



***KENYA RAILWAYS***  
***SGR TARIFF NOTICE NO. 1 OF 2017***  
***MOMBASA – ICDE NBI***

## CONTENTS

<b>PREAMBLE:</b> .....	<b>3</b>
<b>A. INTERPRETATION:</b> .....	<b>4</b>
<b>B. GENERAL PROVISIONS</b> .....	<b>7</b>
<b>C. GENERAL CONDITIONS OF CARRIAGE OF GOODS</b> .....	<b>10</b>
<b>SECTION I: (Clause 1-2): Tariff for Transit, Import &amp; Export Cargo</b> .....	<b>12</b>
<b>SECTION II: (Clause 3- 4): Tariff for Domestic containerised Cargo</b> .....	<b>13</b>
<b>SECTION III: (Clause 5 - 6): Tariff for General commodities</b> .....	<b>14</b>
<b>SECTION IV: (Clause 7): Volume Discounts</b> .....	<b>16</b>
<b>SECTION V: (Clause 8-18): Charges for related services and facilities</b> .....	<b>17</b>
<b>SECTION VI: (Clause 19): General Description and classification of goods</b> .....	<b>21</b>
<b>SECTION VII: (Clause 20): Station Code Abbreviation</b> .....	<b>31</b>

## PREAMBLE

The Minister responsible for Kenya Railways Corporation has approved the tariff contained in this publication. The tariff shall be effective from the 1st day of October, 2017.

It is notified for general information that the Board of Directors, in pursuance of the powers of Section 51 of the Kenya Railways Corporation Act, CAP 397, REV. 2005 has prepared and published this Tariff as approved by the Minister.

These charges shall apply equally to all consignors, shippers, shipping lines (individuals, persons, firms or corporations engaged in or responsible for railage of cargos including and not limited to cargo agents, charterers, brokers, freight forwarders, shippers or consignees).

Applicable Charges and Rates appear in Sections I-V of this Tariff Book. In the event of any inconsistency or contradiction between the provisions of this Tariff and the provisions of the Act, the latter provisions will prevail. The Tariff is denominated in United States of America Dollar (US\$) for Imports, Exports and Transit traffic and in Kenya Shillings (Kshs.) for domestic traffic and related services. The exchange rate to be applied in any conversions allowed by KR will be the mean CBK rate.

Managing Director  
Kenya Railways  
P. O. Box 30121 - 00100

NAIROBI, KENYA

## A. INTERPRETATION

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

In this Tariff unless the context otherwise requires: -

“**ACT**” means the Kenya Railways Corporation Act, 1978 (Cap 397 of the Laws of Kenya, Revised 2005) as amended from time to time, and any rules and regulations made there under.

“**AUTHORISE EMPLOYEE**” means any employee authorised by the managing director to exercise the powers or perform the duties in respect of which the expression is used.

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

“**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 an 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 designations. Containers not complying with this standard will be handled at the discretion of the Railway.

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

“**CONSIGNMENT**” means one or more containers, tanktainers, packages of goods or a quantity of loose goods or bulks tendered for carriage by one consignor to one 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 by the Kenya Railways and are 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**” commodities, substances and goods listed in Kenyan standard KS 2382 on identification and classification of dangerous goods for transport.

“**DOMESTIC TRAFFIC**” means all Traffic from within Kenya and destined to within the country Kenya.

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

“**FARE**” includes all sums received or receivable, charged or chargeable, for the carriage of a passenger by the Corporation.

“**GOODS**” includes 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 their container.

**“LUGGAGE”** means such articles of personal apparel or for personal use, together with their containers, as are usually carried by passengers for their personal use, but does not include goods which, though carried in any such container or otherwise are not intended for any such use.

**“MANAGING DIRECTOR”** means the Managing Director of the Corporation appointed under section 5.

**“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.

**“PERISHABLE GOODS”** means goods liable to rapid deterioration and includes fish, fruit, vegetables, potatoes, plants, bread, meat, game, butter, eggs, milk, cheese, birds, poultry, small animals, and any other thing which the managing director may by notice in the Gazette declare to be perishable goods.

