

BIANNUAL PETROLEUM ACCIDENTS REPORT

July 2025 - December 2025



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Director General Foreword



The availability of safe, affordable, and sustainable petroleum products remains a critical component for Kenya's economic growth. As the Energy and Petroleum Regulatory Authority (EPRA), our mandate is to ensure efficiency, effectiveness, reliability, and most importantly safety of petroleum products. This commitment forms a strategic component of our national energy security.

The insights presented in this report provide clarity on the operational risks within our supply chain and should not be approached as just mere statistics. They are a call to action for all stakeholders involved in our industry to embrace a culture centered on safety.

The data in the report highlights safety vulnerabilities within our supply chain which call for sector stakeholders to collaborate and address. It is not enough to just respond to incidents; we must proactively cultivate a safety focused culture that permeates every level of our operations.

In response to the findings of the report, we are accelerating our shift towards predictive and risk-based regulation. Our role is to provide the regulatory and technical instruments necessary to mitigate these risks effectively. This includes leveraging our mandate under the Petroleum Act Cap 308 and subsidiary sector regulations to ensure compliance in petroleum operations.

Our commitment to safety must extend beyond regulatory compliance. It requires an innovative approach to safety management in the petroleum sector. Further, we must embrace technology which serves as a central feature in our quest for operational excellence.

As we reflect on the findings and recommendations of this report, let us commit to a future where safety is not just a priority but a core value embedded in the fabric of our industry. Together, we can build a resilient and sustainable petroleum sector that safeguards our people, our environment, and our economy.

Let us reaffirm our commitment to refining our safety practices and advocating for robust regulatory enforcement. I am confident that through collective determination and a focus on safety, we can significantly reduce accidents in the sector. Together, let us cultivate an environment where safety is integrated into our corporate ethos, ensuring that as we champion the wellbeing of our communities and protect our environment through embracing a safety culture.

I encourage all stakeholders to engage with this report, embrace its recommendations, and work collaboratively toward a safer and more prosperous future for Kenya's petroleum and gas sector.

Daniel Kiptoo Bargoria, O.G.W, M.B.S.
Director General

Director Petroleum and Gas Foreword



The petroleum and gas sector is a critical catalyst to Kenya's economic progress and plays a key role in the Country's energy security. It is conclusive to say that the operational efficiency and success of the sector is largely dependent on safety. Safety is the non-negotiable bedrock of the petroleum sector and safety protocols serve as a lifeline for workers, the environment, and the strategic sustainability of the global economy. This report covers petroleum and gas accidents reported and investigated within the first half of the 2025/26 financial year and incorporates accidents investigations in petroleum and gas facilities, homes, road and rail.

The recommendations from the report serve as an essential tool to identify measures to mitigate petroleum and gas-related accidents. Further, the report serves as a critical tool towards safety and risk management within the petroleum sector in the Country. The data compiled herein reveals significant insights into the operational landscape with a startling statistic indicating that 83% of reported incidents occur during road transport of petroleum products. This presents a stark reality that the Country's supply chain is fraught with challenges that require

immediate intervention. A key finding in the report is that LPG related accidents account for 36.% of total economic losses caused by accidents involving petroleum products. These statistics emphasize not only the urgent need to enhance safety measures in the petroleum value chain but also the responsibility we bear as industry stakeholders to safeguard our operations. A thorough analysis of the underlying causes behind these incidents points predominantly to human factors and systemic inefficiencies. From the report, it is clear that a robust framework addressing these causes is paramount. Comprehensive risk assessment methodologies, alongside adherence to operational standards and existing regulations will be key to necessary safety improvements. Accordingly, I urge all players in the industry to prioritize the integration of safety into every aspect of their operations.

Capacity building programs aimed at enhancing competence across the workforce cannot be overstated in improving safety. These programs enhance a safety culture, ultimately reducing the likelihood of accidents. Further, collaboration with other institutions in the environmental, human and transport safety space is critical as we seek to deploy interventions that seek to improve safety in the transportation of petroleum products.

This report serves as a launch pad to Kenya's petroleum sector to reassess and improve its workforce management policies, ensuring that they meet modern safety demands. Together, we can establish a culture of safety that is founded into our industry's operations. This report should inspire us to advocate for more regulatory enforcement and encourage a culture where safety is more intentional and deliberate rather than a reactionary measure guiding our operations. I am confident that by implementing the recommendations of this report, we can substantially stem accidents therefore contributing to a safe, resilient and sustainable future for Kenya's petroleum and gas sector.

Eng. Edward Kinyua, PE, OGW
Director, Petroleum and Gas

Definitions

Defensive Driving	Defensive driving is a set of driving practices that help you lower the risk of accidents and enhance road safety. It involves staying aware of what's happening around you, spotting potential hazards early, and making informed decisions to protect yourself and others on the road
Journey Plan	A pre-approved documented plan prepared before transporting petroleum products that outlines the route, timing, risk assessment, product details, and driver information.
Licensee	Holder of a licence or certificate issued by the Authority
Root Cause Analysis	A structured, systematic process for identifying the fundamental and underlying system failures in the transportation of petroleum products.
Safety Management System	Refers to an internal organizational level control designed by the petroleum facilities and bulk road transporters. This control is designed to proactively manage safety risks, protect personnel, assets, and the environment. It integrates safety policies and operational procedures towards proactively preventing accidents in the petroleum sector rather than merely reacting to them.

Acronyms

AGO	Automotive Gas Oil
DCI	Directorate of Criminal Investigation
DOSHS	Directorate of Occupational Safety and Health Services
EPRA	Energy and Petroleum Regulatory Authority
GPS	Global Positioning System
HFO	Heavy Fuel Oil
IK	Illuminating Kerosene
JET A-1	Jet Fuel A-1
KEBS	Kenya Bureau of Standards
KENHA	Kenya National Highway Authority
KPC	Kenya Pipeline Company
KRC	Kenya Railway Corporation
KURA	Kenya Urban Roads Authority
LPG	Liquefied Petroleum Gas
NEMA	National Environment Management Authority
NGAO	National Government Administration officers
NGOs	Non-Governmental Organisations
NITA	National Industrial Training Authority
NPS	National Police Service
NTSA	National Transport and Safety Authority
PMS	Premium Motor Spirit

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Gratitude goes to the management and staff of NTSA, NPS, NGAO, KRC, KENHA, KURA, DCI, NGOs, and County Governments for their co-operation during the investigations.

