FORGING NEW FRONTIER IN RAILWAY DEVELOPMENT IN KENYA AND THE REGION
UCHUKUZI is an in-house magazine of the Ministry of Transport and Infrastructure. It is a publication to provide readers with information about the activities and projects that are implemented by the State Departments of Transport and State Department of Infrastructure. The two State Departments are located at Transcom House and Works Building along Ngong Road (Community Area) respectively.

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An article by the Cabinet Secretary
The Ministry of Transport and Infrastructure has focused efforts on designing, developing and maintaining a transport and infrastructure architecture that could facilitate sector growth and accelerate national economic development. Indeed, our vision and mission is to pursue world class transportation systems for improved quality of life by ensuring the country is connected and served by an efficient, safe, accessible and sustainable transportation services.

In order to achieve our goal, we intend to address the hardware of this infrastructure architecture as well as the software. This will comprise the implementation of robust projects and development of appropriate regulations, standards as well as capacity building.

Kenya Vision 2030 envisages a country with integrated and firmly interconnected transport infrastructure consisting roads, railways, airports, seaports and waterways.

The nature and portfolio of roads infrastructure projects in Kenya demands that we adapt a paradigm shift in the manner projects have hitherto been financed. In this regard, the ministry will welcome alternative project financing options, such as the Public Private Partnerships (PPPs) and Annuities.

Granted, the future of infrastructure development will require leveraging private capital and expertise to design, develop and manage projects that have immense impact in the growth of the economy.

Moreover, transport and infrastructure is expected to contribute five (5) per cent to the country’s GDP. This will mean that we develop our aviation, maritime, road and railway infrastructure in a transformative manner.

The Constitutional requirements that both the national and county governments play a role in roads development makes it necessary to review the Roads Act 2007, with a view to align the road sub-sector to the new Constitution. In this regard, the process of formulating a road draft policy and Road Bill is ongoing.

Recently, H. E the President unveiled Mombasa Port Community Charter, which all port stakeholders have committed themselves to implement in order to increased efficiency at the port. In order to further enhance maritime transport the government is developing a second commercial port at Lamu.

In the aviation sub-sector, we are undertaking major projects at Jomo Kenyatta International Airport (JKIA) to increase passenger capacity. This includes construction of a 2.5-million passenger Terminal 4 (now Terminal 1A) whose test run has already been conducted awaiting official opening, a 2-million passenger capacity temporary terminal and a second 20-million passenger terminal (Greenfield terminal).

In order to ensure that Kenya airspace is safe and secure, we are also implementing security systems and aviation safety procedures in line with the requirements of the International Civil Aviation Authority (ICAO). Our aviation programmes have borne fruits and Kenya was elected a member of the ICAO Council in October 2013.

In order to address the challenges of railway transport services, the Government has commenced the development of a Standard Gauge Railway (SGR) from Mombasa to Nairobi. This is the first phase of an ambitious regional railway development programme in Kenya, Uganda, Rwanda and South Sudan.

The new railway will supplement road transport, thereby increasing the efficiency of the Northern Corridor and significantly reduce the cost of road maintenance. This will lower the cost of doing business in the region thereby improving trade and attracting investments.

Our efforts to improve road safety are bearing fruits. Due to increased enforcement of traffic regulations and road safety awareness campaigns, we are registering fewer fatalities on our roads.

The Ministry and NTSA have adopted a three-prong approach to improve road safety in the country comprising road users’ education, development of regulations and enforce traffic laws. The aim is also to target the most vulnerable road users such as pedestrians, Boda Boda riders and pillion-carried passengers.

Finally, in order for us to succeed in delivering on our mandate, we will count on wider sector support, involvement of and partnership with all stakeholders, including the goodwill of Kenyans.

Thank You,

Eng. M.S. M. Kamau, CBS

CABINET SECRETARY FOR TRANSPORT AND INFRASTRUCTURE
The State Department of Infrastructure welcomes the Uchukuzi Magazine, which it intends to outline the state of road sub-sector for the benefit of readers. There are approximately 161,000 kms of classified roads in the country. Out of this number, 14,000 kms have been paved.

