

KENYA RAILWAYS FREIGHT RATES 2026



TARIFF NOTICE NO. 4 OF 2026

ISSUED PURSUANT TO THE GOVERNMENT
OWNED ENTERPRISES (GOE) Act, 2025



KENYA RAILWAYS FREIGHT SERVICE

Driving Growth — Moving Kenya Forward Efficiently, Reliably, & Sustainably.

WHAT WE TRANSPORT?

- Containerized Cargo.
- Bulk Liquids.
- Dry Bulk Cargo.
- Project & Industrial Cargo.
- Transit Cargo- Goods headed to Uganda, Rwanda, South Sudan, DRC, cleared via Nairobi & Naivasha Inland Container Depots.



Contact Us For Details:



0709 907 000, 0709 907 555



marketing@krc.co.ke



www.krc.co.ke



KenyaRailways_



Kenya Railways



TABLE OF CONTENTS

A. PREAMBLE.....	4
B. LEGAL BASIS AND PRICING AUTHORITY.....	4
C. HISTORY AND CONTEXT.....	5
D. EFFECTIVE DATE.....	5
E. DEFINITION OF TERMS.....	6
F. ABBREVIATIONS.....	10
G. GENERAL CONDITIONS OF CARRIAGE.....	11
FREIGHT CHARGES.....	11
OTHER CHARGES.....	12
H. FREIGHT TARIFF.....	15
SECTION I : TARIFF FOR CONTAINERIZED CARGO.....	15
SECTION II : TARIFF FOR TRANSIT / EXPORT TRAFFIC OTHER THAN CONTAINERS.....	18
SECTION III: PETROLEUM, OIL AND LUBRICANTS.....	20
SECTION IV: MARINE.....	21
SECTION V : KENYA RAILWAYS TRANSIT SHED(KRTS).....	21
I. APPENDIX I.....	22
J. APPENDIX II.....	23
K. APPENDIX II.....	24

A. PREAMBLE

Kenya Railways Corporation (hereinafter referred to as “the Corporation”) is a Government Owned Enterprise operating under the Government Owned Enterprises Act, 2025, and applicable national transport policy instruments.

The Corporation is mandated to:

- Promote, facilitate and participate in national and metropolitan railway network development;
- Provide an efficient and effective railway transport services;
- Provide skills and technology for the railway sector; and
- 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 fulfilment of this mandate, the Corporation provides freight transport services through the Standard Gauge Railway (SGR), Meter Gauge Railway (MGR), and Marine Services.

B. LEGAL BASIS AND PRICING AUTHORITY

Pursuant to the GOE Act, 2025, the Corporation, acting through its Board of Directors, is vested with commercial autonomy to determine, approve, impose, and levy tariffs, rates, charges, dues, and fees for services rendered, facilities provided, and the use of its assets, subject to applicable laws, shareholder policy directives, and approved corporate governance frameworks.

The Corporation shall exercise pricing autonomy on a commercial basis, guided by principles of cost recovery, operational efficiency, market competitiveness, profitability, financial sustainability and public interest, subject to any applicable Government policy directives.

All tariffs shall be publicly notified and applied transparently and without discrimination.

C. HISTORY AND CONTEXT

The freight tariff published under Tariff Notice No. 3 of 2021 established the pricing framework applicable at the time under the then prevailing legal regime. Following the repeal of the Kenya Railways Corporation Act (Cap. 397) and the commencement of the GOE Act, 2025, the Corporation undertook a comprehensive review of its freight tariffs to align with the new governance framework, prevailing cost structures, and operational realities across the SGR, MGR and Marine networks.

The Corporation may, from time to time, advise on variation to tariffs, rates, or charges in line with market conditions, operational costs, fuel price changes, regulatory requirements, and strategic considerations, subject to the applicable approval and governance processes under the Government-Owned Enterprises Act, 2025. Such tariffs shall take effect upon approval and publication in the manner prescribed by the Corporation. Accordingly, the Corporation hereby issues Tariff Notice No. 4 of 2026, which supersedes Tariff Notice No. 3 of 2021 to the extent of any inconsistency.