This study was undertaken by the following officers of the Authority:

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The following officers of the Authority conducted investigations of the accidents reported during the study period:

- | | |
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Executive Summary

Access to affordable and safe petroleum products is a key enabler for socio-economic development. Globally, a strong positive relationship between per capita economic prosperity and use of petroleum products has been demonstrated, underscoring the need for safe and sustainable access to these products. In Kenya, the petroleum sector is one of the leading revenue earners and plays a critical role as an energy source for domestic, transport, industrial, institutional, and agricultural sectors.

The petroleum sector operates within an inherently high-risk environment that exposes the sector to hazards capable of affecting public safety, security of supply, product quality, socio-economic stability and environmental safety. This underscores the need for enhanced regulatory oversight to promote public safety, industry best practice and safeguard public trust. The Authority conducts investigations for all reported accidents and incidents across the petroleum value chain to establish the root cause so as to mitigate occurrence, and inform the development of effective regulatory safeguards.

This study aimed at analysing petroleum and LPG accidents that were reported to the Authority and investigated in the first half of 2025/2026 Financial Year. It examined spatial and temporal accident occurrence patterns, assessed economic and product losses, and identified the probable root causes across domestic, facility, rail and road related accidents.

The study analysed a total of fifty-nine (59) accidents. It was found that road transport accidents accounted for 83% of all accidents which could be attributed to a wide span of stakeholders involved in the transport sectors. It was also established that 32% of the accidents happened along the Northern Corridor road network between Eldoret-Malaba and Kisumu-Busia Border Points. Temporal analysis established peak frequency of accident occurrence was between 1200hrs and 2100hrs (57%) pointing to a strong influence from operational exposure and fatigue. Despite contributing only 7% of the total accidents, facility related accidents accounted for 24% of all fatalities. Further analysis showed that of estimated economic loss of KES 197,333,051, LPG accounted for 36% while other petroleum fuels accounted for 63%. The predominant root causes were attributed to driver behaviour, gaps in Safety Management Systems for both road and facility accidents, lack of awareness for domestic related accidents, and poor rail conditions.

These findings point to the need for continued collaboration between the Authority and other stakeholders to enhance capacity building, compliance, surveillance and enforcement for the entire petroleum sector.

1 Introduction

1.1 Background

Availability of safe, affordable and sustainable petroleum products is essential for economic growth in a country. In Kenya, the petroleum industry powers activities in domestic, institutional, transport, agricultural and industrial sectors, providing the much-needed energy for, among other services, cooking, motorization of vehicles, manufacturing and irrigation. Indeed, access to these products is a predictor of economic growth of countries. There is a positive relationship between energy use per capita and the gross domestic product per capita, with countries like Canada, Japan, United States and some Middle East countries recording high levels of affluence¹. Similarly, for Kenya to improve the affluence of its citizens, then there should be increased energy use. However, the value chain for the petroleum products is amenable to safety risks.

Safety issues in the petroleum sector can lead to financial losses, environmental degradation, injuries and loss of lives. This leads to economic losses for a country. This can be through disruption of the supply chain, job losses, permanent disabilities, increase in insurance premiums, burden to health facilities and cleanup costs.

Petroleum accidents have recorded loss of lives and injuries in different countries. These deaths result from the injuries caused by the accident itself, fires resulting from oil spillage and explosion effects of gas. Most countries do not have consolidated data for petroleum accident-related casualties. However, isolated accidents have been reported in news outlets. In India, for example, in 2024, two such accidents were reported, with 16 fatalities, from the Jaipur Gas Tanker crash². A refinery accident was also reported in the same country, at Mathura Refinery plant, killing two people³. Similar accidents have been reported in countries like the United States of America. In Texas particularly, between 2014 and 2019, there were 219 recorded fatalities in oil related accidents. These, and many more, call for the need for continuous improvement of safety in the industry.

For preventive measures, all accidents should be investigated, not for apportioning blame, but understanding the root cause(s), drawing patterns and coming up with lessons that can help prevent such accidents in future. Accident investigations therefore focus on the how, the why and the who. Figure 1 demonstrates these areas of focus in accident investigation.

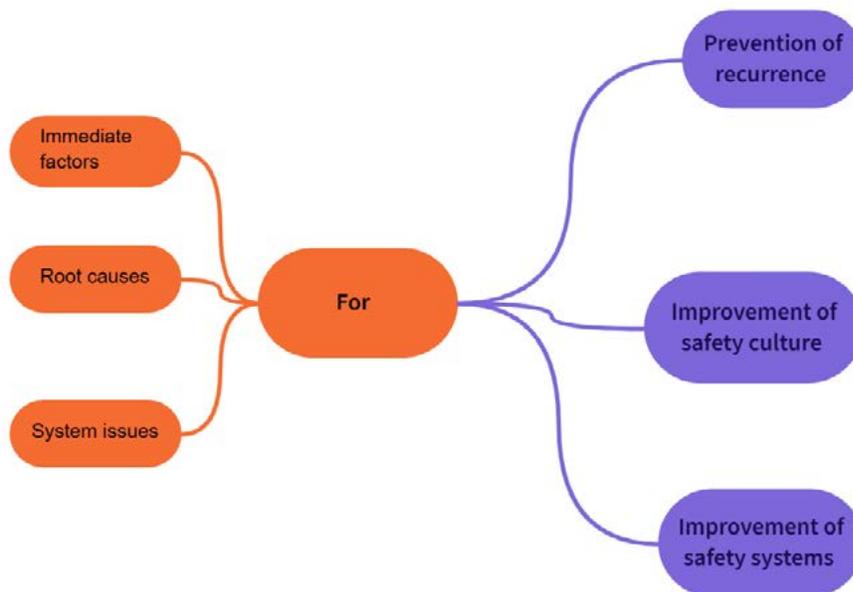


Figure 1: Accident Investigation Mind Map

1 A visualization report from Boston University indicates this relationship, although it does not show the direction of causality. This could still be a self-reinforcing relationship, where affluent people use more energy, which spurs economic growth, improving the circumstances and social mobility of citizens. The report can be accessed via <https://visualizingenergy.org/what-is-the-relationship-between-energy-use-and-economic-output/#:~:text=Goods%20and%20services%20do%20not,%2Drich%20Middle%20East%20countries>.

2 This was reported in The Hindu new outlet, accessed via <https://www.thehindu.com/news/national/rajasthan/jaipur-tanker-crash-death-toll-rises-updates-december-24/article69022735.ece>

3 Reuters, via <https://www.reuters.com/world/india/indian-oil-says-fire-refinery-has-been-fully-extinguished-2024-11-12/>

The immediate factors are those direct events that led to the accident. They could be failure of a valve, vehicle brake jamming, or misjudgement of a driver or operator. The immediate factors, when drilled further, using tools like the Ishikawa Diagram, hypothesis testing and 5-Why's analysis, lead to the root causes. The root causes can be political, technical, social or even cultural, and from this, system failures can be identified. Major efforts should be directed towards improving safety in the handling of petroleum products across the value chain identified in the mind map.

