



KENYA RAILWAYS

TARIFF NOTICE NO. 3 OF 2021

OFFICIAL TARIFF BOOK NO. 3 (CAP.397 SECTION 51)

FREIGHT RATES 2021

PREAMBLE

Kenya Railways (KR) was established in 1978 by an Act of Parliament (Cap 397) of the Laws of Kenya as a State Corporation to undertake the following mandate:

- i. Promote, facilitate and participate in national and metropolitan railway network development;
- ii. Provide an efficient and effective railway transport services;
- iii. Provide skills and technology for the railway sector; and
- iv. Leverage our assets to grow business.

The Vision of the Corporation is “To be a provider of world class rail services” with our mission being to “develop an integrated rail network and provide efficient and safe rail services”.

In accordance with its core mandate of facilitating construction of rail infrastructure, providing rail services and maintenance, the Corporation offers rail services through two railway lines: Meter Gauge Railway (MGR) and Standard Gauge Railway (SGR) and Marine Services.

Kenya Railways Corporation Act Clause 13 empowers the Corporation to determine, impose and levy rates, fares, charges, dues or fees for any service performed by the Corporation.

The procedures for revision or pricing of transport is stipulated by the Kenya Railways Corporation Act Cap 397 section 51. Under the provisions of the law, application for authorization or notification to revise them should be made. Revision or pricing for basic rates should be authorized by the Minister of Transport and Infrastructure, Housing and Urban Development. Discounts of up to 20% for up direction traffic and 50% for down direction is authorized by notification (Cap 397 section 24(4)). New rates and charges come into effect after they have been notified publicly before the fact or at such specified date.

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A. DEFINITION OF TERMS

For the purpose of interpretation, The Kenya Railways Freight Tariff should be read together with the preamble.

In this Tariff unless the context otherwise requires: -

“ACT” means the Kenya Railways Corporation Act, Revised Edition 2012 (1979) (Cap 397 of the laws of Kenya) as amended from time to time and any rules and regulations made there under.

“AUTHORISED EMPLOYEE” means any employee authorized by the Managing Director to exercise the powers or perform the duties in respect of which the expression is used.

“CHARGES” means all sums received or receivable, charged or chargeable for or in respect of the carriage or warehousing of goods by the Corporation or for, or in respect of any other service performed or facilities provided by the Corporation.

“CONTAINER” means any container, reefer container, controlled atmosphere container, integral reefer container and transportable tank or flat that conforms to the ISO type destinations. Containers not complying with this standard will be handled at the discretion of the Corporation.

“CONSIGNEE” means the person, the firm or body to whom goods are accepted for carriage by the Corporation.

“CONSIGNMENT” means one or more containers, tank-tainers, packages of goods or quantity of loose goods or bulk tendered for carriage from one consignor to a consignee by the Corporation.

“CONSIGNOR” means the person, the firm or body who has tendered goods which have been accepted for carriage by the Corporation.

“CONSIGNMENT NOTE” means contractual and accounting documents which incorporate details of services rendered to consignor and consignee on containers and conventional cargo from origin and lodged /created

electronically to facilitate receipt, invoicing, transportation and delivery of cargo from origin to destination.

“CUSTOMS LAW” means any law in force imposing or relating to the collection of customs or excise duties or transfer tax.

“DANGEROUS GOODS” means commodities, substances and goods listed in Kenya Bureau of Standards on identification and classification of dangerous goods for transport.

“DOMESTIC TARIFF” means all traffic from within Kenya and destined to areas within the country of Kenya.

“EMPLOYEE” means any person in the service of the Corporation.

“GOODS” means luggage, animals (whether live or dead) and all other movable property of any description.

“GROSS WEIGHT (GW)” means weight of the goods including the tare/empty weight of the container or package.

“MANAGING DIRECTOR” means the Managing Director of the Corporation appointed under section 5 of the Kenya Railways Corporation Act.

“OGL” in respect of cargo, shall, unless otherwise specified, mean out of gauge load in measure of wagon dimensions and allowed safe load height. Such goods are carried at owner’s risk.

“PER CONTAINER” in respect of cargo, shall, unless otherwise specified, mean per one twenty foot equivalent unit (TEU) / forty foot (2 TEUs).