Roads infrastructure plays a pivotal role in the economic development of the nation by increasing productivity and competitiveness. The second Medium Term Plan (2013-2017) has identified infrastructure as a key enabler for sustained growth and development under the Kenya Vision 2030 development agenda.

Roads are crucial in enhancing connectivity within the country and region. For this reason development of quality roads that meet international standards is crucial for our economy. In the next five (5) years we plan to pave 10,000 kms of roads.

The Government plans to deliver this network of roads using alternative financing and delivery strategies in partnership with the private sector. This is because over the years, the demand for roads infrastructure has increased tremendously outstripping Exchequer and development partners' funding capacity.

For instance through annuity financing model contractors would be tasked with responsibility for designing, constructing and managing roads projects in the country.

Roads development also requires that the country possess enough professional engineers and technicians. There is therefore need for the Government to build adequate capacity in order to enable both the national and county governments, including contractors to handle the huge magnitude of anticipated works.

In order to address the challenge of capacity, we intend to collaborate with universities and technical institutes in training more professional engineers and technicians. We will similarly liaise with the Engineering Board of Kenya (EBK) to ensure that qualified and experienced engineers are certified accordingly.

Roads development is dependent on availability of ample land, which the Government has set aside for public use over the years. Preservation of roads asset is very important for future development of public roads. In this regard, we shall continue to enforce the law related to public roads reserve protection.

Protection of road assets will also include dealing a dead blow to vandalism of road furniture and other road installations. Vandalism has been cited as the biggest contributor to poor road safety in the country, since vandals cart away guardrails, road signs, street lights etc. Absence of such facilities is a recipe for accidents.

In order to enhance safety on our roads, we will implement measures such as road markings, erection of road signs, construction of climbing lanes, improvement of junctions, dualling of sections with high volumes of traffic and erection standard speed bumps to guide road users accordingly.

The ministry is keen to improve the Northern Corridor's efficiency through elimination of non-tariff barriers and other hindrances to the smooth flow of transit cargo from along the corridor.

Among the projects that we are implementing along the Northern Corridor is the development of One Stop Border Posts (OSBPs). Presently we are developing OSBPs at Taveta, Lunga Lunga, Isebania, Busia and Malaba border crossings.

Improvement of weighbridges through expansion of facilities and automation of services is under implementation in order to improve service delivery. Construction of modern weigh-in-motion scales at Mtwapa, Mariakani, Mlolongo and Gilgil is ongoing to facilitate the weighing of trucks without stopping and hence quicken the movement of cargo laden vehicles along the Northern Corridor.

I once again appreciate the production of Uchukuzi magazine and hope that readers finds it informative and enjoyable.

Thank You,

Eng. John K. Mosonik, EBS
MESSAGE FROM THE PRINCIPAL SECRETARY FOR TRANSPORT

I take this opportunity to welcome our readers to the first issue of the UCHUKUZI magazine, which I believe will be an effective information dissemination tool to reach our stakeholders. The magazine comes at a time when there is increased need to inform the public about the major projects and activities in the transport and infrastructure sector.

In line with our function to promote transport services, the State Department of Transport in the Ministry of Transport and Infrastructure is implementing mega projects that have significant impact in the country's socio-economic growth. In fact some of the flagship projects under Kenya Vision 2030 are domiciled in the Ministry and include those in the railway, aviation and maritime sub-sectors.

For instance, the Ministry through the Kenya Railways Corporation (KRC) is implementing a multi-billion Standard Gauge Railway (SGR) project, which is expected to transform railway transportation in the country and the region for the better. The construction of the first phase of the SGR from Mombasa to Nairobi has begun. Another project that we are keen to implement is the development of a 20-million passenger terminal at Jomo Kenyatta International Airport (JKIA).

The project is part of an ambitious programme to improve and modernize facilities at JKIA to cement its position as the continental aviation hub. In addition, the airport is undergoing major refurbishments and improvement of facilities, such as the construction of Terminal 4 passenger apron, taxiways and associated facilities. Other airports and aerodromes across the country are also being improved.

