



**Kenya National  
Highways Authority**

Quality Highways, Better Connections



# **Country Report for Road Transport Sector**

## **GICC Conference**

**Eng. Peter M. Mundinia**

**Director General: Kenya National Highways Authority**



# **Presentation Outline**

- 1. Overview of Kenya**
- 2. Roads sub sector Governance**
- 3. Kenya National Highways Authority**
- 4. Road Financing**
- 5. Challenges & Opportunities**
- 6. Trends in Road development**



# 1. Kenya Overview



Kenya is a country in East Africa, borders Indian Ocean in South east and neighbors Somalia, Ethiopia, South Sudan, Uganda and Tanzania.

It has an area of 580,000 km<sup>2</sup>,

Kenya has a population of approximately 53 million people (2019).

The official languages are Swahili and English. Its Capital and the Most Populous City is Nairobi.

The Port of Mombasa is one of the busiest in the continent, serving landlocked countries in the Great Lakes Region.

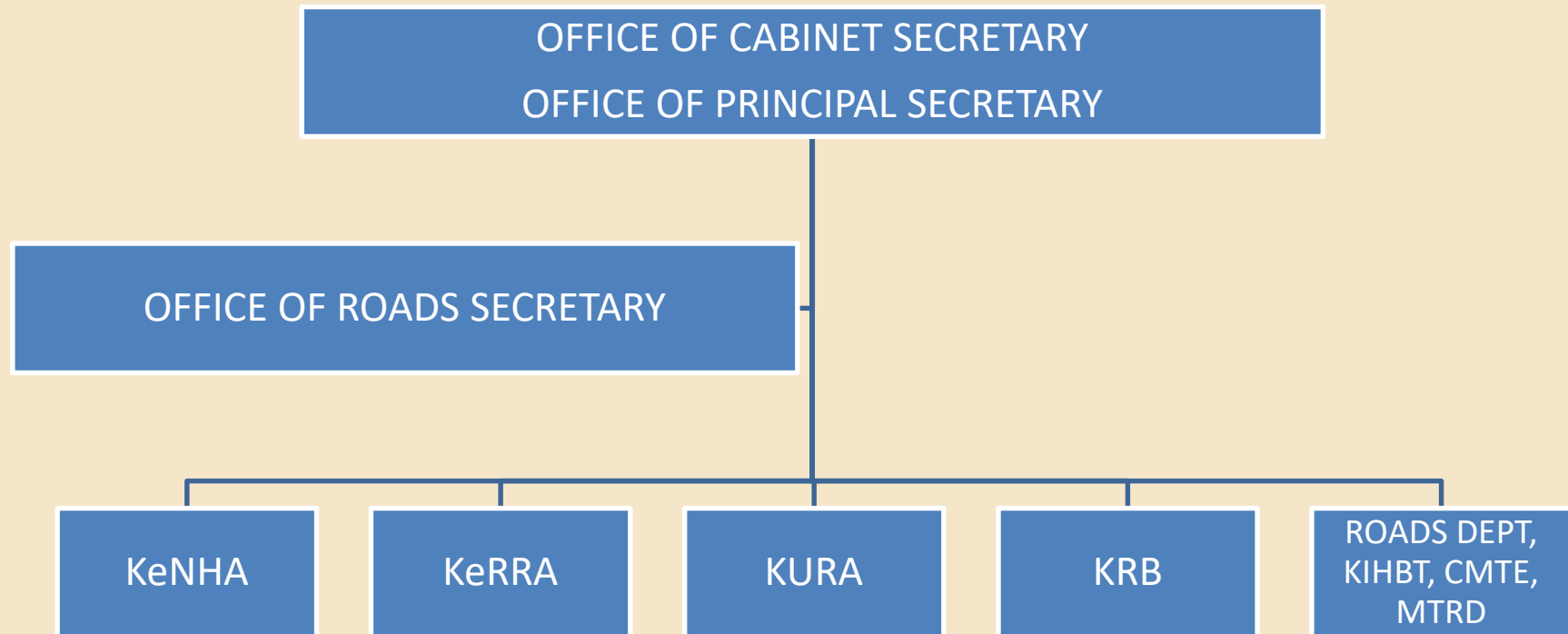


## 2. Roads Sub-sector Governance

- ☐ Road Transport account for up to 93% of freight and passenger traffic.
- ☐ Kenya's total road network is 161,451km out of which 17,061km is paved with an estimated asset value of USD 35 Billion.
- ☐ Policy on Roads Sector is under the Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works – MOTIHUD & PW.
- ☐ Road construction and maintenance are implemented through three Roads Agencies under the National Government, and the & County Governments
  - a) Kenya National Highways Authority
  - b) Kenya Urban Roads Authority
  - c) Kenya Rural Roads Authority
- ☐ The Kenya Roads Board manages the Road Maintenance Levy Fund, that is used for maintenance
- ☐ Road infrastructure is one of the key enablers identified under Kenya's Vision 2030 development strategy.



# Governance Structure







### **3. Kenya National Highways Authority**

The Kenya National Highways Authority (KeNHA) is a statutory body established under the Kenya Roads Act of 2007.