“PER DAY” in respect of cargo held for warehousing or otherwise, shall, mean 0001 hours to 2400hours or part thereof.

“PER OPERATION” in respect of cargo handling, shall, unless otherwise specified, mean per move of picking and placing.

“PER TONNE” in respect of cargo, shall, unless otherwise specified, mean per tonne of 1000 Kilograms or 1 cubic metre whichever shall yield a higher charge.

“PER TONNE - KM” in respect of cargo, shall, unless otherwise specified, mean per tonne of 1000 Kilograms moved for one-kilometer distance.

“PER WAGON” in respect of cargo, shall, unless otherwise specified, mean per one wagon.

“PER WAGON KM” in respect of wagon placement, shall, unless otherwise specified, mean per kilometer for each wagon travelled to point of placement.

“PUBLISHED TARIFF” in respect to Freight, means rates, charges, classification, ratings, or policies published by, for, or on behalf of the Corporation.

“RAILWAY” means the whole or any portion of the lines of railway operated by the Corporation and all other movable and immovable property used, or placed at the disposal of the Corporation for use, in connection therewith.

“RAILWAY STATION” means a service station operated by the Corporation to serve the railway; a place on a railway line where trains are scheduled to stop, and where a railway officer is in charge.

“RATES” includes all sums, which may, under provision of this Act be levied for or in respect of, the carriage or warehousing of goods by the Corporation or for or in respect of any vessel or inland waterways ports or any other service performed or facilities provided by the Corporation.

“RATE PER TONNE” in respect of cargo, shall, unless otherwise specified, mean levy per tonne of 1000 kilograms or 1 Cubic metre in respect of the carriage or warehousing of goods by the Corporation or for, or in respect of another service performed or facilities provided for by the Corporation.

“REEFER CONTAINER” means any container, including reefer clip-on units, heated tanks and containers that require power connection.

“TARIFF BOOK” means the document prepared and published in accordance with section 51 of the Corporation’s Act.

“TERMINAL” means a facility used for the transfer of freight to and from other modes of transport.

“TRANSIT TRAFFIC” means all Traffic destined to and from outside the country of Kenya.

“WAGON” in respect of rail vehicle, shall mean rail vehicle/car on four axles.

“WAREHOUSE” includes any building, place, wagon, vessel, or vehicle used by the Corporation for the purpose of warehousing or depositing goods.

B. ABBREVIATIONS

AGO – Automotive Gas Oil	KTL – Kitale	NUK – Nanyuki
ATR – Arthi River	KWZ – Kibwezi	NSA- Naivasha
BGM – Bungoma	KZA- Konza	NTK – Net Tonne Kilometer
BTR – Butere	LKY – Lukenya	OGL – Out of Gauge
CGW – Changamwe	LMU – Limuru	PBL – Port Bell
EKS – Embakasi Station	LON – Longonot	PMS – Premium Motor Spirits
EKT – Embakasi Terminal/ICD	MCV – Maji Ya Chumvi	POL – Petroleum, Oil and Lubricants
EKV – Embakasi Village	MGR – Meter Gauge Railways	SGA – Sagana
ELD – Eldoret	MJW – Majewa	SGR – Standard Gauge Railways
EPPRA – Energy and Petroleum Regulatory Authority	MKI – Mariakani	STA – Stony Arthi
GGL – Gilgil	MKR – Makadara	SYK- Syokimau
GTK – Gross Tonne Kilometer	MLB – Malaba	TBO – Tarbo
ICDE – Inland Container Depot Embakasi	MRS – Mazeras	TKA – Thika
ICDs – Inland Container Depots	MSA – Mombasa	TMB – Timboroa
KBS – Kibos	MTI – Miritini	TRU – Taru
KRA – Kenya Revenue Authority	MTO –Mtito	TVT –Taveta
KRC – Kenya Railways Corporation	MZR – Maji Mazuri	USD – United States Dollar
KRT- Karatina	NHR – Nyahururu	WBY – Webuye
KRTS – Kenya Railways Transit Shed	NICD – Naivasha Inland Container Depot	VAT – Value Added Tax
KPA – Kenya Ports Authority	NRB- Nairobi	VOI – Voi
KSM – Kisumu	NRO – Nakuru	