Our intention to remain the preferred maritime destination in the region could only be assured with the improvement of port facilities at the port of Mombasa and construction of a new strategic port at Lamu. An aggressive port improvement programme is ongoing at the port of Mombasa in order to increase efficiency and capacity.

In order to satisfy the growing demand for port services brought about by growing regional economies, we are developing a second commercial port at Lamu, under the LAPSSET project. Like Mombasa Port, Lamu port will be the beginning of a second transport and economic corridor for Kenya and the region.

The Ministry and indeed the State Department of Transport is conscious of the fact that the implementation of these projects will require enormous monetary and human resources. In this regard, we will ensure that implementing agencies are supported to improve their capacity in order to successfully deliver these mega projects.

In conclusion, we are optimistic that these projects will contribute to the growth of the economy and lead to efficient delivery of services and lowering of the cost of doing business.

Thank You,

Mr. Nduva Muli, EBS
As a famous Chinese saying states, ‘A journey of a thousand miles starts with the first step’. If there is a project in Kenya that perfectly fits this adage, it is the Standard Gauge Railway project (SGR). The SGR journey started way back in 2008, when the Cabinet approved the project.

A year after the Cabinet approval of the project on 12th August, 2009 the then Ministry of Transport and China Road and Bridge Corporation (CRBC), a state-owned Chinese company signed a Memorandum of Understanding (MoU) for the latter to undertake feasibility study and preliminary designs on phase 1 of the SGR.

Conceived as a flagship project under the Kenya Vision 2030 development agenda, the SGR is critical to the growth of Kenya and regional economies. On 1st October, 2009, the governments of Kenya and Uganda signed a MoU for construction of the SGR from Mombasa to Kampala. The SGR took a regional dimension after the signing of this MoU with Uganda.

On 28th August, 2013 Kenya, Uganda and Rwanda governments signed a Tripartite Agreement committing to fast track the development of the railway to their respective capital cities. South Sudan has since come on board as an interested stakeholder in the project.

Regional economic interests have therefore worked in favour of the project. In this regard, the SGR line will snake its way from the port of Mombasa to Kigali through Kampala with a branch line to Juba. In Kenya there will be a branch line to Kisumu from Eldoret. As a necessary transport mode, the project is therefore a key component of the Northern Corridor.

Kenya is vigorously pursuing the development of the first phase of the SGR from Mombasa to Nairobi. The Kenya Railways Corporation (KRC) is the implementing agency of the SGR, while China Road and Bridge
Corporation is the contractor (KBRC).

From the beginning this was no ordinary project. Kenya government was not deluding itself that a project of this magnitude could be implemented purely with G.O.K funding. The Cabinet therefore approved the project as government-to-government financed project.

The first phase of the project is estimated to cost Ksh 327 billion. China Exim Bank is financing the project after Kenya and China signed a financial agreement on 11th May, 2014.

The Exim Bank share of funding is 90 per cent, while the GOK contribution is 10 per cent. The Government has already set up a Railway Development Levy (RDL) to raise funds for the project by instituting a 1.5 per cent levy on imports.

The contractor is currently mobilizing to commence the actual construction of the SGR, whose completion timeline is June 2017.

But what entails development of the first phase of the SGR line? The first phase of the project will include development of a new rail different from the current meter gauge line between Mombasa and Nairobi and the attendant infrastructure. It will also involve the acquisition and commissioning of rolling stock to ensure the creation of a complete railway transport ecosystem that is ready for operations on the day it is commissioned.

The project is gargantuan one to say the least and presents many challenges that have to be overcome. Foremost is the support of Kenyans, especially those who will be affected by the actual construction of the SGR.

In this regard, the implementing agency, KRC and the Ministry have assured the communities along the path of the railway line that their interests will be paramount before, during and after the construction period. Cooperation between the contractor and the local communities will be crucial and so is the involvement of County governments.

The Ministry and Kenya Railways Corporation in collaboration with the Kenya Private Sector Alliance (KEPSA) organized a SGR Symposium on 16th June 2014 for local contractors and business community. The objective of the symposium is to engage the private sector on available investment opportunities and how best to tap them during and post-SGR construction.
Other areas to be covered during the symposium include local content i.e. the opportunities for Kenyans to supply goods and services to the contractors.