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

**“PER DAY”** in respect of cargo held for warehousing or otherwise, shall, mean 0001 hours to 2400 hours thereafter following time of placement.

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

kilograms or 1 cubic metre whichever shall yield the higher charge.

**“PER TONNE”** in respect of cargo, shall, unless otherwise specified, mean per tonne of 1000

kilograms or 1 cubic metre whichever shall yield the higher charge.

**“PER TONNE - KM”** in respect of cargo, shall, unless otherwise specified, mean per tonne of 1000 kilograms moved for one kilometre.

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

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

**“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 official is in charge.

**“RATES”** includes all sums, which may, under provisions 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 an 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 an other 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.

**“SEASON TICKET”** means a ticket entitling the person to whom it is issued to be carried by the Corporation as a passenger between the places specified thereon on the number of occasions or during the period specified thereon.

**“TARIFF BOOK”** means the Tariff Book prepared and published in accordance with section 51 of the Act.

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

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

## **B: GENERAL PROVISIONS**

Provision of railway services or facilities shall be available 24 hours a day throughout the year unless advised otherwise by public gazette notice.

### **B.1: Acceptance of dangerous goods for transportation by rail**

The Railway Operator shall not accept dangerous goods for transportation if the goods are not accompanied by a certificate or a written declaration that the packaging complies with the requirements of RID,OTIF.

### **B.2: Declaration of dangerous goods**

A consignor of dangerous goods by rail shall complete, in all respects, the documentation required by the Railway Operator and shall declare the correct UN number, and the class number and flash point, when required, for the dangerous goods to be consigned.

### **B.3: Loading and sealing of wagons and containers transporting dangerous goods by the consignor**

Unless the same wagon or container is used on a continuous basis for transporting the same dangerous goods, the consignor shall obtain written assurance from the owner of the rail wagon or container that it is clean and issue a certificate that the rail wagon or containers was/were fit and clean to receive the goods.

### **B.4: Placarding**

If a wagon or container is loaded with dangerous goods by the consignor, the consignor shall attach the correct placard(s), in accordance with clause 7 and annexes A, B and D, of KS 2382-2:2011 and supply the correct TRANSPORT EMERGENCY CARD and transport documents to the Railway Operator. The Railway Operator shall have the right not to accept for transportation any dangerous goods listed for which the Standard Identification Number and the correct name have not been declared.

### **B.5: Consent To Terms Of The Tariff**

This Standard Gauge Freight Tariff is the first Tariff introduced with effect from 1 November, 2017 following ministerial approval. These rates and charges come into effect after they have been notified publicly before the fact or at such specified date.

The use of railway services shall constitute consent to the terms and conditions of this tariff, and evidence, agreement on the part of all the cargo owners and agents (Shippers or consignee) and other users of the railway service to pay all the rates and charges levied and to be governed

by all rules and regulations appertaining to the acceptance of goods for transport.

The Published tariff is standard and subject to revision from time to time. Rate is defined as the price for transportation, charge is defined as the price for usage of facilities, additional service or labour offered other than for transportation.

#### **B.6: Payment For Services Rendered And Levies**

Transport services shall be provided upon payment of the rates and charges or the levy due in accordance with this tariff. Consignors shall be required to pay in advance or before wagon allocation for loading of their cargo presented for railway transport service.

#### **B.7: Late Payment Of Invoices**

Cargo owners and or agents may apply for credit facilities provided they fulfil such conditions for the facilities as may be required by the Railway from time to time.

All invoices shall be payable when they fall due. Failure to pay may cause a lien to be placed on the goods transported or detained and the responsible party may be denied further railway services until all outstanding have been paid. The Kenya Railway reserves the right to charge interest on the outstanding amount at the rate of 2% above the Central Bank of Kenya rate (CBR).

#### **B.8: Charges Or Dues Not Expressly Provided For**

The Kenya Railway may in respect of services rendered or to be rendered or facilities provided or to be provided but which services or facilities are not specified in this Tariff, determine and raise charges at such rates or for such amounts as the Kenya Railway may in each case consider appropriate.