#### **Our Mandate**

“To manage, develop, rehabilitate and maintain National Trunk roads comprising Classes S, A, and B roads, totaling to approximately 18,549 km”.

#### **Our Vision**

“A leading Authority in the provision of National Trunk roads”

#### **Our Mission**

“To Develop and Manage Quality and Adequate National Trunk Roads through Innovation and Optimal utilization of resources for Sustainable Development.”



## Overview Of Regional Roads

KeNHA has the responsibility of developing and managing the Trans African and East African Regional Road Network passing through the country:

- **Trans Africa Highway Network** looks at Africa continent as a whole
- **East African Community Road Network** this identifies roads agreed upon as being regionally important

These all serve to facilitate trade within Africa.



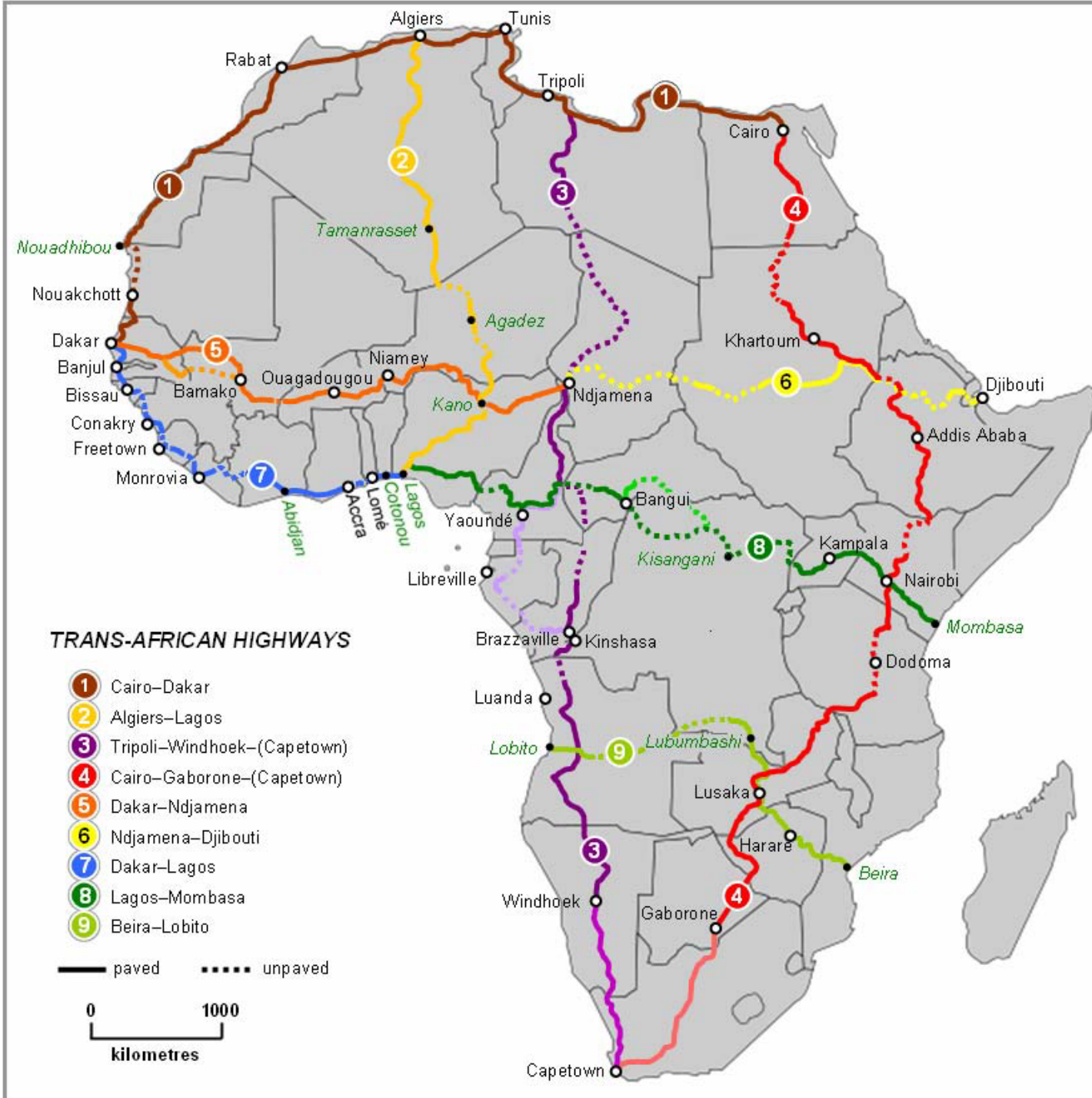
## Trans Africa Highway Network

Out of the nine **Trans African corridors**, two cross through Kenya namely:

**4: Cairo – Nairobi - Gaborone – Cape Town**

**8: Lagos – Mombasa**

**10: LAPSSET Corridor; Lamu port in Kenya to Duala in Cameroon**







## KeNHA Road Network



Road Class	Paved	Unpaved	Total (Kms)
Super Highway (S)	40	0	40
International Trunk Roads (A)	4,609	2,221	6,830
National Trunk Roads (B)	5,463	6,216	11,679
<b>Total</b>	<b>10,112</b>	<b>8,437</b>	<b>18,549</b>



## **4. Road Financing**

The Government through KeNHA has invested an estimated amount of USD 7.5 Billion over the last 10 years in the development road network across the country.