D. EFFECTIVE DATE

Unless otherwise stated, all rates, charges, and conditions contained in this Tariff Book shall apply to all traffic booked on or after **June 1st 2026**, and shall remain in force until amended or withdrawn.

E. 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 Government Owned Enterprises Act, 2025 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.

E. DEFINITION OF TERMS

“**CONSIGNMENT NOTE**” means contractual and accounting documents that 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.

“**DISTANCE**” means the rail distances

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

“**DOWN DIRECTION**” means all traffic heading southward direction

“**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 22 of the 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.

E. DEFINITION OF TERMS

“**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 meter 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.

E. DEFINITION OF TERMS

“**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 one Cubic meter 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 Kenya Railways Corporation’s policies.

“**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.

“**UP DIRECTION**” means all traffic heading northward direction.

“**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.

“**PREPAYMENT**” means consideration received in lieu of services.

F. 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
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	

G. GENERAL CONDITIONS OF CARRIAGE

FREIGHT CHARGES

1.1 Cargo to and from Inland Container Depots (ICDs), custom bonded areas, transit traffic, and exports and imports traffic shall charge in US dollar. Local cargo to destinations other than ICDs and Custom bonded areas shall be charged in local currency (KES). The exchange rate applicable shall be the rate as per the CBK mean rate, as at the date of the transaction.

1.2 All shippers' containers shall be charged at gross weight:

(a) 20 ft.

(b) 40 ft.

1.3 Tank-Tainers and locally stuffed containers (cabotage) mounted on wagons shall be billed based on the net weight of the cargo. The weight of the cabotage shall add onto the tare weight of the wagon. 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) shall be levied in accordance with the applicable rates.

1.5 KLI, SMZ, 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). The price movement indices are contained in appendix 1

G. GENERAL CONDITIONS OF CARRIAGE

1.8 The Corporation reserves the right to accept cargo offered for transportation.

1.9 The minimum chargeable rail distance for any cargo shall be 200kms.

1.10 Minimum Chargeable Weights:

1.10.1 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.

1.10.2 Down-direction cargo (moving toward the coast) shall be incentivized at 50% of the applicable Up-direction rate, if no empty repositioning costs are incurred.

1.10.3 The Minimum chargeable weight for DOWN direction traffic shall be 80% of the stenciled carrying capacity of the wagon for all commodities other than containers.

1.10.4 The above (1.10.2) shall only be applicable where there is no upward repositioning of wagons. The repositioning costs applicable shall be borne by the client besides the freight charges.

H. OTHER CHARGES

1.1 Local Haulage:

Local haulage (where applicable) shall be Kshs. 25,000 per wagon

1.2 Stoppage/Diversion Charges

(a) Local Traffic Kshs. 7,500 per wagon

(b) Transit traffic USD 350 per wagon

1.3 Wagon Demurrage Charges:

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

1.3.2 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.

1.3.3 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.

1.3.4 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 that 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.

1.3.5 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, crane and storage charges, where applicable, shall be raised as due.

1.3.6 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.

1.4 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.

1.4.1 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.

1.4.2 Demurrage Charges:

The demurrage charges given here are applicable to all goods excluding dangerous, offensive and perishable goods that will not be allowed to remain on the premises of the company longer than 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
2nd – 4th day after expiry of the free period	USD 150 (per 24hours)
5th – 10th day of expiry of the free period	USD 200 (per 24hours)

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

1.5 Out of Gauge Load (OGL):

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

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

1.5.3 Vehicle transportation between Mombasa and Nairobi shall be charged at Ksh100,000 Exc. VAT per wagon subject to railway operations regulations. The base rate shall be Ksh215 per/km Excl. VAT.