#### **B.9: Contracts**

The Kenya Railway may enter into agreement with any person including any company or association or body of persons corporate for the performance or provision by that person of any of the services or facilities which may, under the Act, be performed or provided by Kenya Railway and raise charges at such rates or for such amounts as may be mutually agreed between them, and such charges or rates shall apply and be collected as if they were set out in this Tariff Book.

#### **B.10: Power Of Corporation To Impose Surcharges And Adjust Rates and Charges**

The Kenya Railway may impose an individual or general surcharge or adjust the rates set out in this Tariff according to the nature of the services rendered or facility provided or afforded or on account of specific



or general economic consideration. Minor alteration in tariffs, rates, fares and other charges are subject to approval by KR Board (Cap 397 section 11(a)).

#### **B.11: Value Added Tax ( VAT)**

All charges in this tariff exclude VAT and any other statutory charges where applicable. VAT and those other statutory charges/ levies will be applied at the rate(s) applicable at the time of billing.

For the avoidance of doubt all verbal or written instructions, exchange of letters for special rates, ruling, understanding( including MOUs) or any other compromises contrary to the provisions of this Tariff Book have no validity and/or effect with effect from 1st November,2017.

#### **B.12: Liabilities**

The liability for loss of cargo will be borne by the contracted carrier and infrastructure maintainer (Operations and Maintenance contract) within limit as provided for under Cap 397 section 30, and for delay of cargo(Cap 397 section 31). The carrier limitation for liability is also provided for under (Cap 397 section 32, 33, 34, 35, 36, 37)

#### **B.13: Description and Classification of commodities**

For general description and classification of commodities, refer to Section VI of this Tariff Booklet.

**C. GENERAL CONDITIONS OF CARRIAGE OF GOODS (CAP 397 SECTION 44)**

- C.1 All traffic tendered for carriage by rail shall be paid for in advance at the originating station/point.
- C.2 Rates are inclusive of terminal placement charges.
- C.3 KRC may enter into joint door to door offerings of transport services with other transport players using this tariff book as a negotiation basis.
- C.4 Domestic traffic is to be charged at domestic currency tariff. Transit and Inland Container Depot (ICDE) traffic (exports and imports) is to be charged at the dollar tariff. The KRC shall be responsible for the collection of the tariff and may engage agent to collect on its behalf.
- C.5 All loaded containers shall be charged at gross weight.
- C.6 Through Bill of Lading is a container which is an FCL/FCL or FCL/LCL container whose handling charges are paid by the Ship's agents or ICDE or the Cargo Owners as applicable. Such bill must cover rail as a mode of transport for acceptance.
- C.7 Amendments of Status or Final Destinations (FND) of containers must be submitted to and approved by the KRA on form C11/EDI Manifest Amendment File and must include all the necessary details, viz; the relevant bill of lading, container numbers/marks and the status for which change is requested. KPA shall effect desired changes in the manifest upon receipt of approved C11/EDI Manifest Amendment File.
- C.8 Domestic stuffed containers mounted on wagons shall be treated as part of the consignment and charges shall be on the basis of the gross weight of the container, which must not exceed the carrying capacity of the wagon so mounted.
- C.9 Value Added Tax (VAT) is levied by Government at the current rate of 16% in Kenya on domestic traffic. Others are taxed as below:
  - (a) Transit cargo is zero rated

- (b) Export cargo is zero rated
  - (c) Transportation to and from Embakasi Inland Container Terminal (EKT) is zero rated but must be supported by relevant documents.
  - (d) And all other products as exempted by the government from time to time.
- C.10 The minimum chargeable distance for all types of goods for up and down direction will be 300 Kilometres.
- C.11 Kilindini (KLI) is inclusive of Port Reitz and EKT (ICDE) is inclusive of Nairobi Freight Terminal (NFT) as the origin/destination of goods for transport; and will be treated as one station for purposes of charging only.
- C.12 The maximum loading per wagon to be accepted for all commodities is the stenciled carrying capacity for the wagon. The minimum chargeable weight per wagon shall be pegged at 70% of the stenciled wagon capacity to address capacity utilization and asset condition concerns.
- C.13 For all down direction traffic the transport rate shall not be less than 50% of the transport rate applicable to the commodity in the up direction.
- C.14 Currency is classified as light traffic and shall be charged at the up direction rate for all directions.
- C.15 Transit Cargo that has been loaded for transshipment to road at EKT (ICDE/NFT) will be paid for in dollars and shall attract handling charges for offloading and loading and vice versa at local currency rates.