These amounts have been mainly sourced from Consolidated Funds, Development Partners and Public Private Partnerships.



## **5. Challenges**

### **1. Road Development Funding Gap**

Kenya's Infrastructure Funding Gap is estimated at US\$ 2.1 billion annually, for the next ten (10) years with the Roads Sub-Sector's gap estimated at US\$ 44 million per year.

### **2. Availability of Construction Materials**

Construction Materials are reducing due to overreliance on traditional sources and methodologies. This call for rigorous research and innovation for new sources and creative use of the traditional.

### **3. Right of Way**

Upgrading of Roads and Capacity enhancement works face the challenge of availability of Right of Way thus inordinately delaying Works with associated increased costs.



# TRENDS IN ROAD DEVELOPMENT FINANCING

- In the past, the Government has financed development of roads through traditional mechanisms (Exchequer & RMLF).
- Road infrastructure gap has continued to grow due to increased demands and therefore the need for a paradigm shift in financing road development.
- This shift entails leverage of private sector capacity for delivery of road infrastructure, including:
  - **Financing:** Alternative financing methods (Annuity, conventional PPPs and others)
  - **Road Design:** Reviewing design standards and construction methodologies to achieve appropriate solutions, such as low volume sealed roads.



The background of the header section is a collage. On the left, there's a black and white photo of heavy machinery (excavators and trucks) working on a road construction site. On the right, there's a color photo of a modern, multi-lane highway with a white car driving on it, set against a backdrop of green hills.

# ALTERNATIVE ROAD DEVELOPMENT FRAMEWORK

- Two alternative Road Delivery Methodologies will be used:
- **1. Public-Private Partnerships (PPP)**
  - Involves the Private Sector taking full control and responsibility for delivery of roads (Financing, Designing, Construction, Maintenance and Operation of the road).
  - The recovery of initial investments will be through Toll Proceeds.
  - Viable roads such as the Nairobi Expressway and Nairobi-Nakuru-Mau Summit are already being implemented as PPPs.
- **2. Annuity Model**
  - Involves engagement of a private entity to finance, design, and construct/maintain a road based on agreed periodical payments by the Government.
  - The Sub-Sector has selected the Annuity Model for roads that are not viable for Conventional Tolling PPPs.



**Kenya National  
Highways Authority**

Quality Highways, Better Connections



• *Thank You*





# KENYA URBAN ROADS AUTHORITY

## TOPIC: EMERGING TRENDS AND INVESTMENT OPPORTUNITIES IN URBAN ROAD TRANSPORT SECTOR IN KENYA

*Presented by the Eng. Silas M. Kinoti*

*Director General*

*At the 7<sup>th</sup> Global Infrastructure Cooperation Conference (GICC 2019)*



# KURA?

Kenya Urban Roads Authority?





# Mandate, Vision & Mission



## **Establishment of KURA**

Kenya Urban Roads Authority (KURA) is a state corporation established under the Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works created under the Kenya Roads Act, 2007.

## **Mandate**

Management, Development, Rehabilitation and Maintenance of Urban National Trunk Roads.



# Achievements of KURA in the provision and management of Urban Road network



Financial Year	Designs (KM)		New Construction (Lane KM)		Upgrading and Rehabilitation (Lane KM)		Bridges (No.)		Footpaths (KM)		Periodic Maintenance (Lane KM)		Routine Maintenance (Lane KM)	
	Targets	Achievements	Targets	Achievements	Targets	Achievements	Target	Achievements	Target	Achievement	Target	achievement	target	Achievement
2013/14	69	71.3	46.3	44.3	17.79	54.9	4	4	31.7	33.4	92	63.3	3113.1	1,088.4
2014/15	32.6	23.2	51	53.76	20.05	24.02	2	5	36.25	36.11	34.8	53.39	2364.4	3,445.24
2015/16	45.5	49.5	53.98	25.97	18.98	35.02	4	2	47.6	28.77	4.0	75.28	2925	2,928.5
2016/17	85.3	76	89	108.17	15.8	33.4	16	25	28	29.93	225.7	180.7	3171.3	3,119.56
Total	232.4	340	240.28	354.4	72.62	335.42	26	36	143.55	288.81	356.5	863.63	11,573.8	19,595