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

I. FREIGHT TARIFF

SECTION I : TARIFF FOR CONTAINERIZED CARGO

i. Containerized Cargo UP Direction

Import, Transit, Loaded Containers Rate per Container in USD

Route	20 FT	40 FT	Network
Kilindini – Naivasha	\$600	\$700	SGR
Kilindini – Nairobi	\$550	\$630	SGR
Kilindini – Athi River	\$550	\$630	SGR
Naivasha – Malaba	\$465	\$650	MGR
Naivasha – Kisumu	\$465	\$650	MGR

NOTES:

- Containerized dangerous goods 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.

ii. Containerized Cargo Down Direction

Route	20 FT	40 FT	20 FT	40 FT	Network
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
Malaba - Naivasha	\$200	\$350	\$50	\$75	MGR

NOTES:

- For all other routes not defined above; the rate per container (FCL) shall be.
- For SGR, 0.57 per TEU/Km for 20ft loaded Container and 0.58 per TEU/Km for a 40ft loaded container.
- For MGR, 0.51 per TEU/Km for 20ft loaded Container and 0.48 per TEU/Km for a 40ft loaded container.

iii. Kenya Railway Transit Shed

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

iv. Refrigerated Containers

Route	Direction / Type	Rate (USD per container)	Notes / Conditions
Mombasa → Nairobi	Import (loaded)	1,000	—
Mombasa → Naivasha	Import (loaded)	1,100	—
Nairobi → Mombasa	Export (loaded)	650	—
Naivasha → Mombasa	Export (loaded)	715	—
Mombasa → Nairobi / Naivasha	Empty reefer (repositioning)	300	Applies only if the client prepays the export-trip rail freight in advance.

Additional Notes / Operational Conditions

- The above rates apply where Kenya Railways' plug-in genset is utilized for reefer movements.
- Where reefer containers are moved without plug-in, or where a privately supplied genset is used, a surcharge equivalent to 20% of the applicable standard rate shall apply.

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

Conventional Cargo

a) Transit Conventional Cargo

Rail Route	Rate (US\$/ton) Conventional	Network
Mombasa – Naivasha	\$27	SGR
Naivasha – Malaba	\$24	MGR
Naivasha – Kisumu	\$24	MGR
Mombasa – Kisumu	\$53	MGR
Mombasa – Malaba	\$53	MGR

b) Local Conventional Cargo

Rail Route	Rate US\$/ton Conventional	Network
Mombasa – Naivasha	KES 3,350	SGR
Mombasa – Nairobi	KES 2,735	SGR
Mombasa – Athi River	KES 2,735	SGR
Kilindini - Bungoma	KES 5,720	MGR
Kilindini - Butere	KES 5,515	MGR
Kilindini - Kitale	KES 5,510	MGR
Kilindini - Kisumu	KES 5,135	MGR
Kilindini - Eldoret	KES 5,055	MGR
Kilindini - Nanyuki	KES 4,205	MGR
Kilindini - Nakuru	KES 3,935	MGR
Kilindini - Sagana	KES 3,625	MGR
Kilindini - Thika	KES 3,220	MGR
Kilindini - Nairobi	KES 2,930	MGR

NOTE

i. For all other routes not defined above, the base rate per ton/km shall be KES 5.53 for MGR and 6.64 for SGR.

ii. MGR Domestic conventional cargo moving on down direction shall be charged at Ksh2.77per ton/km Excl. VAT

Steel Cargo**c) Transit Steel Cargo**

Rail Route	Rate US\$/ton Conventional	Network
Mombasa – Naivasha	\$27	SGR
Naivasha – Malaba	\$24	MGR
Naivasha – Kisumu	\$24	MGR
Mombasa - Malaba	\$53	MGR
Mombasa – Kisumu	\$53	MGR

d) Local Steel Cargo (UP)

Rail Route	Rate/ton Conventional	Network
Manjewa - Kisumu	KES 4,800	MGR
Kilindini - Ruiru	KES 3,100	MGR
Kilindini - Nairobi	KES 2,950	MGR
Kilindini - Athi River	KES 2,800	MGR
Manjewa - Ruiru	KES 2,750	MGR
Manjewa - Nairobi	KES 2,570	MGR
Manjewa - Athi River	KES 2,430	MGR
Mombasa – Nairobi	KES 2,735	SGR
Mombasa – Athi-River	KES 2,735	SGR

SECTION III : PETROLEUM, OIL AND LUBRICANTS

Domestic Petroleum Cargo

Rail Route	PMS	AGO	Lubricants
Mombasa- Nairobi	4,025	3,725	3,725
Mombasa- Nanyuki	5,290	5,140	4,890
Mombasa-Kisumu	5,290	5,140	5,290