## SECTION I: (Clause 1 - 2 ): Tariff for Transit, Import & Export Cargo

### 1. CONTAINERS (UP and Down Direction)

#### ALL CONTAINERS TO AND FROM KILINDINI (PORT REITZ) - EKT (ICDE/NFT)

Approved Base rate is USD 500 per 20 ft container (Unit TEU).

Size	Weight Range in Tonnes	Rate USD for Loaded		Empty container Return Rate USD	
		Up Direction	Down Direction	Ex Movement by Rail	Ex movement by Road
20' Container	Full range	500	250	100	150
40' Container	Up to 20 Tonnes	700	350	100	150
	21 - 30 Tonnes	750	375	100	150

\*Volume discounts are applicable in the up direction as given in Section IV.

\*\*Down direction discount has been given for loaded TEU at 50% of the up direction TEU unit transport rate.

\*\*\*The above rates are not inclusive of last mile cost (estimated at USD 250 for Nairobi environs and USD 400 for Thika and Machakos) and TBL mark-up by shipping lines estimated at USD 100.

### 2. Transit Containers - Up Direction (USD) KLI to NFT/EKT

Approved Base rate is USD 500 per 20 ft container (Unit TEU).

Size	Weight Range in Tonnes	Rate USD for loaded		Empty container Rate	
		Up Direction	Down Direction	Up Direction	Down Direction
20' Container	Full Range	500	250	350	150
40' Container	Up to 20 Tonnes	700	350	700	150

	21 - 30 Tonnes	750	375	700	150
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\*Volume discounts are applicable in the up direction as given in Section IV.

\*\*Down direction discount has been given for loaded TEU at 50% of the loaded up direction TEU unit transport rate.

## SECTION II: (Clause 3 - 4): Tariff for Domestic containerised Cargo

### 3. Up Direction KLI to NFT Rate per container (Kshs) - Domestic Containers

Approved Base rate is USD 500 per 20 ft container (Unit TEU);

Distance	20ft Container	40ft Container Up to 20 MT	40ft Container ( 21 - 30) MT	20/40ft Container (Empty) Return down direction	
				Ex Rail (Last UP movement)	Ex Road (Last UP movement)
0-300	35,000	42,000	44,940	10,000	15,000
301-350	35,000	49,000	52,430	10,000	15,000
351-400	40,000	56,000	59,920	10,000	15,000
401-450	45,000	63,000	67,410	10,000	15,000
451-500	<b>50,000</b>	70,000	74,900	10,000	15,000

\*Volume discounts are applicable in the up direction as given in Section IV.

### 4. Down Direction EKT/NFT to KLI - Rate Per Container (Kshs) - Domestic Containers

Approved Base rate is USD 500 per 20 ft container (Unit TEU);

Distance	20ft Container	40ft Container Up to 20 MT	40ft Container (21 - 30)	20/40ft Container (Empty) Return down direction	
				Ex Rail (Last UP movement)	Ex Road (Last UP movement)

		MT	MT	Ex Rail Immediate movement	Ex Road Immediate movement
0-300	17,500	21,000	22,470	10,000	15,000
301-350	17,500	24,500	26,215	10,000	15,000
351-400	20,000	28,000	29,960	10,000	15,000
401-450	22,500	31,500	33,705	10,000	15,000
451-500	<b>25,000</b>	35,000	37,450	10,000	15,000

\*Discount has been given for the Down direction at the maximum applicable of 50% of unit transport rate for loaded TEU in the up direction.

### SECTION III: (Clause 5 - 6) Tariff for General commodities

#### 5. DOMESTIC TRAFFIC OTHER THAN CONTAINERS

##### 5.1 Up Direction

Base approved rate USD 0.07 per Ton-km.