Such participatory approach, experts say is crucial for the success of the project. The first phase of the SGR project is the pace setter for the other phases and for this reason, successful management of the issues surrounding the initial development will determine the entire success of the projects the region.

This means that issues regarding land compensation and construction have to be handled with care. Already, the Ministry, KRC and National Lands Commission (NLC) are consulting on the matter of land acquisition and compensation and the process is progressing well.

Another concern is the sensitive issue of the environment. The project as designed has factored some of these concerns by for instance incorporating in the architectural designs some 969 box culverts and 10 migration channels that are expected to provide migratory passage ways for wild animals, especially within the vast Tsavo National Park ecosystem.

Besides, the project design has considered regional development planning and environmental protection. Erection of grade separations instead of construction of level crossings as is the case with the current railway line will be done, while the entire line will be fenced off for security and safety reasons.

The economic benefits of the SGR during and after development could be appreciated from the project works. From the onset, both the KRC and CRBC have made it clear that construction materials that are locally available will be procured within the country. In fact, the project is expected to utilize 40 per cent of local content in terms of construction materials, civil works and job opportunities.

As expected, the project is a major employer for thousands of skilled and unskilled youths who will be engaged in its development. The project will also inject the much needed technology transfer in the railway sub-sector.

In terms of development, the SGR project components and scope is huge. The new single track high capacity line from Mombasa to Nairobi will include marshalling yards, 33 crossing station and sidings totaling 124 km in length.

The project is expected to reinvigorate existing urban centres that are situated along Mombasa-Nairobi highway due to business opportunities associated with such projects. For example, apart from the 33 crossing stations, 5 stations will be constructed at Mariakani, Voi, Mtito Andei, Sultan Hamud and Athi River. Definitely, these urban centres will immensely benefit both in terms of urban growth and business activities accruing from the SGR project.

The stations will be served by workshops for locomotives, rolling stock facilities that will require ample supply of electricity and water not to mention signaling, communications and ICT systems.

In a nutshell, the SGR project will be a game changer as far as railway development is concerned in the Kenya and the region.

_complied by Douglas Kaunda_
The project involves improvement of the existing single carriageway to a 2-lane dual carriageway complete with service roads, grade separated intersections, pedestrian's footbridges, walkways and cycle tracks. The projects will cost Ksh 10 billion with African Development Bank (AfDB) funding 89.8 per cent and the Government 10.2 per cent of the total project cost. Some of the funding will also cater for relocation of services and compensation.

The project will benefit at least 2.2 million city residents representing 70 per cent of the city population. It will also provide road users, especially motorists with easy and quicker connections to major highways; namely Nairobi-Thika highway, Eastern Bypass, Northern Bypass, Mombasa Road and to Jomo Kenyatta International Airport.

In order to mitigate negative socio-economic impact, the project has factored in development of market stalls and associated sanitary facilities, Wellness centres and artisan training for youths and women residing in the neighbouring informal settlements.

This is one project that Nairobians will no doubt welcome.
Any country that wishes to prosper economically cannot ignore to place a huge premium on roads development. A high quality road network is an asset for any economy. That is why such a network is best managed within a well programmed strategic and policy framework.

Roads facilitate movement of people and goods and therefore they are part of the transport system that comprises rail, water and air transport modes. Together, the system generates a seamless connectivity at the national, regional and international levels.

Kenya stands to reap immense benefits by investing in high quality roads network. In fact the country could gain almost three times on every unit of investment on roads development. Road transport inarguably plays a crucial role in the economy,
freight over 93 per cent of all cargo and passenger traffic.

Currently, roads development is reliant on Exchequer allocation and support from development partners, the latter financing close to 50 per. Other sources are the Road Maintenance Levy Fund (RMLF), transit tolls, and agricultural cess.