Transit Petroleum Cargo

Rail Route	PMS	AGO
Eldoret- Malaba	13	11

Local Vegetable oil

Rail Route	Vegetable oil
Mombasa- Nairobi	2,760
Mombasa-Thika	2,990
Mombasa-Nakuru	3,740

Transit Cargo

Rail Route	Rate US\$/ton Conventional	Network
Mombasa – Naivasha	\$36	SGR
Naivasha – Malaba	\$30	MGR
Naivasha – Kisumu	\$30	MGR
Mombasa – Malaba	\$68	MGR
Mombasa – Kisumu	\$68	MGR

NOTE

- For all other routes not defined above, the base rate per ton/km shall be Ksh7.60 on the MGR Exc. VAT

SECTION IV : MARINE

Rail Route	USD / TEU	USD / Ton	Network
Kisumu – Port Bell	\$400	\$20	Marine
Kisumu – Jinja	\$400	\$18	Marine
Port Bell – Kisumu	\$400	\$20	Marine
Jinja – Kisumu	\$400	\$18	Marine
Kisumu – Mwanza	\$425	\$21	Marine
Mwanza – Kisumu	\$400	\$21	Marine

SECTION V : 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 day (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	25	30
De-Consolidation of containers	80	150

J. APPENDIX I

PRICE ADJUSTMENT INDEX

The base rate used in this tariff is KES 170 per liter in Nairobi. There shall be a fuel price adjustor to the prevailing rates at every Energy Petroleum Regulatory Authority as per the formula below. Should the prevailing market price of fuel (the "Fuel Price") exceed or fall below this range, the contract price shall be adjusted in increments of 2% for every 10-shilling variance, as detailed below:

Fuel Price Range (Kes)	Market Trend	Price Adjustment (%)
221 – 230	Increase	12%
211 – 220	Increase	10%
201 – 210	Increase	8%
191 – 200	Increase	6%
181 – 190	Increase	4%
160 – 180	Neutral	0% (Base)
150 – 159	Decrease	-4%
140 – 149	Decrease	-6%
130 – 139	Decrease	-8%
120 – 129	Decrease	-10%
110 – 119	Decrease	-12%

- The basis for adjustment shall be the EPRA published fuel price for Nairobi.

Calculation: This percentage shall be applied to the total invoice value for the period in which the Fuel Price was active.

K. APPENDIX II

DISTANCES FOR KEY FREIGHT STATIONS

MGR DISTANCE TABLE	
ROUTE	Distance (KM)
Mombasa - Athi River	501
Mombasa - Embakasi	516
Mombasa - Nairobi	530
Mombasa - Ruiru	557
Mombasa - Nanyuki	761
Mombasa - Nakuru	712
Mombasa - Eldoret	915
Mombasa - Malaba	1082
Mombasa - Kisumu	928
Naivasha ICD - Malaba	490
Naivasha ICD - Kisumu	336

SGR DISTANCE TABLE	
ROUTE	DISTANCE IN KM
Mombasa - Nairobi	472
Mombasa - Naivasha ICD	553
Nairobi - Naivasha ICD	81

L. APPENDIX II

GENERAL TERMS

KENYA RAILWAYS STANDARD CONDITIONS OF CARRIAGE OF GOODS

1. These standard terms and conditions together with all the documents executed by the parties hereinafter pursuant to this contract of carriage of goods and herein after referred to as the contract documents constitute the entire agreement between the parties in respect of the subject matter hereof and supercede and cancel any prior representations, undertakings, custom of trade, agreements, obligations, representations, warranties, conditions or communications whether oral or written among the parties hereto relating to the subject matter hereof. No agent or employee of the company has the company's authority to alter or vary these conditions.

2. If prior to the execution of these standard terms a customer requires more information the same shall be obtained by the customer from the company representative executing it.