# Emerging Issues

*Traffic congestion*

*Urbanization*

*Travel Demands*

*Funding*

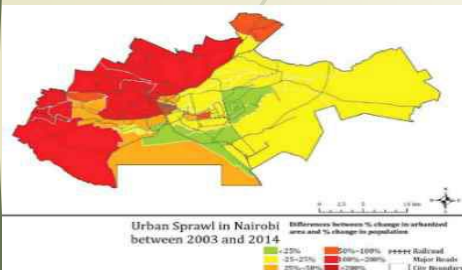
Policies

*Road Safety*

**Environmental and Social Safeguards.**

## Demand Increase

- Population Centralization

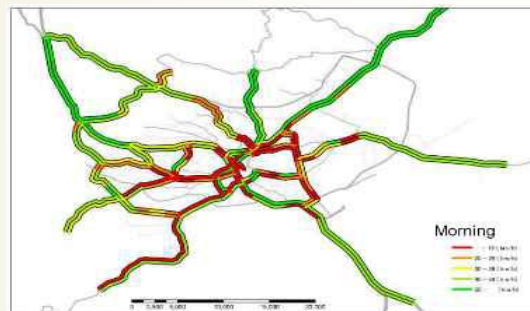


- Concentration of Matatus in CBD



## Insufficient Capacity

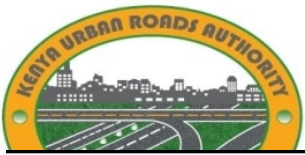
- Lack of Roads



- Lack of city parking space







Bloomberg

Business

# Traffic Costs Nairobi \$570,000 a Day as No. 2 Africa Hub

Sarah McGregor and David Malingha Doya

2014년 3월 26일 오전 8:01

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Nairobi's top traffic cop, Edward Mwamburi, called it the most stressful day of the year: the last day of last month fell on a Friday, meaning paychecks were banked and motorists were ready to party. That made the city's

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DAILY NATION

17 APRIL 2017

## Kenya: Traffic Jam Makes Nairobi the World's 'Second-Worst' City

Tagged: [Business](#) • [East Africa](#) • [Kenya](#) • [Transport](#)

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Photo: Dennis Onsongo/The Nation

A traffic jam on University Way in Nairobi on March 3, 2017.

Kolkata (formerly Calcutta) in India as the most congested city in the world.

By Lillian Mutavi

Nairobi has been ranked the second-worst city in the world with the most traffic congestion.

According to the website [numbeo.com](#) based in Serbia, 2017 Traffic Index lists

### MORE ON THIS

[Nairobi Traffic 'Second-Worst in The World'](#)



- [Forum Seeks Ways to Tackle Nairobi Traffic Jams](#)
- [Meru Senator Calls For Measures to Deal With Traffic Jams](#)

