossing shall pay to the Authority hiring charges at the rate of twenty five thousand per metre per month or any amount not exceeding twenty five thousand per metre per month.

(3) The hirer shall execute a bank guarantee equivalent to ten percent of the total hire amount which shall be refundable on delivery of the bridge in a good condition to the Authority at the end of the lease period.

(4) The hirer shall be responsible for the repair or replacement of the bridge in case of any damage occasioned to the bridge for the duration of the lease period.

(5) The Authority shall determine the extent of damage that may require replacement by the hirer.

4. A person who wishes to use the service ducts provided in a bridge structure, for purposes of passing a service, shall use the service duct on approval by the Director-General, and at a fee of five thousand shillings per metre diameter length per year.

Hire of service ducts in a bridge.

5. (1) The Authority may, on application by a person, hire out to the person a steel pipe culvert for temporary crossing.

Hire services for culverts

(2) The Authority shall charge for the hire of a steel pipe culvert for temporary crossing at the rate of seventeen thousand five hundred shillings per metre per month.

(3) Any period less than twelve months shall be charged on a pro rata basis at a rate of not less than seven thousand six hundred and seventy per metre per month.

(4) The hirer shall execute a bank guarantee equivalent to ten percent of the total hire amount which shall be refundable on delivery of the culvert in a good condition to the Authority at the end of the lease period.

(5) The hirer shall be responsible for repair or replacement of the culvert, in case of any damage occasioned to the culvert in the duration of the lease period.

(6) The Authority shall determine the extent of damage that may require replacement by the hirer.

Use of road reserves  
and abutting areas

6. (1) A person who wishes to make use of any portion of a road reserve on a class A, B or C road, shall make an application to the Director-General.

(2) A person who wishes to erect a structure on a road reserve or on land located on the abutting areas of the road reserve shall apply to the Director-General, and shall attach designs prepared by a registered engineering consultant.

(3) The Authority shall examine and approve the designs of any structure required to be established on a road reserve or on abutting areas before granting the approval to establish a structure on the road reserve or abutting areas, subject to the works being supervised by a registered engineer.

(4) The payment of the fees specified in Part 1 A of the Schedule shall be made on approval by the Authority.

(5) The fees shall be payable in advance and non-payment shall attract a penalty of not more than one thousand shillings for each month of the delay.

(6) The placement, removal or relocation of any services or structures to or from the road reserve, shall be done under the supervision of a registered engineer and at the owner's expense.

(7) The removal or relocation of services or structures from or within the road reserve, shall be effected within thirty days after issue of notice to that effect by the Authority.

(8) A person shall not place any service or structure on a road reserve without the permit issued by the Authority.

(9) The structures not permitted by the Authority shall be removed by the owner, or if removed by the Authority or its authorized agents, the owner shall reimburse the Authority for the cost of the removal.

(10) If the Authority, on its own, removes a structure placed on a road reserve contrary sub-regulation (6), the person responsible for placing the structure on a road reserve shall be liable to pay to the Authority an additional fifty percent charge in addition to the cost of removal.

(11) The Authority shall not be responsible for storage or safety of any items removed or relocated from the road reserve.

7. (1) A pipe, duct or cable crossing under the road pavement shall be placed using the micro-tunneling method, where possible, and any excavations made pursuant to the placement of the pipe, duct or cable shall be restored to the original ground state at the owners' expense.

Excavations for pipes, ducts or cable crossings under road pavement.

(2) Where micro-tunneling is not possible, open excavations of road pavement may be permitted by the Authority, subject to payment of the amount set out in Part 1 B of the Schedule being paid to the Authority per metre length of the road carriageway excavated.

(3) The applicant shall execute a bank guarantee equivalent to ten percent of the total hire amount which shall be refundable on restoration of the road pavement to good condition upon completion of laying of pipes, ducts or cable crossings.

8. (1) A person who, for the purpose of building a road, wishes to excavate building material from any of the Authority's quarries shall seek the approval of the Authority and pay the prescribed fees at the rate of fifteen percent of the value of blasted and crushed stone at the quarry gate.

Charges for use of hardstone quarries

(2) Where a crusher produces more than ten thousand meters cubic per month, as evidenced by certificates authenticated by the Authority's representative, the quantity over ten thousand meters shall be charged pro rata at the rate of two hundred per cubic metre:

(3) Where a crusher produces less than ten thousand meters of stone per month a fee of fifteen percent of the value of blasted and crushed stone shall be payable at the quarry gate.

#### PART III—MAXIMUM WEIGHT OF VEHICLES

9. (1) The weighbridge specified in Part II of the Schedule shall be the installed weighbridges.

Installation of weighbridges.

(2) The Minister may, by notice in the Gazette, increase or decrease the number of number of installed weighbridges.