3. Under these standard conditions the following terms shall mean as follows:

- (i) "Agreement" means conditions of carriage, schedules, Transport agreements, if any incorporating these service conditions for specific types of goods.
- (ii) "Available capacity" means the availability of locomotives, rail wagons of the type required by the customer.
- (iii) "Loading profile" means the procedures set out or to be set out stating the manner in which goods must be loaded or unloaded.
- (iv) "Loss" means any loss, damage, costs charges, damages or expenses including legal and other professional charges and expenses but excludes all consequential and or Indirect damages unless stated

4. Any standard terms and conditions of carriage used by the customer which conflict with or deviate from these terms of the contract shall not apply except where the company has expressly and in writing consented to the same. The unconditional carriage of goods or supply of services or acceptance of payment by the company shall under no circumstance be construed as an acceptance of conflicting terms and conditions save as aforesaid.

5. In addition to these standard terms and conditions all carriage of goods by Kenya Railways (hereafter referred to as 'The Company') is transacted in accordance with the Tar Book regulations and conditions (as may from time to time be amended). A copy of the Tar Book containing all amendments is available for inspection at every acceptance delivery office; execution of this agreement shall be construed as full knowledge of the same.

6. Customers entering into transaction of any kind with the company expressly warrant that they are either the owners or the duly authorized agents of the owners of any goods to which the transaction relates and further warrant that they are authorized to execute, accept and bind themselves and the principals to these terms and by accepting these conditions they are so doing not only on their own behalf but also as duly authorized agents for and on behalf of all other persons who are or may thereafter become interested in the goods.

7. A fully completed consignment note in the prescribed form and signed by the consignor of his agent must be handed to the Company with each consignment. All alterations to the particulars written on consignment notes must be initiated by the consignor or his agent. Provided that no alterations shall be allowed to the consignment note once the goods have been accepted for carriage and acknowledgement thereof made the company by execution of the contract.

8. The consignment note must show clearly the name of the station or port of tender of the goods, the date month and year of tender, a full and accurate description of the goods and type of packing, the marks and number of the packages, the gross weight of the goods the name and address of the consignor and consignee, the destination station or port, how the carriage charges are payable and must state full particulars of all Customs or other documents which may be required to accompany the consignment.

9. The customer or his agent handing over any goods to the company for carriage or warehousing shall deliver an account in writing signed by such customer or agent containing such a description of the goods, a declaration of their value and where required the purpose for which they will be used, as may be so stated to enable the company determine the rates and charges payable in respect of the carriage or warehousing thereof by the Company and the risk, if any attaching to the carriage of goods. a. The declared value of the goods shall be the company's maximum liability in connection with the carriage of the goods which liability relates to and includes but not limited to any loss, damage, delay, misdelivery, nondelivery, Risk and any loss in excess of the declared value shall be assumed by the customer. The customer may at their discretion transfer this risk to an insurance company or their choice.

b. Where the customer does not declare the value of goods, the deemed value of the goods shall be a maximum value of Kshs. 20,000/=. The Company's liability in respect of such goods whose value was not declared shall be limited to Kshs. 20,000/=.

c. Notwithstanding the declared value of the goods, the company's liability for loss, damage, delay, misdelivery, nondelivery will not exceed the goods repair cost or the depreciated value or the replacement cost whichever is less.

d. The customer shall enter and fill the consignment note and shall therefore be solely responsible for the accuracy in completing the consignment note and other carriage documents including completion of the declared value section, any attempts to change the declared information on goods have been accepted by the company will not be allowed. The acceptance to carry any such goods by the company does not constitute a waiver or any condition herewith or an admission of liability for such goods.

10. An authorized employee may for the purpose of checking an account delivered under paragraph (1) requires such customer or agent as the case may be, to permit him to examine such goods. Such inspection does not, however, diminish or waive the customer's liability to tender an accurate account.

11. The customer or his agent tendering goods to the company for carriage shall be deemed to be bound by and to warrant the accuracy of all description, values, and other particulars furnished to the company for the customs, consular and other purposes.

12. Where in respect of goods which are carried or warehoused by the Company, the description and account delivered under paragraph 6 and 7 is found to be false in any material particular with respect to the description of any goods to which it relates the company may refuse to carry such goods and such refusal whether made before or after execution of the contract documents shall not be deemed to be a breach of the terms of this contract.