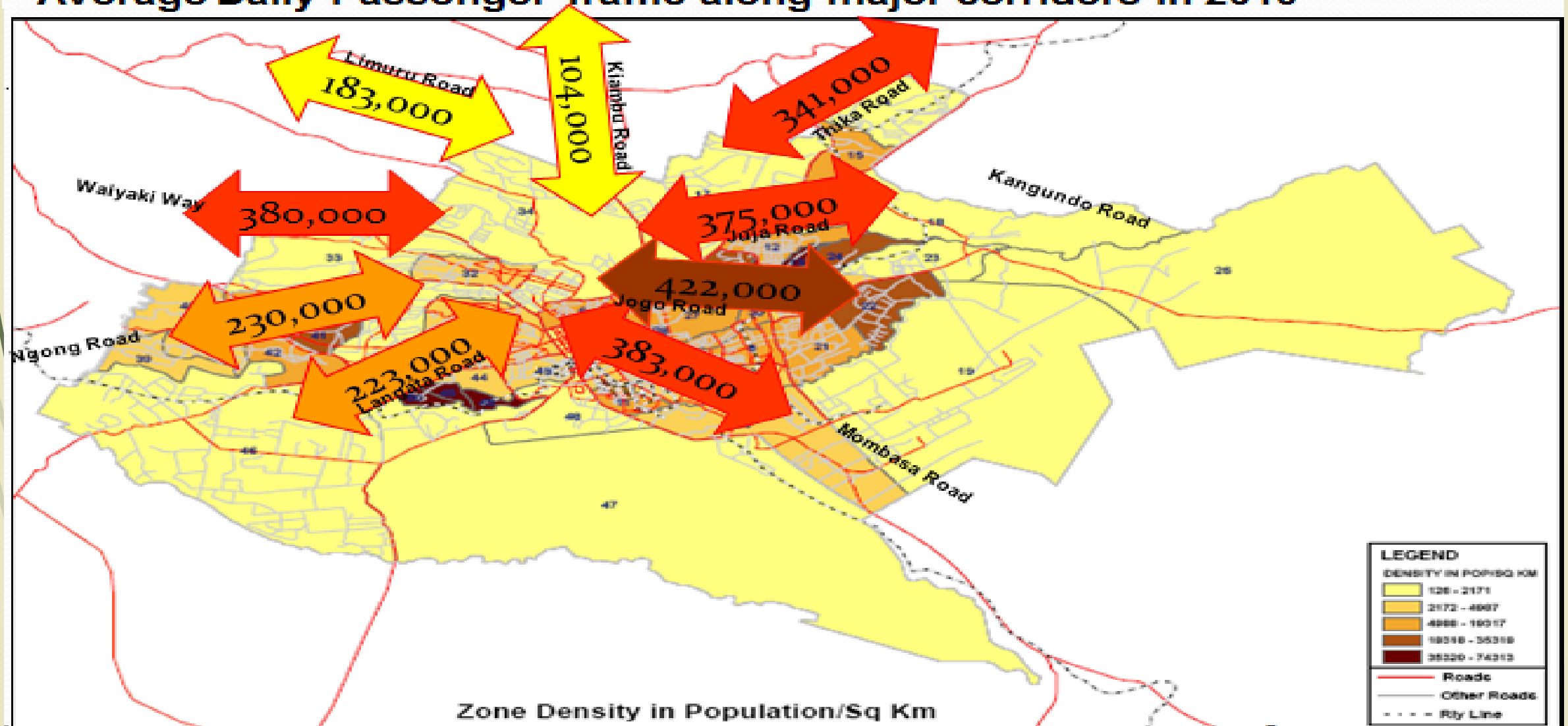
### RELATED TOPICS



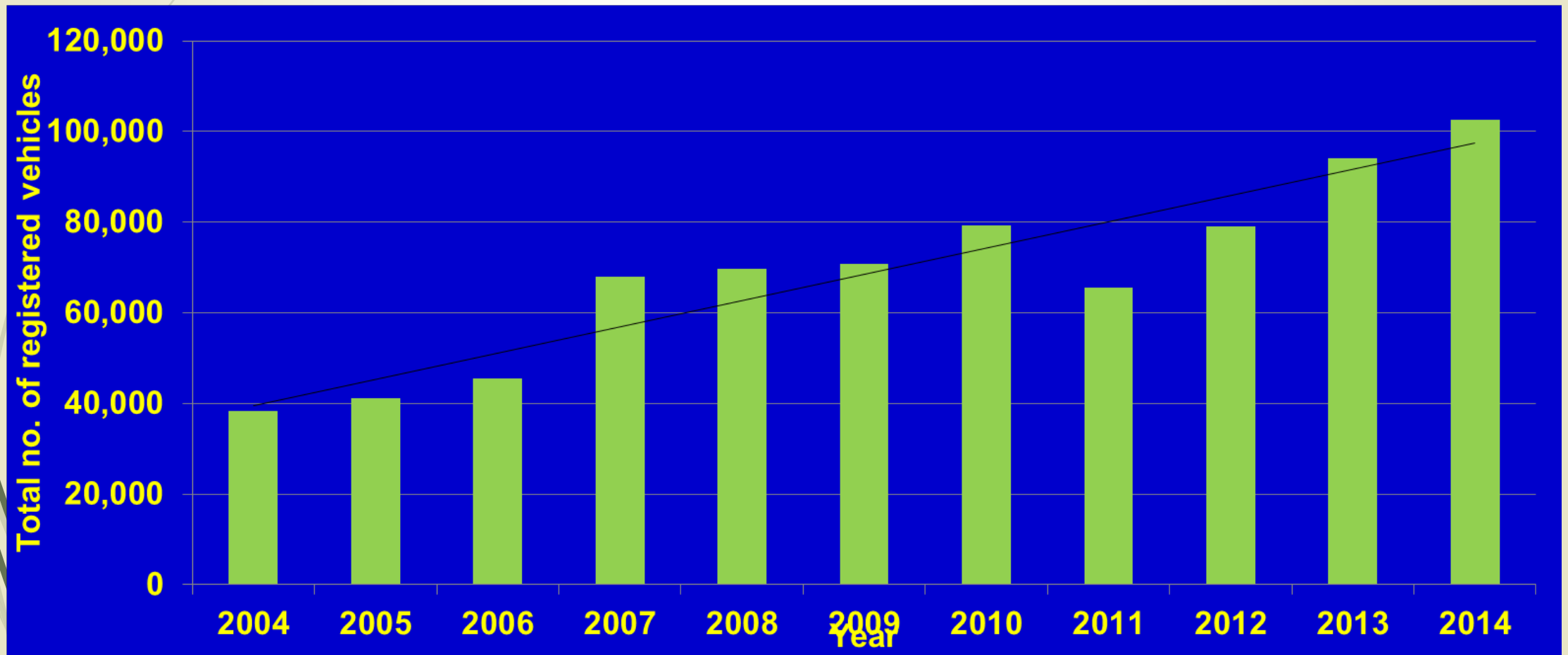
## NAIROBI CITY



### Average Daily Passenger Traffic along major corridors in 2010



# Motorization Growth in Kenya





# Development of new urban road networks in Kenya

## Funding:

- a. **GOK Funding Through The Exchequer (USD. 100M PY)**
- b. **Grants From Development Partners.**
  - Government of Japan Kshs1.9 Billion for western Ring Roads, Kshs 2.1 billion for Ngong Road phase 1 and Kshs. 2.0 billion Ngong Road Phase 2, Kshs.4.5 billion grant from European union for eastern missing links
- c. **Loans From Development Partners**
  - African development bank (Kshs10.4 billion for expansion of outer ring Road)
  - World Bank (National Urban Transport Improvement Project (NUTRIP), Kshs 2.4 billion for Meru Bypass)