In Kenya, the Energy and Petroleum Regulatory Authority (the Authority) licenses players in the Petroleum industry and has a mandate, among others, of ensuring that the products are handled in a safe manner. Consequently, the Authority conducts accident investigations in the Petroleum value chain. The findings from the investigations are used to improve safety in the industry and enhance the development of effective regulatory safeguards.

This report presents the summary findings of the investigated accidents in the first half of the 2025/2026 Financial Year. It is presented in six parts. The background section draws examples from global levels, justifying the need for improvement of safety. It is then tied to the legal and regulatory context, which explains the legal mandate under which the Authority investigates accidents. The introduction is followed by the scope and objectives of the study. The subsequent part discusses the methods used to analyse the data followed by a discussion of the findings. The final part draws conclusions and gives recommendations for improving the petroleum sector.

1.2 Legal and Regulatory Context

The Energy and Petroleum Regulatory Authority (The Authority) is established under Section 9 of the Energy Act, Cap. 314 (the Energy Act) with the mandate for technical and economic regulation of the electricity, renewable energy and petroleum subsectors. Further, the Authority is mandated to enforce provisions of the Petroleum Act, Cap. 308 (The Petroleum Act).

Pursuant to Section 10 (a) (ii) of the Energy Act, the Authority is mandated to regulate importation, refining, exportation, transportation, storage and sale of petroleum and petroleum products. Section 10 (aa) of the Energy Act mandates the Authority to “take such actions as is necessary to enforce the requirements ...or any regulations and to protect the environment, the health and safety of workers and the public.”

Additionally, Section 214 (2) of the Energy Act empowers the Authority to direct an investigation to be carried out into any accident or incident arising from any undertaking or activity pursuant to a licence issued by the Authority and take such action, as it deems necessary.

This covers all operations from upstream, mid-stream and downstream sectors. These legal instruments mandate the Authority to enforce these standards by licensing facilities and individuals, investigating accidents and incidents and promoting safety practices through capacity building and creation of awareness.

Standards enforcement	Together with the Kenya Bureau of Standards (KEBS), Directorate of Occupational Safety and Health Services (DOSHS), industry players, National Transport and Safety Authority (NTSA) and other government agencies the Authority develops and enforces standards for the petroleum and LPG sub-sectors.
Regulatory Requirements	<p>A person dealing in the importation, refining, exportation, transportation, storage and sale of petroleum and petroleum products is required to obtain a permit, license and/or certificate from the Authority.</p> <p>Licensees are required to engage third party agents who have valid permits, licences and/or certificates from the Authority.</p> <p>Licensees are required to notify the Authority of any incident or accident within forty-eight hours and are required to submit a report of the same to the Authority within fourteen days.</p> <p>The report should incorporate the following; cause, environmental effects, economic impacts, health impacts, date and time, location and geographical spread, number of injuries or fatalities if any, environmental effects and scale of damage if any, own and third-party property damage if any, in the case of a jetty, storage facility or pipeline give the number of days the infrastructure will continue to be out of service; and description of the events leading to and the most probable cause of the incident or accident. The licensee needs to indicate the proposed remedial measures and timelines for implementation.</p>
Transportation of petroleum products and LPG	The regulations indicate the requirements for a tanker permit, driver certificate and transporter license for both petroleum products and LPG. A transporter is required to sign an environmental liability policy, have a journey plan indicating product, driver, destination, journey times including rest, and tracking of petroleum tankers by installing Global Positioning System (GPS). A driver is required to have defensive driving certificate amongst other requirements.
Licensing	The Authority issues licenses to petroleum and LPG retail facilities, depots, transporters, wholesalers, lubricant facilities, storage and filling of LPG, import, export and wholesale of LPG and petroleum products, construction permits, tanker permits as well as driver certificates. These licenses and permits are issued with conditions which are meant to ensure quality of products, safety of the related operations as well as promote public safety.
Awareness creation and Capacity building	The Authority conducts targeted capacity building and safety awareness campaigns to sensitize the general public and licensees on safe handling of LPG and petroleum products. Fines and penalties are also implemented where applicable.

The Authority analysed accidents in the mid and downstream petroleum sectors and will use the report findings to proactively promote safety in the industry.

2 Scope and Objectives

This report covers petroleum and gas accidents that were reported and investigated within the first half of the 2025/2026 financial year. This includes accidents in petroleum and gas facilities, domestic, road and rail.

The development of this report was guided by the following objectives:

- i. To establish the spatial-temporal patterns of investigated accidents
- ii. To infer patterns from the accidents and identify the root causes
- iii. To analyse the impacts to human, economic and product losses from the accidents
- iv. To identify measures to mitigate petroleum and gas related accidents

2.1 Limitations

Accident investigations are conducted in a manner that aims to capture the sequence and details of the accident as accurately as possible. However, the reports and this summary may have the following limitations:

- i. The economic losses are a combination of product loss and damage to property. These losses are based on estimates hence actual costs may vary.
- ii. The study covered accidents that were either reported or brought to the attention of the Authority. The actual number of accidents during the study period may differ.
- iii. The fatality figures recorded in this study reflect those confirmed at the time of the investigation. Consequently, these figures may vary from the final death toll.

3 Methodology

This section discusses the methods used to collect, analyze, and present accident information data. Information from accident investigation reports for the first half of the financial year 2025/2026 was compiled and analysed as secondary data. Subsequently patterns were established and inferences made based on the following parameters:

Parameter	Explanation
Nature of accident	This was categorized based on the entity where the accident occurred. This consisted of road and rail transportation, LPG and Petroleum facilities and domestic use.
Location	Exact location of the accident which includes the geographic coordinates and place where the accident occurred.
Product	The report categorized frequency of accidents associated with each of the petroleum products involved: LPG, AGO, PMS, JET A-1, IK, and HFO.
Product Lost	The quantity of product lost.
Casualties	Details of fatalities and injuries.
Accident time	The time of accident occurrence.
County	The county where the accident occurred.
Economic Loss	Financial loss resulting from the accident.
Root cause	Underlying cause of the accident.

These parameters were analyzed and presented using tables, frequency distribution graphs and pie charts.

4 Findings and Discussions

In this section, a summary of the accidents analysed for the first half of 2025/2026 financial year (FY) is presented.

4.1 Location of Accident

The study analysed locations at which the accidents occurred. This information is important to the Authority for resource planning, allocation and accident mitigation measures. Figure 2 presents the frequency distribution of the reported accidents per county.