13. The liability of the Company in respect of any goods carried by it in relation to which an account is false in any material particular has been given under paragraph (6 and 7), shall not in any case exceed the value of the goods as calculated in accordance with the description contained in such false account. The customer or his agent undertakes to indemnify the company against all losses, damages, expenses and fines whatsoever arising from any inaccuracies or omission, notwithstanding that such inaccuracies or omissions are due to any negligence of the customer or agent's part.

14. Any instructions or goods accepted by the company may in the absolute discretion of the company be fulfilled by the company through its servants, agents or assigns, performing at their own risk and responsibility.

15. The company reserves its absolute discretion as to the means, route and procedure to be followed in the handling, storage and transportation of goods.

16. Except where the company is instructed in writing to pack the goods, the customer warrants that all goods have been properly and suitably packed and/or prepared for all transport. The company shall not accept any liability for loss or damage to goods as a result of improper, insecure, or negligent packing.

17. The company has its rates available at the acceptance/delivery office and shall carry all goods at the prevailing rates where any special quotation or rates are given to customer, they are given on the basis of immediate acceptance and are subject to withdrawal or revision unless formal acceptance is received within (seven) days. Notwithstanding the foregoing any other provision in these terms and the Tar Book, all rates are liable to revision at any time and such revisions shall have effect from the date of such revision or supplement to the Tar Book.

18. Subject to these provisions and the Tar Book, any customer who has tendered to an authorized employee of the company the appropriate charges and has complied with the conditions upon which goods are accepted for carriage by the company, the company shall sign the consignment note, be deemed to have accepted to carry the goods in accordance with the terms and conditions set forth in the exceptions mentioned hereinbefore.

19. If goods are transported at any time when there is no agreement between the parties (including an agreement on all applicable rates, charges and additional costs) where applicable and determined by the reason, the goods will be transported at the usual and normal company rates, charges and additional costs.

20. The company will generally accept Hazardous or dangerous goods for carriage except under special arrangements made in writing prior to the acceptance of goods. Dangerous or hazardous goods include those which have the potential to cause harm to persons, property or the environment.

If the Company in its absolute discretion does accept Hazardous Goods for carriage, they shall be carried subject to the following special conditions.

a. Prior arrangement must be made with the Company for the carriage of Hazardous Goods;

b. The consignor of hazardous Goods must supply the Company with any declaration required by the Company or any other Law applicable for the specific goods.

c. The hazardous Goods must be packed, labeled and loaded in accordance with any other Law applicable to the carriage of Hazardous Goods and in accordance with the Company's guidelines and any applicable code of practice;

d. The consignor must mark each receptacle or container containing Hazardous Goods or document relating to Hazardous Goods with the correct technical name of the Hazardous Goods and identify each receptacle or container with a distinctive label or stencil which makes its hazardous nature obvious.

e. Should any customer or consignor deliver any such goods to the company or cause the company to handle or deal with any such goods otherwise than under special arrangements previously made in writing, they shall be liable for all loss or damages whatsoever caused by or to or in connection with the goods however arising and shall indemnify the company against all penalties claims, damages costs and expenses whatsoever arising in connection therein with and the goods may be destroyed or otherwise dealt with at the sole discretion of the company or any other persons in whose custody they may be at the relevant time. If such goods are accepted, under arrangements previously made in writing they will nevertheless be so destroyed or otherwise dealt with on an account of risk to other goods, Property life or health. The full list of hazardous goods is enumerated in the Tar Book Regulations and Conditions.

21. The company shall be responsible for any loss of or damage to goods or for any non-delivery or mis-delivery if it is proved that the loss, damage, non-delivery or mis-delivery occurred whilst the goods were in the actual custody and control of the company and that such loss, damage, non-delivery or mis-delivery was due to the willful neglect default of the company of its own servants, subject to these provisions and the Tar Book.