C. GENERAL CONDITIONS OF CARRIAGE

1. FREIGHT CHARGES

- 1.1** Local traffic is to be charged at local currency tariff. Transit (exports and imports) and Inland Container Depots (ICDs) traffic is to be charged at the dollar tariff.
- 1.2** All containers shall be charged at gross weight:
 - (a) 20 ft
 - (b) 40 ft
- 1.3** Tank-Tainers and stuffed containers mounted on wagons shall be billed on the basis of the net weight of the cargo. The gross weight of the loaded tank-tainer must not exceed the carrying capacity of the wagon so mounted.
- 1.4** Value Added Tax (VAT) is levied by the Government at the current rate of 16% on local traffic. Transit Imports, Exports and any other cargo as exempted by the Government from time to time shall be zero rated.
- 1.5** KLI, CGW and MSA; NRB, EKS and MKR; will be treated as one station for purposes of charging only.
- 1.6** The chargeable freight rates in this tariff are Exclusive of handling costs
- 1.7** The Corporation reserves the rights of implementing a fuel surcharge policy from time to time in the event of a significant (+/-) change in diesel prices as communicated by Energy and Petroleum Regulatory Authority (EPRA).
- 1.8** The Corporation reserves the right to accepting cargo for transportation.
- 1.9** Minimum Chargeable Weights:

1.9.1 The Minimum chargeable weight for UP Direction traffic shall be 90% of the stenciled carrying capacity of the wagon for all commodities other than containers.

1.9.2 The Minimum chargeable weight for DOWN direction traffic shall be 50% of the stenciled carrying capacity of the wagon for all commodities other than containers.

2. OTHER CHARGES

2.1 Local Haulage:

Local haulage (where applicable) shall be KShs. 20,000 per wagon

2.2 Stoppage/Diversion Charges

- (a) Local Traffic Kshs. 5,000 per wagon
- (b) Transit traffic USD 300 per wagon

2.3 Wagon Demurrage Charges:

2.3.1 Demurrage charges are applicable when wagons are detained by customers beyond the free period allowed by the Corporation for loading and unloading of goods.

2.3.2 Where a wagon is supplied for loading and the customer opts to withdraw the goods, no free period shall be allowed and demurrage shall be raised from the time the wagon was placed until notification is received in writing that the wagon was no longer required.

2.3.3 Where wagons are consigned to a private siding, the free period shall be calculated from the time the Corporation is ready to place the wagons if the delay is caused by lack of a siding space.

2.3.4 In order to operationalize the counting or ascertaining the time wagons are placed and made available for loading or offloading,

the Corporation will be guided by shunting ticket/delivery note which will be signed off by a representative of the customer indicating the exact time the wagons are placed. In the event, there is no customer representative to receive the wagons, the Corporation has the right to initiate the counting of free time pending commencement of demurrage period.

2.3.5 The Corporation may, at its own discretion and at the risk and expense of the customer, elect to offload wagons that are not unloaded and released by the consignee within the prescribed free period. The handling, craineage and storage charges, where applicable, shall be raised as due.

2.3.6 Where wagons unloaded at a siding are subsequently loaded with other goods by the same consignee, the free period shall be the sum of the free unloading and loading periods.

2.4 Free Period for Loading/Unloading:

The following free periods shall apply as indicated:

- a) **Loading** – For local traffic, consignors will be allowed 24 consecutive hours from the time the wagons are placed to load and consign their goods, and 48 consecutive hours to load and consign transit goods.
- b) **Unloading** – The time allowed for unloading of goods will be 24 consecutive hours for all types of traffic. The free unloading period shall be calculated from the time wagons are placed for unloading.

2.4.1 **Border Clearance:**

Border clearance by the customer will be accorded 24 consecutive hours from the arrival time of the train at the border station as recorded by the Station Manager. Thereafter, demurrage charges shall accrue against wagons held awaiting clearance of the goods.

2.4.2 Demurrage Charges:

The demurrage charges given here are applicable to all goods excluding dangerous, offensive and perishable goods which will not be allowed to remain on the premises of the company longer than absolutely necessary.