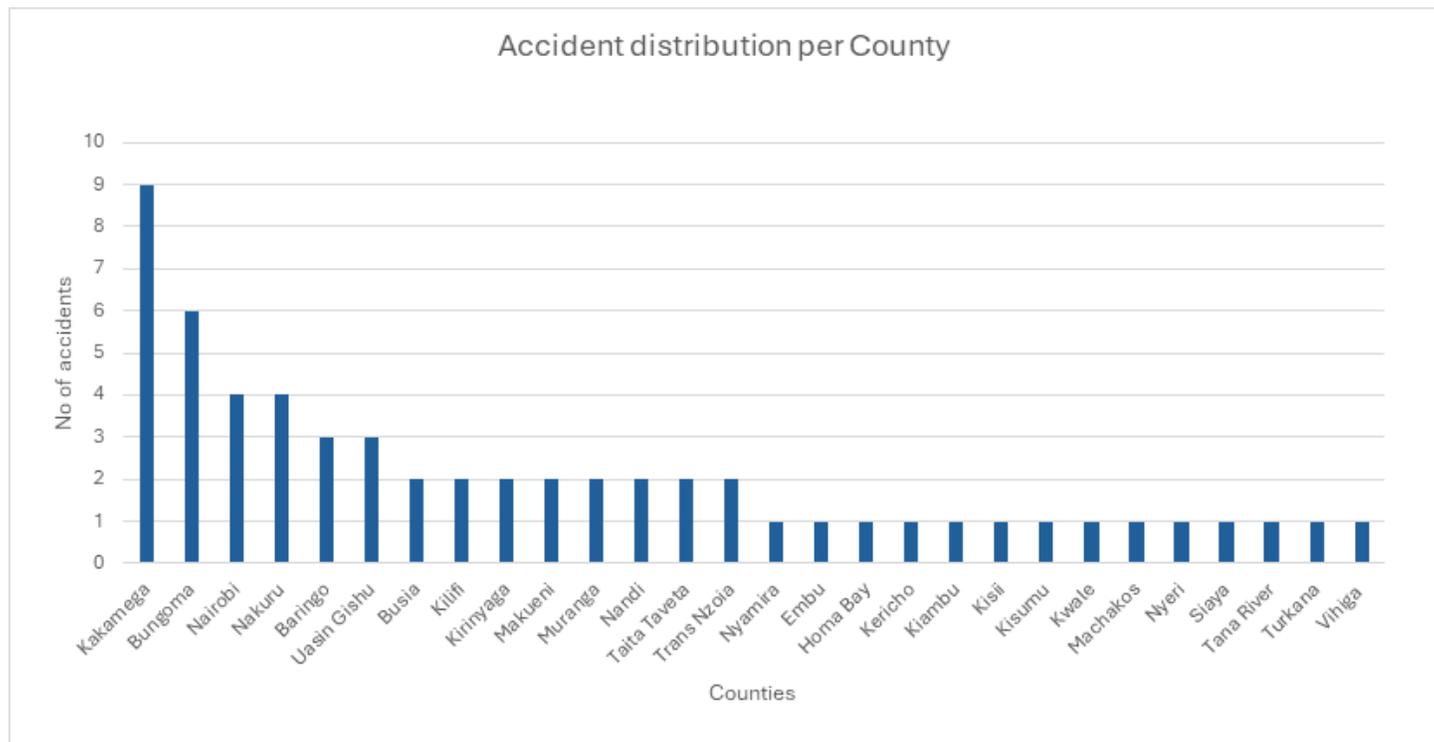


Figure 2: Frequency of accidents per county

The counties with high frequency of recorded accidents lie within the northern transport corridor. For example, consider the corridor that links the Eldoret depot to the consumption points via this corridor. This corridor traverses through Uasin Gishu, Kakamega, Bungoma and Busia. Similarly, the Kisumu – Busia corridor traverses Busia county from the KPC depot in Kisumu. These counties, which make only 14% of the counties from where accidents were reported, contributed a combined 32% of the accidents. This percentage covers only road related accidents. This indicates the need of deployment of more resources in the areas in terms of capacity building, awareness creation and enforcement.