(3) The Authority shall install static weighbridges or cause other devices for detection to be installed on roads and may erect road signs which shall require any category of motor vehicles to be weighed.

10. (1) A person who being the driver of a motor vehicle or in charge of a motor vehicle, disobeys a direction on a road sign created pursuant to the provision of regulation 9, or when required to submit the motor vehicle to be weighed on a weighbridge by an authorized officer, fails to submit the motor vehicle to being weighed on a weighbridge or be tested by a device, commits an overload offence.

Overload offence.

(2) A person shall not, unless in accordance with a valid special permit granted by the Authority, drive or use, or cause to be driven or used on any public road in Kenya any motor vehicle whose gross vehicle mass exceeds the weight specified in relation to a vehicle of such description except where—

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- (a) such gross vehicle mass is distributed on axles in the manner specified in the Traffic Act;
  - (b) the overall dimensions of motor vehicle and trailer including when laden does not exceed the legal height limit.
- (3) A person who—
- (a) drives or uses or causes or permit to be driven or used any motor vehicle or trailer on any road in contravention of any provisions of these regulations;
  - (b) in any matter, fails to comply with a condition for issuance of a special permit issued by the Authority; or
  - (c) who with intent to deceive or defraud, alters, varies, defaces, forges or in any manner interferes with the permit, commits an offence.

Issuance of special permit

11. The Authority may issue a special permit, upon application by any person, allowing transportation of an abnormal load provided the following conditions are met-

- (a) presentation of the vehicle and load to be weighed;
- (b) provision of escort;
- (c) the use warning lights and devices;
- (d) submission of a schedule of travel times; and
- (e) any other matter, which in the opinion of the Authority is necessary for the carriage of the load and the protection of road infrastructure and the environment.

Abnormal load.

12. (1) A motor vehicle or trailer which carries an abnormal, shall not use the road unless the registered owner has-

- (a) paid an abnormal load permit fee set out in Part 1 D of the Schedule to the Authority; and
- (b) been issued with a special permit in accordance with regulation 11.

(2) Where there is an abnormal load whose width exceeds the legal limit, the registered owner shall provide an escort vehicle at his own expense, and the Authority shall issue him with a special permit in accordance with regulation 11 on payment of the fee prescribed in Part 1 D of the Schedule.

(3) Where a vehicle carries an abnormal load which can cause damage to the road infrastructure, the registered owner shall comply with the conditions set out in the permit by the Authority to prevent any part of the road or bridge from being damaged.

(4) If visible damage is made to a bridge, road structure or road furniture in the course of transportation of an abnormal load the registered owner shall be liable for any axle or gross vehicle mass overload fee payable in accordance with the Schedule to these Regulations.

13. (1) If a vehicle is overloaded and the load is considered to be awkward, it shall not be off-loaded at the weighbridge station unless special and legal safety precautions are undertaken; and the registered owner of the vehicle shall be required to pay a fee for each overloaded axle or for the excess gross vehicle weight.

Offloading

(2) If the destination is further away than the starting point for off-loading to legal limits, the vehicle may proceed after having redistributed the cargo.

14. (1) Subject to regulation 13, the notification in the weighbridge report form shall form the basis for imposing fees where the vehicle is found to be overloaded in accordance with these Regulations.

Notification of  
overload offence and  
payment overload  
fee

(2) Upon issuance of the weighbridge report form, it shall be the duty of the driver to notify the registered owner of an overload offence and the registered owner shall be required to pay the overload fee.

(3) The registered owner of the motor vehicle pulling the trailer is in breach of regulation 10, the owner of the motor vehicle shall be liable for the overload offence and shall be required to pay overload fees.

(4) In order to secure payment of fees, an overloaded vehicle shall be detained free of charge by the Authority for the first three consecutive days, and subsequently, a fee of two thousand shillings shall be charged for each extra day until proof of payment is produced.

(5) Subject to the provisions of this regulation detained vehicles shall be held under the owner's responsibility and payment of fees prescribed in Part 1E of the Schedule shall be made either by cash or irrevocable bankers' cheque in United States dollars or its equivalent in Kenya Shillings.

15. (1) Where a vehicle is overloaded or is in contravention of these Regulations, an authorised officer shall undertake overload control measures and enforce these regulations.

Procedures to control  
overload

(2) Subject to sub-regulation (1), the driver shall follow all the instructions issued by an authorised officer so that road safety and overload control procedures can be adhered to.

(3) Where a vehicle is found to have bypassed or absconded from a weighbridge station, whether overloaded or not, the registered owner shall be liable to pay a bypassing or absconding fee of two thousand United States dollars or its equivalent in Kenya Shillings, and subject to the provisions of these Regulations if the vehicle is found to be overloaded, the overloading fee and charging procedures provided in these Regulations shall be instituted in addition to the absconding fee.