Distance	RATE PER TONNE (KSHS)			
	CLASS 1	CLASS 2	CLASS 3	CLASS 4
0-300	2,313	3,076	3,840	4,510
301-350	2,450	3,259	4,067	4,780
351-400	2,800	3,724	4,648	5,460
401-450	3,150	4,190	5,229	6,140
451-500	3,304	4,394	5,485	6,443

\*Volume discounts are applicable in the up direction as given in Section IV.

##### 5.2 Down Direction

#### All Commodities - Rate per Tonne (Kshs)

Base approved rate USD 0.07 per Ton-km.

DISTANCE KMS	RATE PER TONNE			
	CLASS 1	CLASS 2	CLASS 3	CLASS 4
0-300	1,157	1,538	1,920	2,255
301-350	1,225	1,630	2,034	2,390
351-400	1,400	1,862	2,324	2,730
401-450	1,575	2,095	2,615	3,070
451-500	1,652	2,197	2,743	3,222

\*Discount has been given for the Down direction at the maximum applicable of 50% of per tonne transport rate in the up direction.

## 6. TRANSIT OR EXPORT ALL COMMODITIES

### 6.1 Up Direction – Conventional Cargo

Base approved rate USD 0.07 per Ton-km.

FROM	TO	RATE USD PER TONNE
		GENERAL CARGO
MSA	ICDE/NFT	33.04

### 6.2 Up direction - Vegetable and Other Oils in bulk tanks

Base approved rate USD 0.07 per Ton-km.

FROM	TO	RATE USD PER TONNE
		VEGETABLE AND OTHER OILS
MSA	ICDE/NFT	33.04

### 6.3 Down Direction - Foreign Exports All Commodities

FROM	TO	RATE USD PER TONNE
ICDE/NFT	MSA	16.52

\*Discount has been given for the Down direction at the maximum applicable of 50% of per tonne transport rate in the up direction.

### 6.4 MOTOR VEHICLES (Kshs)

DISTANCE KM	RATE PER BOGIE WAGON (KSHS)
0-350	70,000
351-400	80,000
401-450	90,000
451-500	100,000

USD. 500 per 20ft container as base rate MSA - NRB applied in rate determination.

## SECTION IV: (Clause 7): Volume Discounts per consignment contract

### 7. Volume discounts

For volume discounts in the up direction, the maximum allowed is 20% of the cumulative payable based on the standard authorized tariff per unit and is only applicable for KLI as origin to EKT as destination.

Volumes in Tonnes/TEUs	Percentage (%) Discount
4,000 MT	5
>108 - 216 TEUs	
>4000 - 20,000 MT	10
>216 - 1080 TEUs	
>20,000 - 40,000 MT	15



>1080 - 2160 TEUs	
>40,000 MT	20
> 2160 TEUs	

## **Section V: (Clause 8 - 18): Charges for related services and facilities**

### **8. Livestock Traffic**

There will be no acceptance of livestock traffic for the time being. (No wagons for transporting livestock are available now).

### **9. Placement of wagons**

Inward loaded container wagons may, after offloading, be positioned free of charge for the consignee at any loading bay controlled by EKT (ICDE and NFT) for rail loading of export or other traffic.

### **10. Storage Charges**

There are no storage spaces available for dry bulks. These will be developed later.

#### **10.1 Charges At NFT**

Where unclaimed goods or detained goods may be held, storage charges will be applicable. Storage charges per day shall be as follows:-

- (i) Open storage shall be Kshs. 800.00 per day per ton.
- (ii) Covered storage shall be Kshs. 1,660.00 per day per ton.
- (iii) 20 ft container shall be Kshs. 3,000.00 per day.
- (iv) 40 ft container shall be Kshs. 6,000.00 per day.

The period of custody for the resolution of matters affecting collection of the goods is limited to 14 days from expiry of free period available to consignee. Thereafter the goods shall be auctioned as allowed under the Act Cap. 397, by KRC as carrier.