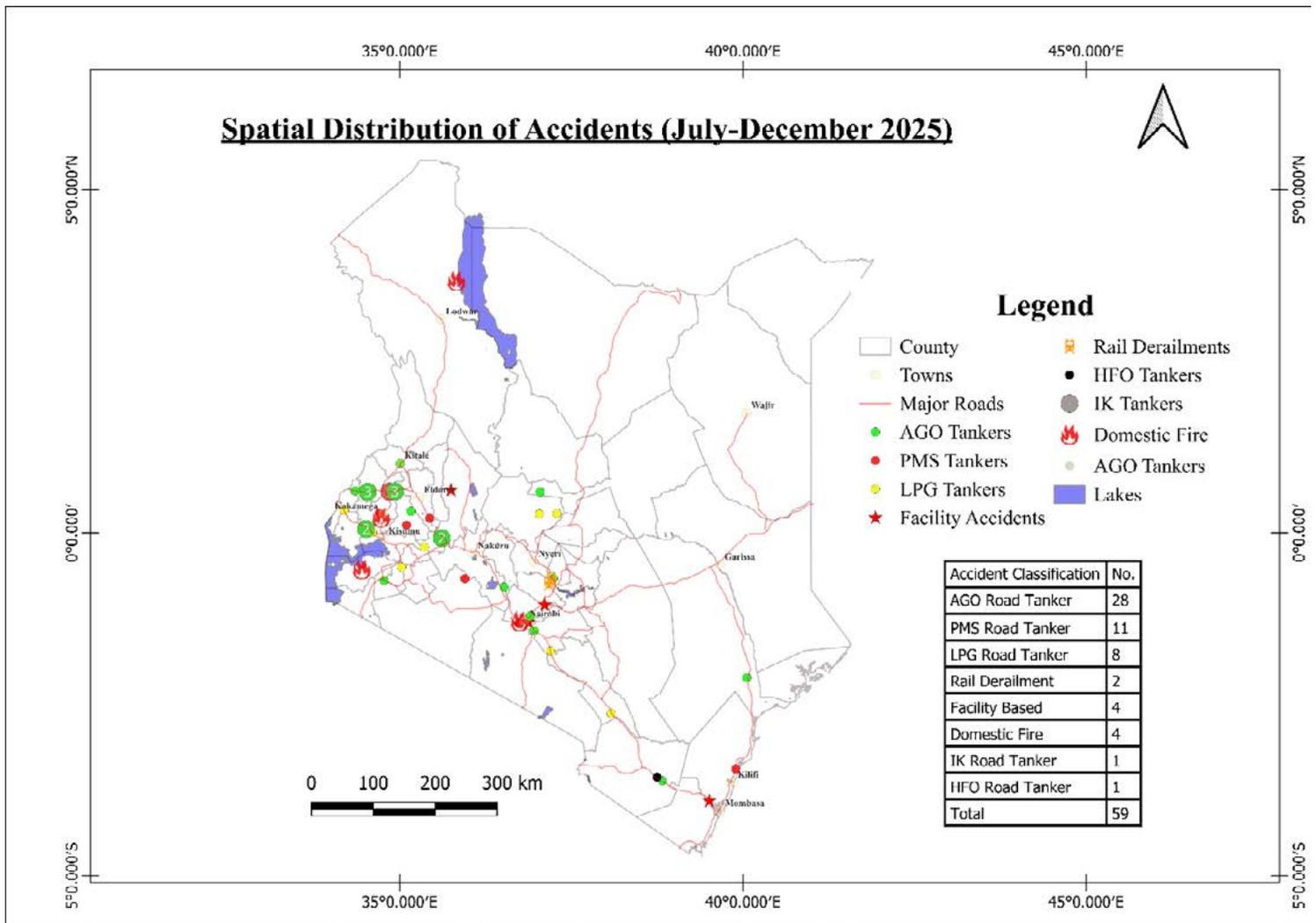


Figure 3: Spatial distribution of accidents

The study presented a spatial distribution of the accidents with regard to the nature of accidents and product type. Of the LPG tanker accidents reported during the period under study, a total of 75% of the accidents occurred in the hinterland (occurring past the Nairobi County). This can be attributed to weak controls in the transport safety management systems requiring driver and fleet management.

4.2 Time of the accident

The accident investigation report sought to understand the time at which most accidents occur. To analyse this, accident occurrence times were categorised in different bands. This categorization was informed using the circadian rhythm clock. The results of this analysis are presented in figure 4.

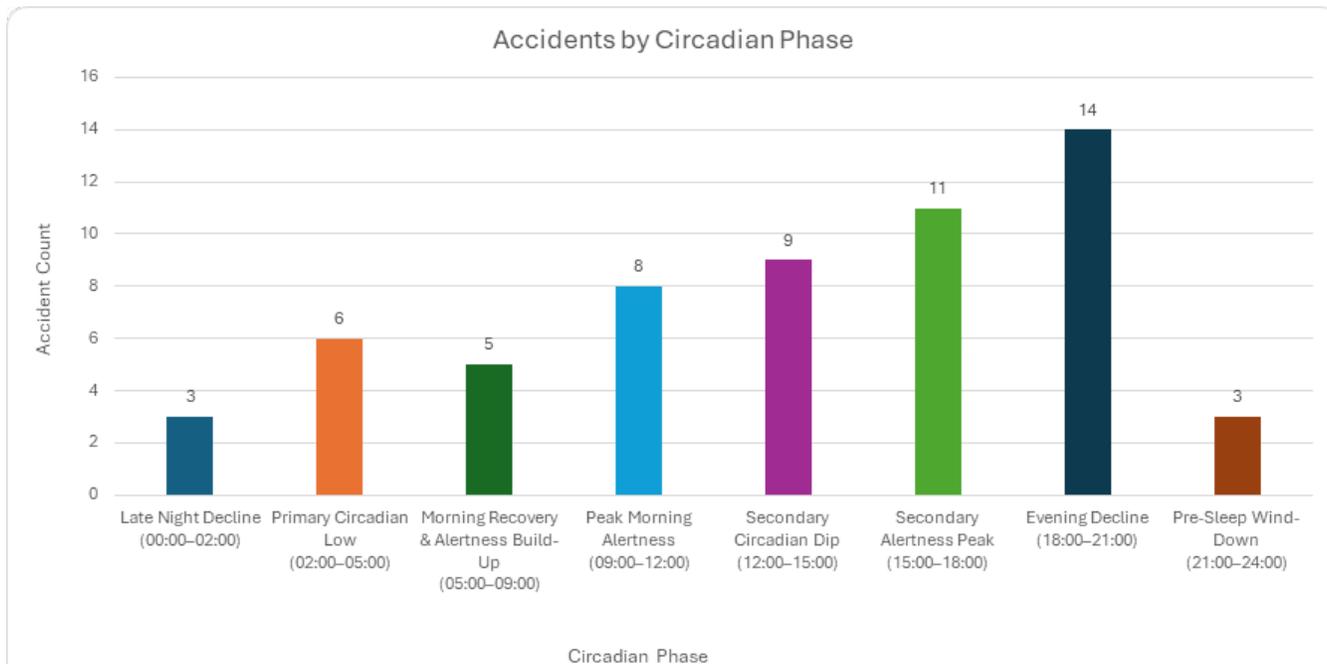


Figure 4: Time of accident occurrence

The analysis reveals that the highest occurrence of accidents (23.7%) occurred between 1800 hrs - 2100hrs, the time which according to circadian clock indicates decline. Conversely, this could be a pointer to a stronger influence from operational exposure, increased traffic density, changing visibility conditions, and cumulative fatigue from extended duty periods rather than primary circadian low effects. An inference can be made that most transport operators operate continuously during the day without mandatory rest breaks⁴. This lack of recovery time leads to exhaustion resulting in high occurrence of accidents towards the end of the day.

4.3 Settings of accident occurrence

The accidents investigated were categorized according to settings within which they occurred. The settings were categorized into domestic, facility, rail and road. Figure 5 represents the percentage frequencies of these accidents.