Computation of free Period shall start from the time the wagons are placed for loading or unloading at the consignee's siding or the designated place for loading or unloading.

If wagons are detained for loading or unloading beyond the free Period allowed, the customer will be liable to pay demurrage charges per wagon per day or part thereof after the expiry of the free period as detailed below: -

First 24 consecutive hours or part thereof after the expiry of the free period	USD 100
2 nd – 4 th day after expiry of the free period	USD 150 (per 24hours)
5 th – 10 th day of expiry of the free period	USD 200 (per 24hours)

After the 10th day, the demurrage charges will escalate by 10% every week.

2.5 Out of Gauge Load (OGL):

2.5.1 The charges for OGL without runner wagons shall be 2.0 times the rate of a normal wagon at full capacity rating.

2.5.2 The charges for OGL with runner wagons shall be 3.0 times the rate of a normal wagon at full capacity rating.

2.6 The discount policy shall be applied as per the Corporation's processes in place from time to time.

2.7 The Published tariff is standard and subject to revision from time to time.

D. FREIGHT TARIFF

SECTION I: TARIFF FOR CONTAINERIZED CARGO

Containerized cargo UP Direction

i. Import Transit Loaded / Empty Containers Rate Per Container in USD

Rail Route	Rate US\$/ container				Network
	20 FT		40 FT		
	0-30 TONS	ABOVE 30 TONS	0-30 TONS	ABOVE 30 TONS	
Kilindini - Malaba	860	960	1110	1260	SGR / MGR
Kilindini - Kisumu	860	960	1110	1260	SGR / MGR
Kilindini - Naivasha	650	750	865	1015	SGR
Naivasha - Malaba	350	450	460	610	MGR
Naivasha - Kisumu	350	450	460	610	MGR

ii. Import Local Loaded / Empty Containers Rate Per Container in USD

Rail Route	Rate US\$/ container				Network
	20 FT		40 FT		
	0-30 TONS	ABOVE 30 TONS	0-30 TONS	ABOVE 30 TONS	
Kilindini - Naivasha	510	610	650	800	SGR
Kilindini - Nairobi	500	600	630	780	SGR
Kilindini - Athi River	500	600	630	780	SGR
Kilindini - Kisumu	860	960	1110	1260	SGR / MGR
Nairobi - Naivasha	150	250	235	385	SGR

iii. Local Containers

Rail Route	Rate KSHs/ container Exc. VAT				Network
	20 FT		40 FT		
	0-30 TONS	ABOVE 30 TONS	0-30 TONS	ABOVE 30 TONS	
ICDE - Nanyuki	30,000	35,000	38,000	45,000	MGR
ICDE - Thika	15,000	20,000	25,000	32,000	MGR
ICDE - Athi River	15,000	20,000	25,000	32,000	MGR
ICDE - Makongeni	10,000	15,000	15,000	22,000	MGR

iv. Kenya Railway Transit Shed

Rail Route	Rate USD/ container		Network
	20FT	40ft	
ICDE - KR Transit Shed	120	190	MGR

NOTE

*Containerized dangerous goods and Reefer containers shall be charged at 20% above normal container Rates

*20FT containers loaded singly on wagon shall be charged at the rate of a 40FT container.

*Empty containers transported in the UP Direction shall be charged the applicable Full Container Load rates per respective route.

Containerized cargo Down Direction

Rail Route	Rate USD				Network
	Export Container		Empty Container		
	20FT	40FT	20FT	40FT	
Malaba - Mombasa	450	690	100	150	MGR /SGR
Kisumu - Mombasa	450	690	100	150	MGR /SGR
Malaba - Naivasha	195	330	50	75	MGR
Kisumu - Naivasha	195	330	50	75	MGR
Malaba - Nairobi	225	385	70	100	MGR
Kisumu - Nairobi	225	385	70	100	MGR
Naivasha - Mombasa	255	360	50	75	SGR
Naivasha - Nairobi	100	150	50	75	SGR
Nairobi - Mombasa	250	350	50	75	SGR
Athi river - Mombasa	250	350	50	75	SGR