### **11. Stoppage/Diversion Charges**

### 11.1 Rail Network

- a) Domestic Traffic - Kshs. 1,600.00 per wagon
- b) Transit Traffic - USD. 100.00 per wagon

## 12. Demurrage

### 12.1 Delayed wagons

Demurrage charges given here are applicable to all goods excluding dangerous, offensive, Perishable, livestock and refrigerated containers. If wagons are detained for loading or offloading beyond the free Period allowed, the following Demurrage charges shall be levied in Kenya shillings.

### 12.2 DOMESTIC TRAFFIC

<u>Period</u>	<u>Bogie Wagon</u>
First 24 hours	FREE
Subsequent 24 consecutive hours or part thereof	Kshs. 17,000.00

### 12.3 TRANSIT TRAFFIC

<u>Period</u>	<u>Bogie Wagon</u>
First 24 hours	FREE
Subsequent 24 consecutive hours or part thereof	Kshs. 11,603.00

### 12.4 Sundays & Gazetted Public Holidays

Sundays and gazetted public holidays shall are not excluded in the free loading or offloading period but will be charged for as working days once the free Periods have been exceeded.

### 12.5 Computation of free period

Computation of free Period shall start the immediate hour following the time of placement.

## 13. Offloading at Nairobi Freight Terminal (NFT)/Port Reitz Station

The SGR Operator will offload the wagons upon arrival. Customers

are advised to expeditiously pick their goods on arrival at the NFT public lines. There are no storage/holding spaces at NFT.

## **14. Handling of cargo at Railway Freight Stations and Yards**

### **14.1 Crane handling charges**

The following rates will be applicable as crane handling charges:-

(i) 20ft container - Kshs. 5,000.00 (per operation)

(ii) 40ft container - Kshs. 6,000.00 (per operation)

(iii) Surcharge for loads extending beyond wagon width, length and admissible load height (Out of Gauge Load - OGL) shall be charged at the rates specified in 17.1 and 17.2 below.

(iv) General cargo - Kshs. 550.00 per tonne

(v) Dry bulk - Kshs. 500.00 per tonne

(vi) Liquid Bulk - Kshs. 150.00 per tonne

### **14.2 Exports handling charges**

Handling charges to be levied on exports loaded at the NFT.

(i) 20 ft container - Kshs.5,000.00

(ii) 40 ft Container - Kshs. 7500.00

## **15. Weighing Charges**

### **15.1 At NFT and Port Reitz Station**

Weighing charges on customers request will be Kshs. 3,000.00 per loaded truck.

On test-weighment of loaded wagons, any under declaration on cargo weight will in addition to collecting the undercharge calculated using the actual weight on test-weighment attract a penalty of Kshs. 30,000.00 per wagon.

## **16. Wagons ordered and not utilized within local terminal location :-**

### **16.1 For Domestic**

Domestic - Kshs. 300.00 per wagon per km. Minimum charge

Kshs. 7,000.00.

## **16.2 For Transit and Export**

Transit and Export: - USD. 50.00 per wagon km. Minimum charge USD. 120.00.

### **17. Surcharge for Domestic, Transit and Export OGL cargo with/without runner wagons.**

17.1 The charges for OGL requiring a runner wagon for transport shall be double the rate of a single wagon at full capacity rating.

17.2 The charges for OGL without a runner wagon shall be 1.5 times the rate of a normal wagon at full capacity rating.

### **18. Description and Classification of commodities**

For general classification of commodities, refer to Section VI.

**Section VI: (Clause 19): GENERAL DESCRIPTION AND  
CLASSIFICATION OF GOODS (Cap 397 section 46)**

**19. Commodity Classes & Description**

**19.1 Class 1**

**19.1.1 Domestic Traffic**

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
014	Bran,Sharps,pollards
023	Canned fruit & pulp
024	Canned vegetables
025	Clinker bulk
027	Cement and clinker packed
030	Cement in tanks
034	Coffee beans
039	Cotton,(un)ginned
040	Cotton seed
043	Chemicals
044	Coffee parchment, refuse/husks
046	Cocoa beans
047	Maize germ
051	Dairy produce
056	Fish (fresh/dry)
057	Electrical apparatus
058	Explosives
059	Fat