Suffice to say that a reliable, efficient and quality roads network has the potential to drastically lower transport costs, while improving accessibility and road safety. While releasing the 2014 Budget Policy Statement (BPS), National Treasury noted that scaling up investments in key infrastructure projects, such as roads network would reduce costs of doing business and make Kenyan products affordable and competitive in the domestic and international markets.

For projects and policies implementation purpose, Kenya's road sub-sector is divided among key road agencies namely; Kenya National Highways Authority (KeNHA) in-charge of national trunk roads, Kenya Urban Roads Authority (KURA), overseeing the development and management of roads in urban areas and Kenya Rural Roads Authority (KeRRA), which manages roads in rural areas.

The Kenya Roads Board is charged with the management of the funds that are raised from the fuel levy by allocating the same to the roads agencies. It also oversees the classification of roads in the country.

The Kenya Wildlife Service (KWS) is responsible for planning and implementing road works programmes in the game reserves and national parks.

Out of 161,000 km of classified roads in the country, 14,000 km are paved.

Despite incremental budgetary allocations over the years, financing roads development has been the biggest challenge for the government. For instance, the high demand for road infrastructure has seen annual GOK budgets growing from Ksh 4.9 billion in 2002 to Ksh 80 billion in 2013. Funding for rural roads maintenance rose from Ksh 9 billion to Ksh 21 billion. Time is therefore ripe to loop in private sector participation in roads development.

Furthermore, alternative infrastructure options will minimize overreliance on donor funding for road development, lead to innovation and technology transfer, while at the same time boosting GDP among other economic benefits. Currently the road sub-sector has 8 potential pipeline PPP projects, which have already received Cabinet approval for PPP development.

There is no compelling reason why the country should not be ambitious on developing magnificently designed, modern roads network. Apart from enhancing mobility and connectivity, this would transform Kenya into a globally competitive economy. Employment opportunities would be created for thousands of people.


However the Kenya Roads Act, 2007 is due for review in lieu of the new Constitution 2010, which has specified the functions of national and county governments in roads development. For this reason, the Ministry of Transport and Infrastructure has initiated the process of reviewing the road policy framework that would pave way for drafting a new Roads Bill to align the road sub-sector to the Constitution 2010.

The Roads Policy and Draft Bill will draw heavily from the much anticipated roads re-classification, which is currently being progressed by the Ministry and the County governments. Hopefully this process will be concluded quickly in order to enable the sector to have a new legal framework that would take roads development to the next level.
At the national level the responsibility for the development, maintenance and management of the road network falls under the Ministry of Transport and Infrastructure. Implementation of roads projects is however the responsibility of state corporations and relevant departments under the Ministry.

County governments also have a big role to play in the road sub-sector. Currently the counties are developing roads in the counties and therefore there is need to work together in order to avoid duplication of services.

Each road agency has been assigned a defined network of classified roads in the country. The agencies are expected to play complementary roles in as far as road development is concerned. Currently, there is need to realign the functions in the road sub-sector with the Constitution.

**Legislative and Institutional Reforms**

With the enactment of the Kenya Roads Act, 2007 and earlier statutes, such as the Kenya Roads Board Act, 1999 and the Road Maintenance Levy Fund Act, 1993, Kenya completed the reforms putting in place a management framework fully compliant with Road Management Initiative (RMI) in which each player has a well defined role.

Following the reforms and the promulgation of the Constitution of Kenya, 2010 some of the institutions with designated role in the road Sub-sector are the following:

1. The Kenya Roads Board
2. The Kenya National Highways Authority
3. The Kenya Rural Roads Authority
4. The Kenya Urban Roads Authority
5. The Kenya Wildlife Service
6. The Mechanical and Transport Department
7. The Materials Testing and Research Department
8. The Kenya Institute of Highways and Building Technology
9. The Roads Department
10. The County Governments

Review of Road Sub-Sector Policy
The Ministry is through a consultative process pursuing the development of a draft Policy and Bill to re-align the functions in the road sub-sector with the Constitution. The process will take cognizance of the spirit and letter of devolution in the Constitution. In particular, the management of roads shall be devolved as per the Fourth Schedule of the Constitution, which states the functions to be distributed to the National and County governments.