(4) Failure to adhere to the instructions of the Authority or the police shall constitute an offence, punishable by detention of the vehicle and cargo at the expense and risk of the registered owner.

(5) If the fee provided in this regulation is not paid within ninety days from the date of imposition, the Authority shall issue a notice of sale by auction of the vehicle and the cargo.

(6) Subject to sub-regulation (5), before the cargo is disposed of, the Authority shall publish a notice in the Gazette and in two newspapers of national circulation within fourteen days after the motor vehicle or trailer has been impounded requiring the owner to claim for the goods failure to which the goods will be disposed off.

(7) The proceeds of any such sale shall cover the charges occasioned by sale and may include, the cost of the advertisement and removal of the vehicle or trailer while the remaining proceeds, if any shall be payable to the registered owner, or where the owner fails to claim within six months of the sale, the proceeds shall be deposited to the Authority.

(8) For security reasons the Authority shall notify the nearest police station within twenty four hours concerning a vehicle detained at the weigh bridge station.

Weighing  
procedures

16. An authorized officer may—

- (a) require the driver of a vehicle to stop the vehicle;
- (b) enter the vehicle;
- (c) inspect—
  - (i) any load being carried in or on the vehicle ;or
  - (ii) any record relating to any load in or on the vehicle;
- (d) weigh the vehicle and any load being carried in or on the vehicle;
- (e) weigh the amount of weight being borne by an axle or a group of axles;
- (f) inspect any record relating to; issued or required under any transport legislation;
- (g) inspect any record, object or thing that relates to the vehicle, its operation or any load carried in or on the vehicle; or
- (h) perform or cause to be performed tests or examination of or in respect of the vehicle or any load carried in or on the vehicle.

Weighing scales

17. (1) The authorized officer shall ensure that a scale is always set to zero before weighing starts.

(2) When using single axle weighbridges, the gross vehicle mass shall be calculated on the basis of the sum of weight of the different axles.

(3) The scale authorized by “Weights and Measures Bureau” shall be used by an authorized officer.

(4) The authorized officer shall issue a weighbridge report form to the driver who shall acknowledge the weighbridge report by signing on the reverse as an indication that he has concurred with the contents of the report concerning the vehicle particulars and weighing scale reading shown.

(5) Where the load complies with the legal axle weights and gross vehicle mass, a weighbridge report form shall be considered to be a compliance permit in accordance with these Regulations and the

driver shall carry the permit throughout the journey.

(6) If there is reason to believe that the vehicle subsequent to control has been reloaded or tampered with in any way, the vehicle may be reweighed and a new weighbridge report form issued.

18.(1) The Authority may exempt a vehicle from being weighed, in the following special circumstances—

Exemption in special circumstances

- (a) where transportation relates to matters of national security; or
- (b) where a motor vehicle is used to transport relief or for emergency infrastructure restoration following a natural disaster.

(2) The Authority shall issue the owner with a special permit before commencement of the journey providing the circumstances of the waiver prescribed in sub-regulation (1).

19.(1) A person aggrieved by the decision of the authorized officer or the Authority, refusing to grant a weighbridge report or any permit required to be granted under these Regulations, may appeal against the decision to the Minister.

Appeal

(2) Where a person is not satisfied with the decision of the Minister under sub-regulation (1), the person may appeal to the High Court.

#### PART IV—DAMAGE TO STRUCTURES

20. Where a person causes damage to the road drainage structures, other road structures or furniture, the Director General shall issue a certificate on that behalf stating the amount of making good such damage.

Issuance of certificate of cost

21. Where a person causes damage to a bridge or a culvert, he shall be liable to pay the Authority or make good the damage occasioned as follows—

Cost of restoration

- (a) damage to abutment, pier, beams and deck of reinforced concrete bridges of not less than two hundred millimeter shall be made good or repaired based on a rate of one million nine hundred and sixty thousand shillings per cubic metre of reinforced non-cementitious, epoxy shrinkage compensated, grout material or any other material tested in a designated laboratory to meet the specifications and approved by the Director-General;
- (b) damage to reinforced concrete structures causing repairable cracks of 0.25 millimeter but less than 1 millimeter, to abutment, pier, beams, deck slab, or similar damage caused to reinforced concrete box culverts shall be made good or repaired based on a rate of five hundred and forty thousand shillings per cubic metre of grout or any other material tested in a designated laboratory to meet the specifications and approved by the Director-General;
- (c) repairable damage to steel components of a bridge shall be

- undertaken at the rate of two hundred and twenty four thousand shillings per ton of fabricated mild steel;
- (d) damages to crash barriers made of flex beams and post ,concrete or Steel post, shall be made good by total replacement of damaged part with new parts at a rate of thirteen thousand five hundred per metre run of completed work;
- (e) damage to armco and concrete pipe culverts shall be made good by total replacement of the damaged line with a new line at the offender's cost. The charges for replacement of such damages will be guided by the following-
- (i) armco culvert shall be replaced at thirty thousand shillings per metre for a 1.5 meter diameter culvert and thirty five thousand shillings per metre for a 2.0 meter per metre diameter culvert; and
- (ii) concrete culvert shall be replaced at sixteen thousand five hundred shillings for a six hundred millimeter diameter culvert and eighteen thousand shillings for a nine hundred milimeter diameter culvert.