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
064	Fruit, fresh or dried (including Hops)
071	Grains and flour thereof, barley.
072	Grains and flour thereof, beans.
073	Grains and flour thereof, Oats.
074	Grains and flour thereof, Peas, dried
075	Grains and flour thereof, Others
077	Ground Nuts
092	Household Removals and furniture
100	Iron and Steel Manufactured and unmanufactured
120	Lime and limestone
122	Lorries, Buses (Motor Vehicles)
125	Livestock & poultry feeding stuff
130	Machinery and agricultural and Dairy Imports
131	Maize
132	Maize Meal and Flour.
133	Manures and Fertilizers
134	Mattresses
135	Magnesium Sulphate
137	Maize Bulk
138	Fertilizer Bulk
141	Meal and flour of Blood, bone, Meat or Fish
150	Nails
171	Oils, vegetable - packed
174	Fluorspar & Ores(Other than copper, Lead

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
179	Paints and Pigments.
185	Pyrethrum and Pyrethrum Waste.
186	Paper(excluding stationery and Paper, Writing)
187	Pipes and pipe Fittings
188	Paper, Wrapping and Packing
190	Plastics, Manufactured
191	Parcels under class 1A
192	Parcels under class 1B
194	Resin, Synthetic
198	Rice and Rice Flour (Grains)
201	Roofing felt.
204	Rubber and Rubber goods(excluding tyres)
210	Salt, and Rock salt and Di-calcium Phosphate - packed
211	Sand
213	Seeds, Agricultural
214	Scrap Metals
215	Sisal and sisal waste
216	Mats, Matting and Carpets.
217	Rope and Twine.
219	Soap
220	Soapstone
221	Soda Products.
222	Soda Bulk
223	Solvents Industrial in BULK Including Turpentine

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
224	Solvents Industrial PACKED Including Turpentine
225	Stone (Including granite and marble)
226	Sugar
229	Seed Oil, Cotton, Cashew nuts, Castor oil
230	Seeds sunflower.
231	Sports Goods.
234	Stationery
237	Sulphur
238	Tanks.
239	Tallow
240	Tapioca and Tapioca Flour(Grains)
241	Tea
242	Textiles, Other than cotton Gunny, Hessian
243	Tiles
244	Timber
245	Tobacco and Cigarettes- Manufactured and
247	Tea, Concentrated, Instant or Soluble.
250	Tractors and Tractor Parts.
251	Trailers and Vehicles not separately cod
253	Lime In Transit.
254	Tin, Tinsplate and Tin Ore.
255	Barley in transit
256	Cement in transit
265	Tyres and Tubes.



<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
279	Other Railway Material
280	Vegetable, Fresh or Dried.
282	Vehicles spares and parts.
287	RAILS
288	Washing and cleaning fluids, Powder
290	Wattle Bark.
291	Wattle Bark Extract.
292	Wheat.
293	Wheat Flour.
294	Wines spirits and Liquors
295	Wood pulp
296	Wire (Other than electrical) and Wire net
297	Wool, Raw.
298	Wood Preservative (including Creosote)
301	Wheat Bulk
350	General Goods Domestic.
401	All Other Free Public Traffic.

### **19.1.2 Class 1 - Transit Traffic**

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
258	Coffee in transit
259	Cotton in transit
264	Cotton Seed in transit
266	Fertilizer and Manure in transit

267	Iron and Steel in transit
268	Maize in transit
269	Other Grain in transit
270	General Traffic in transit
271	Rice & Rice flour in transit
272	Salt in transit
273	Sugar in transit
274	Timber in transit
275	Wheat in transit
278	General Goods Transit.

## 19.2 Class 2

### 19.2.1 Domestic Traffic

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
012	Bitumen bulk
020	Bitumen, in tank tainers
125	Livestock
142	Molasses
151	Railway Fuel
152	Furfural Oil- e.o.h.p
153	Furfural Oil in Tanks
154	Oils, Gas Packed
155	Oils Batching Packed
156	Oils Batching in Bulk
157	Oils Diesel packed