22.a) The customer or recipient of goods must acknowledge receipt of the goods by signing the delivery note and is required to fully inspect the goods for any damages and shortage and indicate on the delivery note their observations about the general condition of goods any damages or shortage in the goods; the signed delivery note shall be treated as prima facie evidence that the goods were delivered in good condition.

b) The Company must receive a notice of a claim relating to damage delay, shortage or mis-delivery within seven (7) days after delivery of the goods or in the case of non delivery within 7 days of the scheduled delivery date.

c) The notice of claim must include clear copies of the duly executed consignment note commercial invoice/customs entry supported by a packing list or bill of lading delivery note, survey report, joint inspection report, invoice of depreciated cost, wagons delivery note (for covered wagons).

d) The company shall not accept any claims for loss damage shortage non-delivery or mis-delivery unless notice of the claim has been made as required in clause 7 (b) above and a claim lodged with the company within six (6) months from the date the goods were delivered by the company.

e) The Company is not obligated to act on any claim until all transportation charges have been paid, the claim may not be deducted from these charges.

f) Only one claim can be filed in connection with a particular consignment; a claim lodged by a person other than the customer; (owner of the goods) or a duly authorised agent who has furnished the company with an original letter of authority from the customer to lodge the claim shall be treated as null and void.

g) Failure to comply with any of the above condition will result in the denial of customer's claim.

23. The Company will not be liable for special, indirect or consequential damages or for loss of profit and business incurred as a result of any loss or damage to goods whether in contract or in tort or otherwise even if the Company has been advised of the possibility of such loss.

23 Any right the customer might have to damages restitution injunctive relief or any other equitable relief whatsoever against the company under any cause of action arising from the transportation of any package pursuant to the transportation of the goods shall be extinguished unless a suit is filed within one year from the date of delivery of the goods or from the date on which the goods should have been delivered

24. Any right the customer might have as to damages restitution injunctive relief or any other equitable relief whatsoever against us under any cause of action arising from the transportation of any package pursuant to the transportation of your goods shall be extinguished unless the customer complies with the applicable notice periods and requirements in these terms and conditions but not limited to the periods and requirements for providing notice.

25. The company shall not be liable to the customer for any loss, damage or delay in delivery of goods to the extent that the performance is prevented by a force majeure event which materially affects its ability to perform its obligations. A force majeure event shall include any Act of God, hurricane or other weather conditions; labour strike, lockout or other industrial disturbances, war, riot, political and election processes that may lead to instability and clashes, sabotage, act of public enemy, terrorist acts, gang violence, blockage, serious illness or epidemic, earthquake or other earth movement, flood, or other natural disaster, bomb blast or other explosions; fire accidents or repair to machinery; failure of supply electric energy; shortage of goods essential to a parties performance of this agreement, breakdown of factory machinery; or their delay by a carrier, or government action that prevents performance or any other circumstances beyond its control whether or not the same be ejusdem generis with those above but only to the extent and for the period during which any such causes shall so operate.

26. All Insurance effected by the company for the goods in transit is subject to the usual exceptions and conditions of the policies of the insurance company of underwriters taking the risk. These exceptions are enumerated in the Tar Book.

27. These standard conditions of carriage shall also govern any further or additional work or service which may not initially have contemplated but is nevertheless performed by the company in fulfillment of its obligations of this carriage agreement.

28. Collection and delivery of goods

a. Goods will be collected from and delivered at stations and goods depots unless special arrangements have been made between the customer and the company. Goods sheds and parcel offices are open for the transaction of business from 8.00am to 1 pm and from 2.00pm to 5.00pm daily (Saturdays 8.00am to 1.00pm) except as notified at certain stations by public notice and excluding Sundays and gazetted public holidays. Special arrangements will be made for collection of perishable goods.

b. The customer shall be allowed a free period within which to load or unload the wagon after it has been placed for loading or unloading (details of which are contained in the tar book) after which the company shall levy demurrage charges. Where the company has to load or unload cargo, this service shall be performed by the company entirely at the risk of the owner of the goods.

c. Perishable goods which are not taken up immediately upon arrival or which are insufficiently addressed or marked may be sold or otherwise disposed of without any notice to the customer and payment or tender of the net proceeds of any sale after deduction of charges and expenses shall be equivalent to delivery. All charges and expenses arising in connection with the storage and sales or disposal of the goods shall be paid by the customer.

29. All goods and documents relating to the goods shall be subject to a particular and general lien and right of detention for monies due either in respect of such goods, or for any particular or general balance or other monies due from the customer or the sender, consignee or owner to the company. Such goods may be detained, and sold by auction or otherwise at the sole discretion of the company and at the expense of such persons, and the net proceeds applied in or towards satisfaction of such indebtedness.