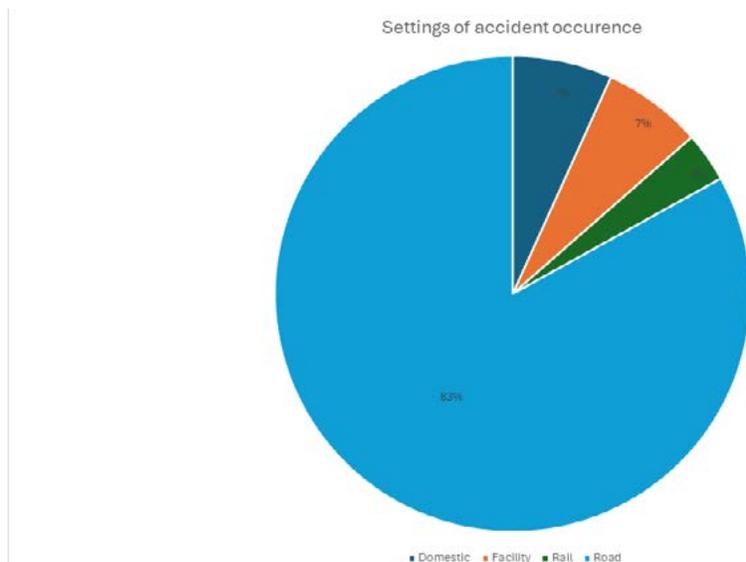


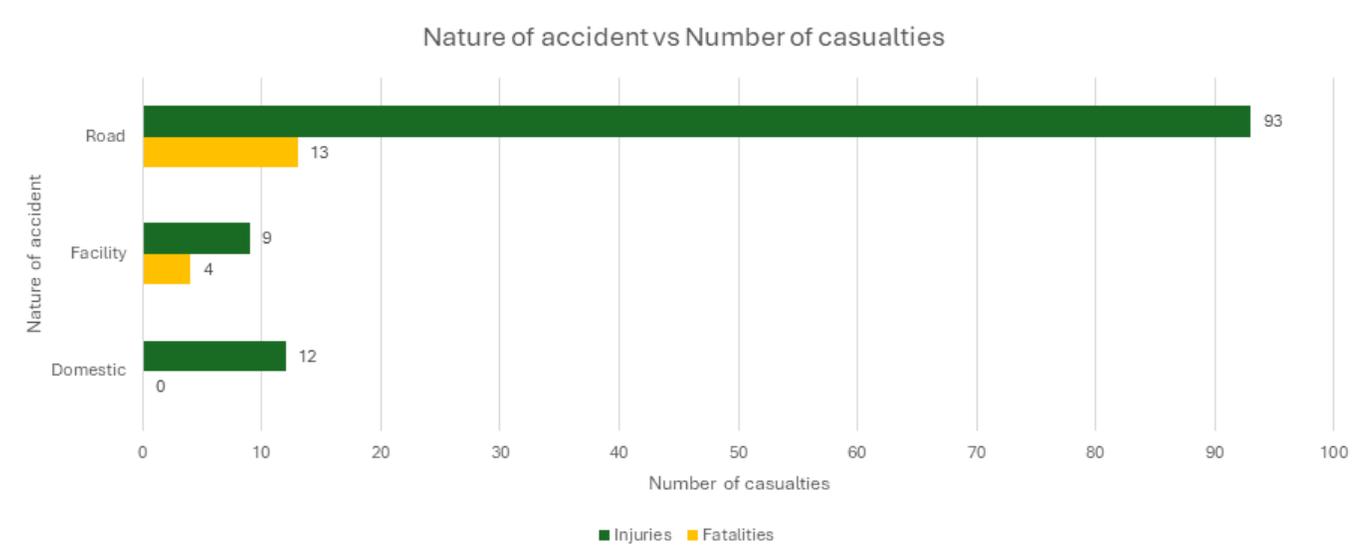
Figure 5: Frequency of the nature of accidents

⁴ LN 189/2025 The Petroleum (Liquefied Petroleum Gas) (No. 2) Regulations, 2025 and LN 182/2025 The Petroleum (Licensing of Petroleum Road Transportation Business) (No. 2) Regulations, 2025.

The high frequency of road transport accidents can be attributed to factors such as a wide span of control of players participating in the transport activities. The Authority register indicates that there are about 10,000 licensed drivers and 8,000 registered trucks, compared to only 2,000 licensed facilities⁵. Petroleum and LPG facilities maintain strict safety protocols and restricted access unlike trucks which operate in public spaces with constant third-party interaction hence the high accidents occurrence on the road.

Furthermore, Kenya serves as a strategic transport corridor for East and Central Africa, thus the high traffic density on the roads which could contribute to high number of accidents. Indeed, half of the investigated road accidents for the period under study involved transportation of petroleum products to neighbouring countries. These findings, therefore, point out to the need to focus more on safety in the road transport for petroleum products.

4.4 Fatalities and Injuries



The accidents investigated in the period under study resulted in significant injuries and loss of lives as detailed in Figure 6

Figure 6: Nature of accidents vs Casualties

The high number of injuries recorded from road accidents (82%) can be attributed to the high frequency of the accidents reported in the previous section. However, a different trend emerges in domestic and facility settings. While domestic accidents occur less frequently, they contribute a disproportionately high share of injuries at 10.5%. Additionally, facility accidents which were responsible for only 3% of the total accidents reported but accounted for 24% of all fatalities. This leads to the inference that even though the likelihood of having an accident in facilities is low, the impact on fatalities is higher. This presents clear evidence that facilities should always strive towards zero accidents and incidents in their operations.

⁵ This information can be extracted from the Authority's website at <https://www.epra.go.ke/petroleum-registers>

4.5 Economic Loss

Petroleum and LPG accidents always result in economic losses, either through the loss of the product and/or the damage caused to adjacent assets. This study computed the economic losses caused by the accidents the period of study. It however excludes the economic ripple effects from the accidents. The results are present in table 1

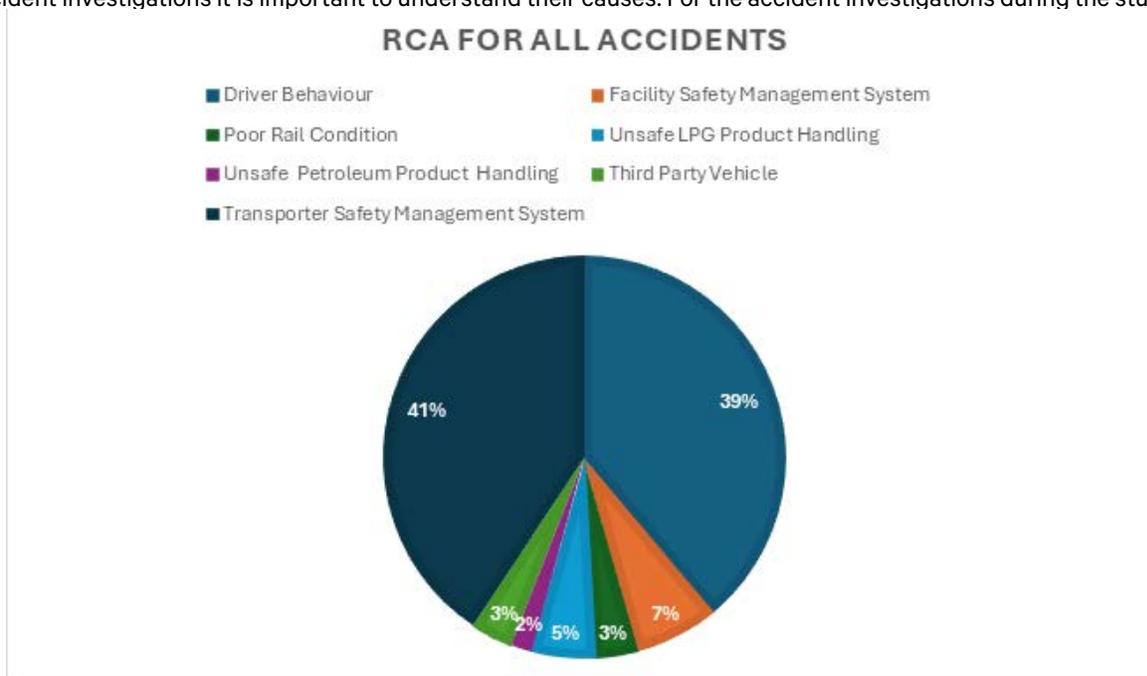
Product	Product Lost	Economic Loss	% Economic Loss
AGO (Litres)	198,101	71,162,839	36.06%
PMS (Litres)	170,176	45,697,302	23.16%
HFO (Litres)	13,000	1,610,000	0.82%
JET - A1 / IK (Litres)	34,922	7,382,910	3.74%
Sub Total	416,199	125,853,051	63.78%
LPG (Kilograms)	25,160	71,480,000	36.22%
Total Economic Loss		197,333,051	100%