Key Challenges
The road sub-sector is faced by myriad of challenges some of which are highlighted below;
1. Budgetary constraints.
2. High Capital Cost for infrastructure development.
3. Fluctuations in the foreign currencies.
4. Huge development and maintenance backlog.
5. High claims due to delayed mobilization as the VAT issue is sorted out.
6. Inadequate capacity at both National and County levels.
7. Road Safety challenges.

Way Forward
In order to address these challenges, the Ministry of Transport and Infrastructure intends to implement the following measures:-
1. Review and reduce the high cost of construction, especially the cost related to Bill No. 1.
2. Boost capacities at national and county levels by training 40,000 skilled personnel and 9,000 contractors.
3. Adoption of PPP and Annuity project financing Models to help bridge the funding gaps
4. Work closely with the National Land Commission (NLC) to settle issues related to land acquisition, valuation and repossession as fast as is practically possible.
5. Regularly enforcing laws related to public road reserve protection.
6. Raise Ksh 1 trillion in the next five (5) years for the road sub-sector.
7. Enhance research on alternative road construction materials to reduce overall infrastructure development costs by 25 %.
8. Adapt alternative road building and maintenance methods e.g use of cobblestones and Do-Nou technique

Conclusion
There is no contradiction between what is expected of the road agencies and the other institutions that are mandated to implement roads programmes in the country. The same should not exist between the Counties and Road agencies. These must closely work together as we await the new Road Act, which is expected to streamline the functions in road sub-sector by clearly defining the roles and responsibilities of both, the National and County governments.
Public-Private Partnership (PPP) describes a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies. PPP involves a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project. The transfer of risk ensures that the private partner(s) operate efficiently.

The private partners usually design, build, finance, operate and manage the capital asset, and then deliver the service either to government or directly to the end users. PPPs are long term, usually high value contracts between the
PPP involves a contract between public sector authority and a private party.

PPP involves a contract between public sector authority and a private party.

Why PPPs?
It is an established fact that the pressure to change the standard model of Public Procurement arose initially from concerns about the level of public debt, which grew rapidly during the macroeconomic dislocation of the 1970s and 1980s, hence governments sought to encourage private investment in infrastructure, initially on the basis of accounting fallacies arising from the fact that public accounts did not distinguish between recurrent and capital expenditure.

In considering individual projects as suitable candidates for the PPP approach, governments consider potential benefits compared with traditional method of providing a public service. The following has made governments all over the world turn to PPPs:-

- Inadequate capital to undertake heavy capital investments
- Low tariffs relative to operating costs – leading to subsidies from the governments - Government unwillingness to cut service
- Poor cost recovery
- Ineffective public sector service delivery - public sector only pays when services are delivered

Benefits of Using the PPP Approach
- Access to capital - bring in private capital and make projects affordable
- Reduction of tax burden - budgetary certainty and avoiding “soft budgetary constraint”
- Efficiency incentive – competition leads to innovation, reduced costs and increased customer responsiveness as well as increased labour productivity
- Maximise use of private sector skills
- Faster implementation of projects
- Better value for money, in particular over the life cycle of the works
- Greater accountability leading to improved reliability

Strong Customer Service orientation

In August 2004 the South African Finance Minister, Trevor Manuel, talking about PPPs said, “This is what PPPs are about. The public gets better, more cost-effective services; the private sector gets new business opportunities. Both are in the interests of the nation”. This means that, PPPs as a form of financing if well designed and executed would provide better quality service to the citizenry.

There are however some disadvantages of using PPPs in the delivery of public service that includes and not limited to:

- Long term relatively inflexible structures – fixed time period
- Loss of management control by the public sector depending on how the contract is designed.
- Private sector has higher cost of finance
- Requires public sector capacity and skills that may not be available – to provide a proper regulatory environment. PPPs require a suitable regulatory environment and competent regulators.

What are PPPs being used for in the Africa?
Many African governments have embraced PPPs and currently, the following services are widely being provided through PPPs including: water supply/wastewater treatment, energy, telecommunications, transportation (rail, metro, roads, traffic management, ports), urban development (including social housing), schools, hospitals/health care, office accommodation, leisure facilities, criminal justice (prisons, courts), to mention but a few.