SECTION II: TARIFF FOR TRANSIT / EXPORT TRAFFIC OTHER THAN CONTAINERS

Conventional Cargo

a) Transit Conventional Cargo

Rail Route	Rate US\$/ton Conventional	Network
Mombasa - Malaba	38.5	SGR / MGR
Mombasa - Kisumu	38.5	SGR / MGR
Mombasa - Malaba	35	MGR
Mombasa - Kisumu	35	MGR
Mombasa - Naivasha	25	SGR
Naivasha - Malaba	14	MGR

b) Local Conventional Cargo

Rail Route	Rate KSHs-Ton Exc. VAT	Network
Mombasa - Eldoret	3,280	MGR
Mombasa - Nakuru	2,590	MGR
Mombasa - Nairobi	1,920	MGR
Mombasa - Athi River	1,735	MGR
Mombasa - Naivasha	2,385	SGR
Mombasa - Nairobi	2,050	SGR
Mombasa - Athi River	1,955	SGR

NOTE

For all other routes not defined above; the base rate per ton/km shall be Ksh3.60 on the MGR and Ksh4.36 on the SGR Exc. VAT.

c) Local Conventional Cargo

Rail Route	Conventional (Rate Usd/ton)	Network
Malaba - Mombasa	22	MGR
Kisumu - Mombasa	22	
Malaba - Nairobi	11	
Kisumu - Nairobi	11	

NOTE

Domestic conventional cargo moving on down direction shall be charged at Ksh2.15 per ton/km Excl. VAT

Steel Cargo

d) Transit Steel Cargo

Rail Route	Rate US\$/Ton - Steel	Network
Mombasa - Malaba	41	SGR / MGR
Mombasa - Kisumu	41	SGR / MGR
Mombasa - Malaba	34	MGR
Mombasa - Kisumu	34	MGR
Mombasa - Naivasha	25	SGR
Naivasha - Malaba	15.5	MGR

e) Local Steel Cargo

Rail Route	Rate KSHs-Ton/ Steel Excl. VAT	Network
Mombasa - Nairobi	1,950	MGR
Mombasa - Nairobi	2,050	SGR
Mombasa - Athi River	1,800	MGR
Mombasa - Thika	2,150	MGR

NOTE

For all other routes not defined above; the base rate per ton/km shall be Ksh3.80 on the MGR and Ksh4.36 on the SGR Exc. VAT.

SECTION III: PETROLEUM, OIL AND LUBRICANTS

Local - POL

Rail Route	Rate KES/ton Exc. VAT - POL		
	PMS	AGO	LUBRICANTS
Mombasa - Nairobi	3,500	3,200	3,200
Mombasa - Nanyuki	4,600	4,450	4,200
Mombasa - Kisumu	-	-	4,600

Transit – POL

Rail Route	Rate USD/ton	
	PMS	AGO
Eldoret - Malaba	13	11

SECTION IV: VEGETABLE OILS

Local – Vegetable oil

Rail Route	Rate KSHs-Ton/ Vegetable Excl. VAT	Network
Mombasa - Nairobi	2,400	MGR
Mombasa - Thika	2,600	MGR
Mombasa - Nakuru	3,250	MGR

Transit– Vegetable oil

Rail Route	Rate USD/ton	Network
Mombasa - Malaba	44	MGR

SECTION V: MARINE

Marine Route	Rate USD - Marine	
	Container (TEU)	Others (Per Ton)
Kisumu - Port Bell / Jinja	350	17.50
Port Bell / Jinja - Kisumu	175	9.00
Kisumu - Mwanza	370	18.5
Mwanza - Kisumu	185	9.50

SECTION VI: KENYA RAILWAYS TRANSIT SHED (KRTS)

- a) Free storage period of fourteen (14) days after stripping of loose cargo. Thereafter storage charges shall be USD 0.5 per ton /cbm per week (Ex VAT) whichever is higher.
- b) The free storage period for containers shall be 14 days from the date of arrival. Thereafter the following chargers shall apply per day or part thereof;

Description	Container Category	
	20Ft	40 Ft
Container storage charges (Per day After free period)	40	60

- c) Other charges applicable include

Description	Container Rates (USD)-Ex VAT	
	20Ft	40 Ft
Container Handling Charges	50	75
De-Consolidation of containers	80	150