Table 1: Economic loss

The economic loss due to LPG accidents was 36.22% and can be attributed to the high volatility, flammability and pressured nature of the product. Once an LPG accident occurs, it is likely to affect parties in a wider circumference compared to other petroleum products. This therefore calls on industry players to focus efforts on zero LPG accidents.

4.6 Root Cause Analysis

During accident investigations it is important to understand their causes. For the accident investigations during the study period, these



causes were categorised under seven root causes. The analysis of this is presented in figure 7

Figure 7: Accident root causes

The causes of most of the accidents investigated were traced to transporter safety management system and driver behaviour. This accounted for 80% of all the root causes. This therefore implies that resources should be committed to addressing mostly anthropogenic factors of safety as opposed to the engineering factors. It is worth noting that third party causes contributed to a measly 3% of the accidents meaning that safety in the petroleum and gas sector in Kenya is an inward-looking problem.

Some of the immediate issues identified in the transporter safety management system are lack of, or ineffective journey plans. The ineffectiveness was traced to incompleteness of the journey plans and non-adherence to the presented journey plans. Additionally, the safety management system lacked or had incomplete pre-inspection vehicle maintenance records. There were also incidences of engaging unlicensed drivers. The safety management system requires that vehicles have global position system (GPS) trackers installed for vehicle monitoring. This study established some of the trucks lacked GPS trackers. This therefore call for an enhancement of regulatory compliance measures for transport licensing conditions. Transporter audits by the Authority are necessary to ensure transporters possess the requisite systems in place as well as adhere to them in practice.

For driver behaviour, this study identified several immediate causes. The most prevalent driver immediate causes of the accidents were recorded to be speeding, careless overtaking, lane indiscipline, non-adherence to journey plans and product pilferage. Product pilferage causes are as a result of the driver deliberately crashing or overturning the truck with an aim of concealing product theft. Some of the drivers were found to have been operating the truck under influence of alcohol. Most of these cases were confirmed to the investigation team by the police. This calls for interagency collaboration in ensuring strict adherence to highway code and full compliance by tanker drivers.

Among the key findings in facility safety management were inadequate process control procedures, spill management deficiencies, poor facility maintenance, and unlicensed operations. To reduce facility related accidents, there is need to increase the Authority's footprint especially in technical inspections, compliance audits, as well as enhanced surveillance to stem an authorized operations or constructions will support.

For domestic accidents, unsafe product handling was identified as the primary root cause. This alludes to the need for enhanced public sensitization by the Authority on safe handling of petroleum products and LPG associated accessories or equipment. Collaboration with relevant stakeholders on ensuring products in the market conform to the relevant standards will assist in reducing accidents associated with substandard accessories or equipment.

5 Conclusion

This report intended to analyse accidents during the period between July to December 2025. A total of 59 accidents were reported, investigated and analysed in this report with the following conclusion made:

- i. Most of the accidents during this period were road traffic related during transportation of petroleum product. This accounted for 83% of all accidents reported. This study therefore concludes that there is an inherently higher exposure associated with petroleum road transport.
- ii. The spatial analysis of the occurrences of the investigated accidents reveals that 32% occurred within a small cluster of counties (14%). These counties are in the northern corridor, a vital road network that experiences a high traffic density. These findings are inconclusive and call for further investigations to understand the relationship between the accidents and these locations where the accidents occurred.
- iii. Temporal analysis indicates that accidents cluster in the afternoon and evening hours (totalling 42.3%). This infers that operational exposure, cumulative fatigue, and insufficient rest periods play a greater role than intrinsic circadian lows. This suggests that driver wellbeing and monitoring should be improved.
- iv. Facility-related incidents in particular contribute disproportionately to fatalities. Whereas the facility accidents contributed 6.78% of the total reported occurrences, this led to 23.53% of the fatalities in the period under study. The findings therefore conclude that the risk impact for accidents occurring in facilities is high compared to other natures of accidents.
- v. LPG related accidents contributed to 36.22% of the total economic loss recorded for the period of study. This is due to the large extent of damage caused due to the volatile, flammable and pressurized nature of the LPG product. This high economic loss is disproportionate to the LPG product in relation to other products involved in the reported accidents. These findings therefore conclude that LPG related accidents are likely to cause more third party damage compared to other products.
- vi. The root cause analysis identifies that 80% of all accidents are due to gaps in Transporter Safety Management Systems and Driver behaviour. This therefore concludes that most accident occurrences are due to anthropogenic causes.

6 Recommendations

- i. The Authority in collaboration with other stakeholders should reinforce the development and implementation transporter safety management systems. This can be achieved through capacity building, enhanced surveillance, and transporter audits.
- ii. There is need to conduct further root cause analysis for accident that occur in the Northern Corridor counties (Bungoma, Kakamega, Uasin Gishu, Baringo and Busia) to understand the high prevalence of accidents reported from the areas.
- iii. The Authority in collaboration with other stakeholders should enhance capacity building of LPG use in domestic and industrial sector to reduce the losses.
- iv. There is need for enhanced capacity building, compliance, surveillance and enforcement for the entire petroleum sector to reduce the absolute number of accidents occurring in the country.