# Policies Governing Provision of Infrastructure

Article 10 of the Constitution of Kenya, 2010 sets the broad principles

## Land Policies

S/No	Policy Name	Objective / Scope
1	Session No. 1 of 2017 on National Land Use Policy	<ul style="list-style-type: none"><li>To provide legal, administrative, institutional and technological framework for optimal utilization and productivity of land related resources in a sustainable and desirable manner at national, county and community levels.</li></ul>
2	Land Acquisition Act (Cap. 295)	<ul style="list-style-type: none"><li>Provides for the compulsory or otherwise acquisition of land from private ownership for the benefit of the general public</li></ul>
3	Physical planning act, 1999	<ul style="list-style-type: none"><li>provide for the preparation and implementation of physical development plans and for connected purposes</li></ul>
4	Land Adjudication Act Chapter 95	<ul style="list-style-type: none"><li>Provides for ascertainment of interests prior to land registration under the Registered Land Act</li></ul>



# Policies Governing Provision of Infrastructure cont...



## Resource Mobilization and Financing

S/No	Policy Name	Objective / Scope
1	The Public Finance Management Act, 2012	<ul style="list-style-type: none"><li>Provides for the effective management of public finances by the national and county governments; the oversight responsibility of Parliament and county assemblies; the different responsibilities of government entities and other bodies.</li></ul>
2	Public Private Partnerships Act, 2013	<ul style="list-style-type: none"><li>provide for the participation of the private sector in the financing, construction, development, operation, or maintenance of infrastructure or development projects of the Government through concessions or other contractual arrangements;</li><li>Provides for the establishment of the institutions to regulate, monitor and supervise the implementation of project agreements on infrastructure or development projects</li></ul>
3	The Public Procurement and Asset Disposal Act, 2015	<ul style="list-style-type: none"><li>Give effect to Article 227 of the Constitution;</li><li>Provide procedures for efficient public procurement and for assets disposal by public entities.</li></ul>



# Role of Road Infrastructure In Development

Infrastructure is identified as a key enabler in:

- The realization of Kenya Vision 2030
- The implementation of the “Big Four” National Agenda
- Attainment of the Sustainable Development Goals (SDG)
- Infrastructure **supports** development
- Development **sustains** infrastructure



## Safety, Environment and Social safeguards in the management of urban road works

- ❖ Construction of foot paths and foot bridges and standalone contracts for NMT of roads, proper signage, and road marking, speed arrestors and inventory of black spots in the road network, periodic safety audits of the urban road infrastructure and road designs, regular inspection of the roads
- ❖ KURA has full-fledged directorate for Social Safeguards with qualified environmental, social and safety officers.
- ❖ KURA has 7 No. Safety parks spread across the country for teachings on road safety (Kisii, Kakamega, Eldoret, Nairobi, Embu, Kisumu, Nyeri)





# Investment Opportunities



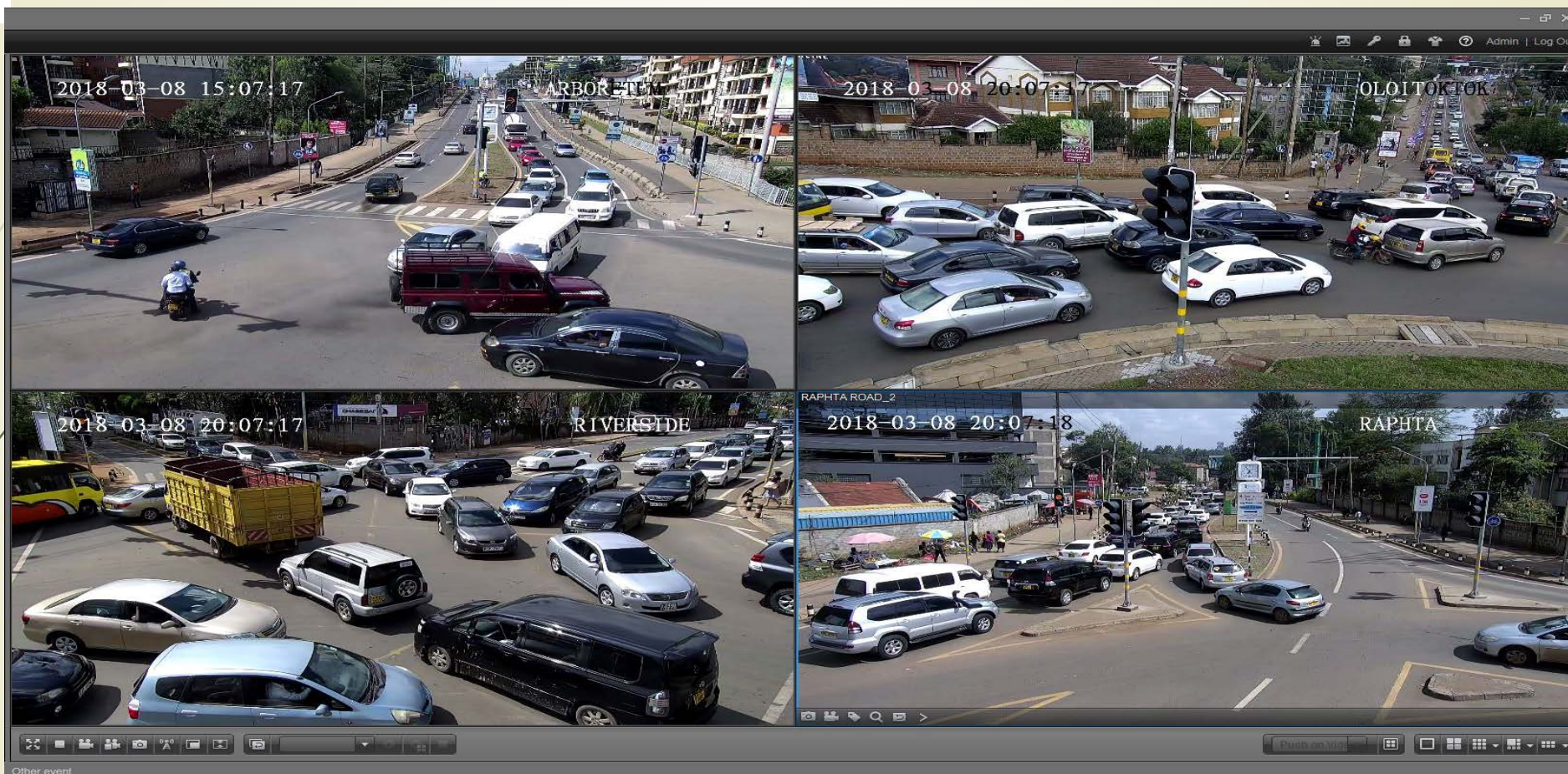
## *Ongoing Construction of Siaya Road in Nakuru*