30. Notwithstanding any other provision of these conditions and the Tar Book, the customer shall indemnify the company against all claims made against the Company, its employees, agents, subcontractor, or any carrier, warehousemen of any other person whatsoever or arising directly or indirectly from or in connection with the customer's goods or instructions for the carriage of goods lodged against the company by any person interested in goods, tax authorities, statutory bodies or by any other person whatsoever.

31. Each and every provision contained in these standard agreement and any other terms or conditions to be agreed by the parties herein shall be capable of independent enforcement thus enabling the court of the tribunal to enforce the remaining provision if it adjudges one or more provisions be wholly or partially invalid.

32 All contracts for carriage of goods by the Company shall be governed by either the Laws of Kenya or Uganda.

IMPORT MADE EASY WITH KENYA RAILWAYS TRANSIT SHED



and National Cargo Deconsolidation Center

Located next to **Nairobi Central Station**, the facility offers **fast, affordable, and secure** clearance for small consignments—perfect for **MSMEs**. Clear your goods quickly without traveling to distant depots, enjoy lower shipping costs, reduced waiting times, and convenient customs processing right in **Nairobi CBD**.



**Get In
Touch**



marketing@krc.co.ke



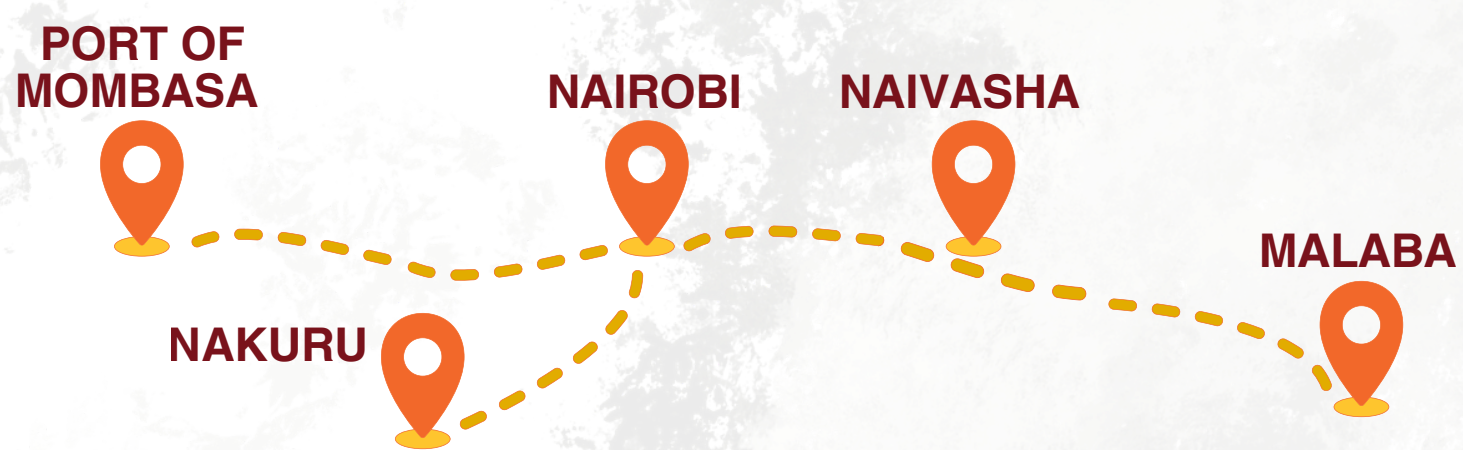
www.krc.co.ke





KENYA RAILWAYS FREIGHT SERVICE

SAFE, CONVENIENT AND RELIABLE.



 marketing@krc.co.ke

 www.krc.co.ke





Kenya Railways Corporation
Workshops Road, Off Haile Selassie Avenue
Opposite Technical University Of Kenya
P.O. Box: 30121 _ 00100 NAIROBI

Tel: 0709907555 and 0709907000
24hrs Emergency No. 0711 777 577

E-mail: info@krc.co.ke
Contact@krc.co.ke
Website: www.krc.co.ke