References

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Annexures

Annex 1: List of reported petroleum accidents (July -December 2025)

No	Licensee	Location	County	Nature of Accident	Product
1.	Yutra Limited	Malili	Makueni	Road	LPG
2.	Wanamafuta Sacco	Southern Bypass	Nairobi	Road	PMS
3.	Ultra-Eureka Farm Limited	Bukembe	Bungoma	Road	AGO
4.	Warsame Energy Ltd	Coptic	Vihiga	Road	LPG
5.	Abdi Mohammed Technologies Limited	Maturu	Kakamega	Road	PMS
6.	Save Transporters Ltd	Kimwanga	Bungoma	Road	AGO
7.	Domestic LPG	Vikunga	Kakamega	Domestic	LPG
8.	Granada Petroleum Ltd	Tipis Shopping Centre	Nakuru	Road	PMS
9.	Ocean Energy Limited (Consignment Owner)	Mukhonje	Kakamega	Road	PMS
10.	Gazlin Energy Limited	Rakite	Busia	Road	LPG
11.	Reymaan Enterprises Limited	Mutumbu	Siaya	Road	PMS
12.	Uganda Transport Agencies Limited (Foreign Registered)	Lela	Kisumu	Road	Jet - A1
13.	Ultra Eureka Farm LTD	Kinungi	Nakuru	Road	AGO
14.	Tiba Transporters Limited (Foreign Registered)	Kocholya	Busia	Road	PMS
15.	Luqman Petroleum Limited	Burnt Forest	Uasin Gishu	Road	PMS
16.	Awadh Omar Bayusuf and Sons Limited	Kasarani	Nairobi	Road	HFO
17.	Wanamafuta Sacco	Delmonte Dam	Muranga	Road	PMS & AGO
18.	Proto Energy Limited	Gatunduri	Embu	Road	LPG
19.	Sparki Kenya Limited	Sera	Tana River	Road	Empty
20.	Domestic LPG	Shauri Yako Estate	Homa Bay	Domestic	LPG
21.	Lake Trans Logistics Africa limited (LTLAL)	Lwandeti	Kakamega	Road	IK
22.	EYL Energy Limited	Rabai	Kilifi	Road	PMS
23.	Boswel Canes Enterprises	Manyatta	Taita Taveta	Road	LPG
24.	Kentan Logistics Services (E.A) Limited	Mwamba	Kakamega	Road	AGO
25.	Gazlin Energy Limited	Fort Tenan	Kericho	Road	LPG
26.	Domestic Fire Incident	Lokitoeangaber	Turkana	Domestic	PMS
27.	Marango Investments.	Mosoriot	Nandi	Road	AGO
28.	Naiberi Investments Limited	Kaptumo	Nandi	Road	PMS
28.	Ultra Eureka Farm Limited	Equator	Baringo	Road	PMS

30.	Fiidow Enterprises Limited	Lumakanda	Kakamega	Road	AGO
31.	Petrex Logistics Limited	Mayanja Bridge	Bungoma	Road	AGO
32.	Kashlomtec Computer Services	Sabaki	Machakos	Road	AGO
33.	KCT Trading Co. Limited	Mahigaini	Nyeri	Road	LPG
34.	Ensen Energy Limited	Ejinja Corner	Kakamega	Road	PMS
35.	7 Eleven Petrol Station	Kilingot	Baringo	Facility	N/A
36.	Mali Rahisi Filling Station Limited	Mwembe	Kisii	Road	PMS & AGO
37.	Ultra Eureka Farm Limited.	Show Ground	Trans Nzoia	Road	Empty
38.	Antic Energies	Kaburengu	Kakamega	Road	PMS
39.	Lake Oil Kokotoni	Kokotoni	Kwale	Facility	AGO
40.	Kenya Pipeline Company	Nanyuki Road	Nairobi	Facility	AGO
41.	Maraoil Company Limited	Free Area	Nakuru	Road	Empty
42.	Faraj Logistics limited	Emkwen	Baringo	Road	AGO
43.	Green Energy Limited	Bisembe Bridge	Nyamira	Road	LPG
44.	Waterfall Transporters Limited	Maungu	Taita Taveta	Road	HFO
45.	Domestic LPG	Soko Mjinga	Nairobi	Domestic	LPG
46.	Kenya Railways Corporation	Km 116/9 Maragwa	Muranga	Rail	PMS
47.	Sibed Transport Company Limited	Juakali	Uasin Gishu	Road	PMS
48.	Solid Transportation Service Limited	Bukembe	Bungoma	Road	AGO
49.	Warsan Transporters	Moi's Bridge	Trans Nzoia	Road	PMS
50.	Dikus Transporters Limited	Sagana	Kirinyaga	Road	PMS & AGO
51.	Gainers Suppliers Limited	Makotelo	Bungoma	Road	Empty
52.	Bebe Hope Limited	Makongeni	Kiambu	Facility	LPG
53.	kulan Transporters Limited	Sikata	Bungoma	Road	PMS
54.	Ultra Eureka Farm Limited	Bayete	Uasin Gishu	Road	AGO
55.	Shamdeeq Company Limited	Chumani	Kilifi	Road	PMS & AGO
56.	Kenya Railways Corporation	Km 129/4 Sagana	Kirinyaga	Rail	PMS & AGO
57.	Pawel Company Limited	Chimoi	Kakamega	Road	PMS
58.	Nepal Energy Limited	Mtito Andei	Makueni	Road	LPG
59.	Seaways Energy Limited	Kamara	Nakuru	Road	AGO

Table 2: List of accidents reported

Annex 2: Journey Plan Template

Petroleum Products Transportation Journey Plan							
(Transporter Logo)							
Date				Time			
Transporter Name				Prime mover and Trailer Registration Number			
Driver Details	Name						
	ID/Passport No						
	EPRA Certificate No/ COMESA Certificate						
Co-Driver Details	Name						
	ID/Passport No						
	EPRA Certificate No/ COMESA Certificate						
Section A: Trip Details							
Petroleum Details	Name of Product						
	Local /Transit						
Loading Depot				Destination			
Approved Travel Route							
Identified Hazards along the Route (if any)							
Designated Stops	Planned Time				Actual Time		
	Date	Departure	Arrival	Date	Departure	Arrival	Comments

Section B: Declaration

Transporter:

I [Transporter Name] confirm that I have reviewed the journey plan and have communicated the identified hazards (if any) to the driver.

Manager's Name: _____

Manager's Signature: _____

Date & Time Authorized: _____

Driver's Declaration:

I [Driver's Name] confirm that I have read and understood this Journey Plan.

Driver's Name: _____

Driver's Signature: _____

Date & Time Signed: _____

Important Notes:

This document must be present in the vehicle's cabin throughout the journey.

Any deviation from this plan must be communicated to the Transporter and noted in the comments section.

Combined driving time Shall Not Exceed 10 Hours in a 24-hour period as per petroleum transport regulations

A minimum mandatory 30-minute break is required after every 4 hours of continuous driving as per petroleum transport regulations

This journey plan covers the entire trip including the return leg after product delivery