# Quality in the provision and management of urban road works cont...



*ITS...Command Control Center for Nairobi Western ring Road under installation and testing at KURA HQs*



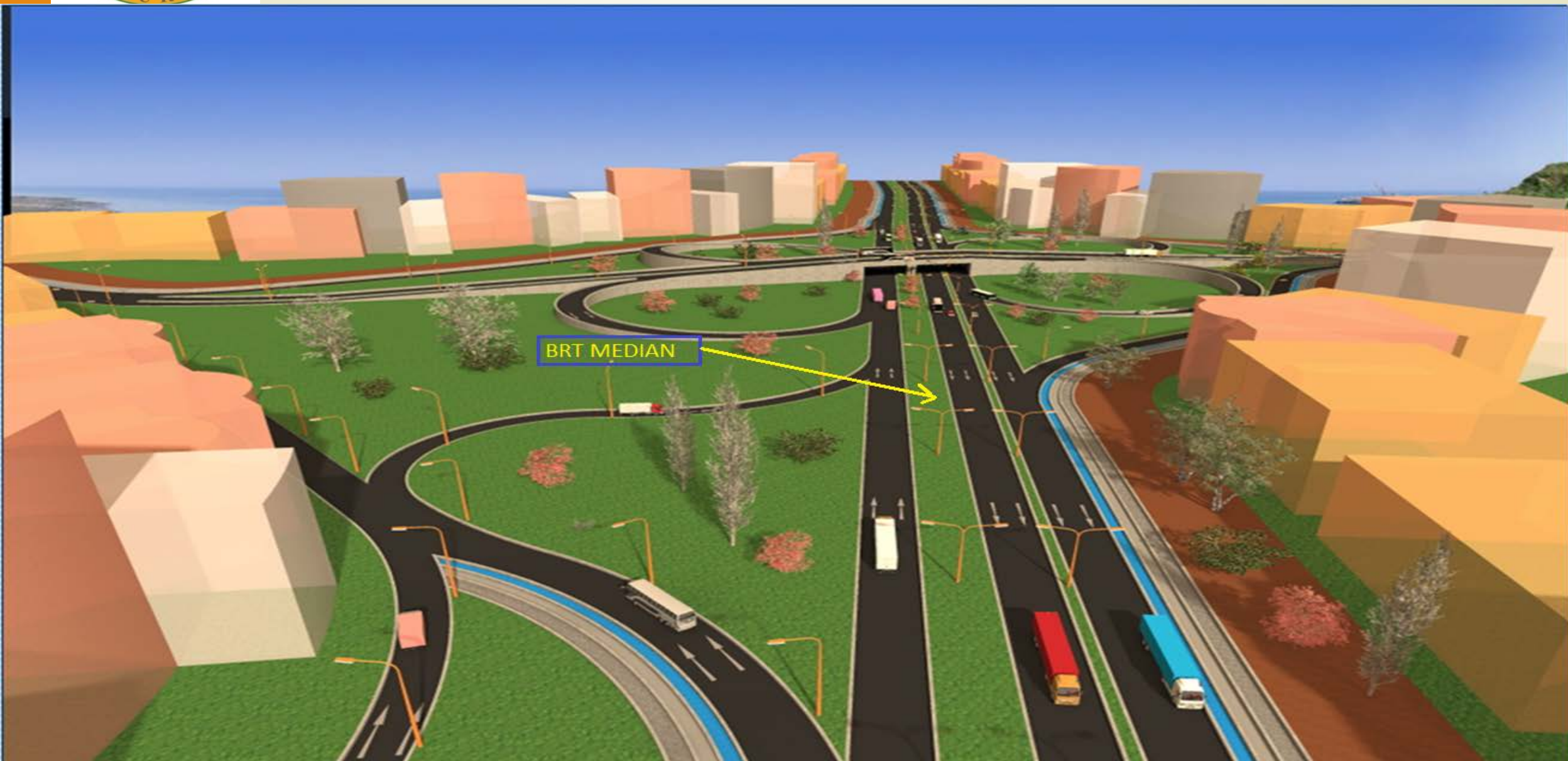


# Safety for pedestrians and motorists



*Ongoing installation of pedestrian footbridges and guard rails along Outer Ring Road*