## SCHEDULE

## PART I

## A. FEES PAYABLE FOR USE OF PORTION OF A ROAD RESERVE ON CLASS A, B OR C ROADS OR ABUTTING AREA

Description	Rate (KShs.)
1. On application for consideration to erect a structure on a road reserve or abutting area.	KShs 1000
2. On grant of approval to place Commercial Advertisements or Billboards on road reserves or abutting areas.	(a) KShs 5,000.00 per square metre of commercial advertisements or billboards placed within road reserves and abutting areas in Cities and Municipalities. (b) KShs.4000.00 per square metre of commercial advertisement or billboard placed within road reserves and areas abutting road reserves in other areas.
3. On installation and removal of water and sewerage pipes.	KShs 500.00 per km length of pipe placed
4. On installation and removal of underground power, telephone or fibre optic cables or any other structure on the road reserve or abutting area.	KShs 500.00 per km length of cable/duct placed.
5. On relocation of overhead power or telephone posts or poles or any other structure erected on the road reserve or abutting area.	KShs 2,500.00 per km

**B. CHARGES FOR EXCAVATIONS FOR PIPES, DUCTS OR CABLE CROSSINGS  
UNDER ROAD PAVEMENT**

The amounts set out in the table shall be paid to the Road Authority per metre length of the road carriageway excavated:

1. To lay pipes, ducts or cables not exceeding 0.5 meter diameter—

	<i>(KSh.)</i>	<i>(KSh.)</i>	<i>(KSh.)</i>
<i>Surface Type</i>			
Bitumen	100,000	80,000	50,000
Gravel	30,000	25,000	20,000
Earth	10,000	10,000	10,000

2. To lay pipes, ducts or cables not exceeding 0.5 meter diameter—

	ROAD CLASS A	ROAD CLASS B	ROAD CLASS C
<i>Surface Type</i>			
Bitumen	150,000	120,000	75,000
Gravel	45,000	37,000	30,000
Earth	15,000	15,000	15,000

**C. FEES AND CHARGES FOR APPROVAL TO CONSTRUCT ACCESS ROAD OR LANE TO PREMISES**

1. A person may upon payment of the requisite fee apply to the Director General, of the Road Authority for approval to construct a road to access his premises.

2. Fees and charges payable for access to premises shall be as set out in the table below—

<i>Description</i>	<i>Rate (KSh.)</i>
Fees payable upon application for approval to construct access road/lane to premises.	5000

**D. CHARGES FOR ISSUANCE OF EXEMPTION PERMITS FOR MOVEMENT OF ABNORMAL/OVERSIZE LOADS**

The charges payable upon application for issuance of exemption permits for abnormal or oversize loads are as set out in table below—

<i>Description</i>	<i>KSh.</i>
Upto 25,000 Kg of oversize load	5,000
Exceeding 25,000 kg of oversize but less than 50,000 kg	10,000
Oversize cargo exceeding 50,000 kg	250,000

<i>Description</i>	<i>KSh.</i>
Exceeding 2.65m maximum overall vehicle width with projection beyond the width of the vehicle	5000
Exceeding 4.20m maximum overall vehicle height, laden or unladen, measured from the road surface	10000
Exceeding 12.50m maximum overall length of rigid chassis goods or passenger vehicle	15000
Exceeding 17.40m maximum overall length of articulated vehicle including the semi-trailer	20000
Exceeding 22.00m maximum overall length of a combination of a motor vehicle and a drawbar trailer or vehicle and a semi-trailer with a drawbar trailer coupled to the latter.	25000

## PART 2

## Installed Weighbridges along National Roads

<i>No</i>	<i>Station Name</i>	<i>Type</i>
1	Mariakani (along A109)	Operational – Static
2	Mtwapa (along B8)	Operational – Static
3	Athi River (along A104)	Operational – Static
4	Isinya (along A104)	Operational – Static
5	Juja (along A2)	Operational – Static
6	Mai Mahiu (along B3)	Operational – Static
7	Gilgil (along A104)	Operational - Static
8	Eldoret (along A104)	Closed - Mobile
9	Webuye (along A104)	Operational – Static
10	Malaba (along A104)	Closed - Mobile
11	Isebania/Rongo (along A1)	Operational – Static
12	Kisumu (along B1)	Closed – Mobile
13	Busia (along B1)	Operational – Static

Made on the 5th April, 2013.

FRANKLIN BETT,  
Minister for Roads.