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
158	Oils Lubricating Packed
160	Oils Kerosene Packed
161	Oils Kerosene Tanks
162	Oils Fuel or Furnace Packed
163	Oils Fuel or Furnace Tanks
164	Oils Petrol Packed
165	Oils Petrol Tanks
166	Oils, other mineral and Greases
167	Oils Lubricating in Bulk
168	Oils Gas in Tanks
169	Oils Diesel Tanks
170	Oils vegetable in Tanks.
171	Oils vegetable Packed

### **19.2.2 Transit Traffic**

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
260	Diesel Oil in transit
261	Gas Oil in transit
262	Kerosene in transit
263	Petrol in transit
276	Oils Vegetable In Tanks For Transit
277	Oils Vegetable Packed For Transit

### 19.3 Class 3

CODE	COMMODITY DESCRIPTION
159	Oils Aviation Turbine Fuel(AVTUR)

### 19.4 Class 4

CODE	COMMODITY DESCRIPTION
065	Gases, Acetylene, Oxygen, Carbon Dioxide
066	Gases Petroleum Including Butane and Pro
067	Gases Petroleum Including Butane and Propane
076	Tank tainers Liquid Gas
079	Currency

### 19.5 Class 5

#### 19.5.1 Domestic Containers

CODE	COMMODITY DESCRIPTION
042	Loaded containers
053	Empty Container
081	I.C.D (EKT) Loaded Containers
084	KBT Loaded Containers
085	EKT ETY Containers from
086	KBT ETY Containers from
991	20ft Containers-Normal
992	20ft Containers-Heavy
993	40ft Loaded Containers
994	20ft Empty Containers

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
995	40ft Empty containers

**19.5.2 Transit Containers**

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
087	Transit Empty Containers
257	Loaded Containers in transit

**19.6 Class 6 – Others**

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
281	Brake Blocks & Hose Pipes
283	Sleepers
284	Ballast
285	Wagon Wheels
286	Water for stations
289	Waste paper
500	Railways Risk Charges.
501	Storage Charges.
502	Loading and unloading Charges.
503	Crane charges.
504	Detention of Rolling Stock (demurrage) Charge
505	Tarpaulin or Sheet Hire Charges.
507	Weighing Charges.
508	Train Detention and Engine Hire Charges.
509	Tallying of Traffic Charges.
510	Insurance Charges.

<b>CODE</b>	<b>COMMODITY DESCRIPTION</b>
511	Incorrect declaration of Goods Penalty.
513	Goods Reconsigned Charges.
514	Siding Charges.
515	Customs Charges by KRA.
516	Out of gauge Loads -Surcharge.
518	Terminal Charges.
519	Surcharge on traffic consigned to Banks.
520	Refrigerator Cars.
524	Bulky Articles Surcharge.
527	Express Goods service 10% Surcharge.
528	Wharf age Charges by KPA.
529	Protection Charges.
530	Line-side Loading Charges.
531	Transshipment Charges.
532	Adjustment Fees.
533	Rail Domestic haulage @ Shs.60/= per Wagon km
535	Cleaning of Livestock Wagons @ Shs.15/= Per sq m
537	V.A.T. @ 16%
600	Train Crew
999	Passengers

## **Section VII: (Clause 20) Station Code Abbreviations**

### **20. STATION CODE ABBREVIATIONS**

#### **20.1 SGR**

MSA .	MOMBASA
KLI .	KILINDINI
CGW .	CHANGAMWE
TVT .	TAVETA
KZA -	KONZA
ATR .	ATHI RIVER
EKT .	EMBAKASI TERMINAL
MKR .	MAKADARA
NRB .	NAIROBI
TKA .	THIKA
NRO .	NAKURU
ELD .	ELDORET
BGM .	BUNGOMA
WBY .	WEBUYE
MLB .	MALABA
KTL .	KITALE
KBT .	KIBOS TERMINAL (ICD)
KSP .	KISUMU PIER (ICD)
MSY -	MIASENYI
VOI -	VOI

KBZ - KIBWEZI  
MTO - MTITO ANDEI  
MKI - MARIAKANI  
EML - EMALI  
NFT - NAIROBI FREIGHT TERMINAL  
PRZ - PORT REITZ  
MTS - MOMBASA TERMINUS  
NTS - NAIROBI TERMINUS

## **20.2 MGR**