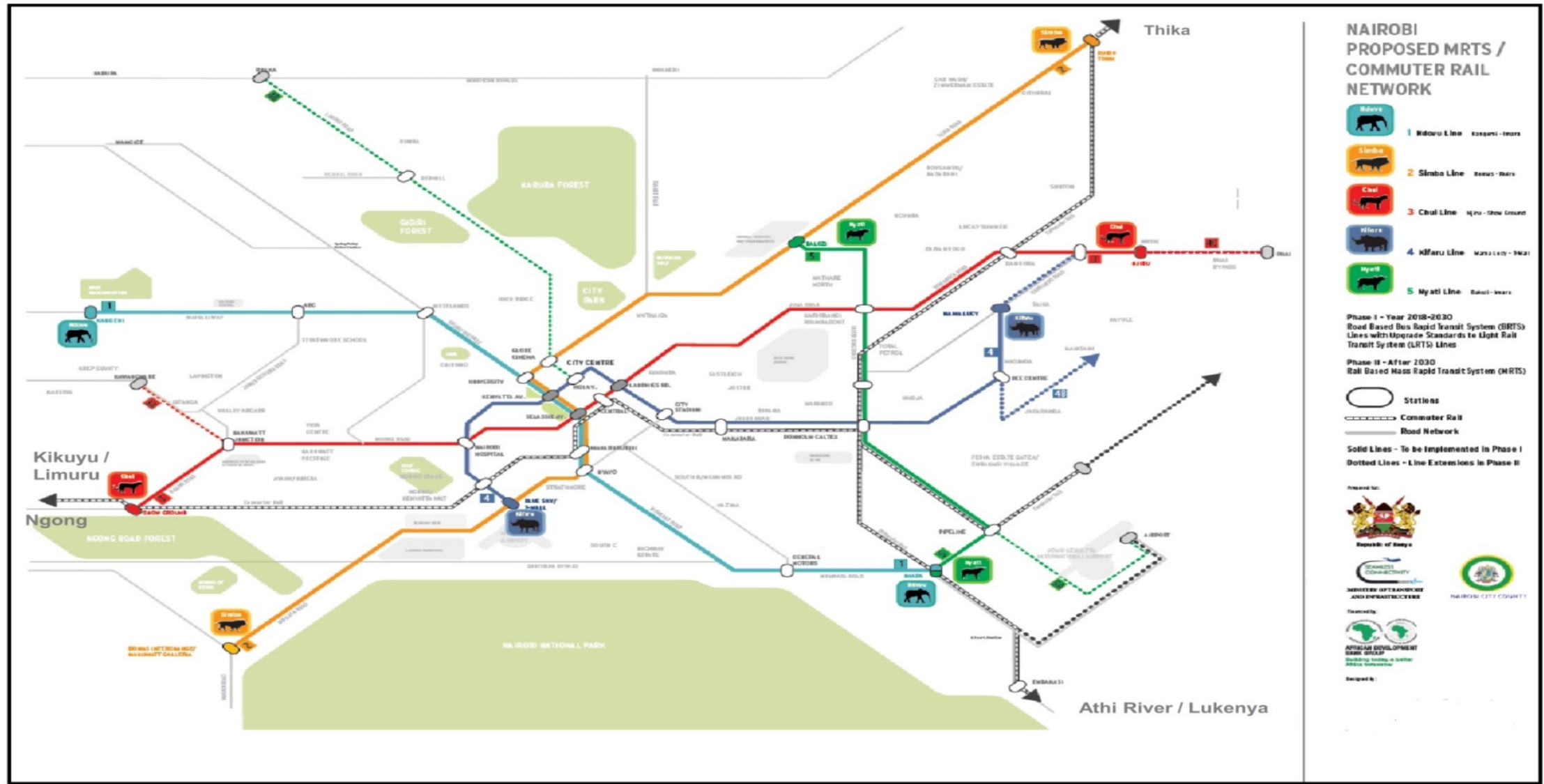




# Proposed BRT Lines



*Section of Outer Ring Road showing space left out for future BRT lanes*



Identified BRT Routes Within Nairobi City awaiting Funding





# Rehabilitation of road networks



*Ongoing Nairobi roads regeneration programme*





# Challenges to the provision of and management of quality and safe urban roads networks



- ❖ Encroachment on the road reserves. (PAPs, RAP)
- ❖ Low uptake of IT Technology in Traffic management
- ❖ Inadequate capacity of local contractors and consultants in the construction and design of roads.
- ❖ Inadequate resources (PPPs, Annuity Programs)
- ❖ Inadequate research on alternative materials for road construction in the face of depleting material sources especially gravel.



# THE END.....



**KENYA URBAN ROADS AUTHORITY**

*Efficient and safe urban roads*

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# Thank You