In Kenya, though not widely adopted, there has been implementation of poorly conceptualized and designed PPPs model leading to dismal and disastrous performance impacting negatively on the Kenyan economy. A few have been implemented with mixed success. A good example of this arrangement is The Concession Agreement between Kenya and Uganda governments and the Rift Valley
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The Concession Agreement commits the Concessionaire (RVR) to provide freight service for a period of twenty (25) years and passenger services in Kenya for five (5) years. Under this Agreement, both the Kenya and Uganda governments still own the railway infrastructure and facilities, while RVR operates trains and maintains the infrastructure.

Kenya Supports Djibouti Code of Conduct

Kenya fully supports the Djibouti Code of Conduct and is the intention to widen the scope of the Code to encompass a comprehensive approach to maritime security in the region.

This will enable the body to collaborate closely with other regional and international agencies with similar mandate in the fight against piracy, terrorism, human trafficking and other illegal activities all of which continue to pose real security threat for the region.

Transport and Infrastructure Cabinet Minister, Eng. Michael Kamau noted that ensuring security of the West Indian Ocean is beyond the capacity of any existing regional body acting alone, hence the need for member countries signatories to the Code to lend support to its restructuring.

Eng Kamau was speaking during a ministerial meeting convened by the International Maritime Organization (IMO) at its headquarters in London to discuss the future of Djibouti Code of Conduct.

The Cabinet Secretary said that under the Code, Djibouti Training Centre and three information sharing centers have been established to serve in the suppression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden.

Mombasa regional Maritime Rescue Center (MRCC) is among the three centers established under the Code. At the same time, Eng. Kamau reiterated during the meeting that Kenya will continue to support the rebuilding of Somalia maritime administration structures.

Eng. Kamau observed that continued discovery of off-shore resources in the Western Indian Ocean is likely to lead to emergence of new challenges.

In order to mitigate emerging challenges, Eng. Kamau urged for strengthening of the MRCCs with emphasis on information sharing and capacity for systematic coordination in counter-piracy operations among member countries in the region.

Construction of Second Container Terminal Progressing Well

The Cabinet Secretary for Transport and Infrastructure, Eng. Michael Kamau said that the ministry was satisfied with the pace of works of first phase of the 2nd Container Terminal at the Port of Mombasa.

Eng. Kamau who toured the project site accompanied by top port officials said that he was impressed by the progress of construction noting that if the contractor continues with the same pace the multi-billion project may be completed
ahead of schedule. Already 62 per cent complete with a scheduled completion timeline in 2016.

The new terminal is expected to increase Mombasa port’s container handling capacity from 771,000 to 1.2 million containers per year. This will help to reduce congestion at the port and lead to its competitiveness in the region.

**Kenya and Ethiopia Signs an MoU on development of OSBP**

Kenya and Ethiopia have signed a bilateral agreement to develop a One-Stop Border Post (OSBS) at Moyale.

The agreement seeks to enhance transport services along the border crossing, strengthen trade in the region as well as reduce transit time for goods across the common border, including enhancing immigration processes.

The MoU was signed by Transport and Infrastructure Minister, Eng. Michael Kamau on behalf of the government and Ethiopian Minister for Transport, Hon. Workneh Gebebelehu in Addis Ababa, Ethiopia.

Present at the signing of the MoU were principal secretary for transport, Mr. Nduva Muli and his counterpart in the Infrastructure, Eng. John Mosonik.

Moyale OSBP is among the six others that are currently at different stages of development at Isebania, Malalaba, Lunga Lunga, Taveta, Namanga and Busia border crossings.

**TREASURY RELEASES KSH 15 BILLION FOR SETTLING PENDING BILLS**

Following the National Assembly approval in the second revised budget 2013/2014 financial year of a supplementary GOK allocation under the Development Budget of Ksh 15.5 Billion towards settlement of pending bills for ongoing road projects, Treasury released an Exchequer of Ksh 15 Billion to enable the Ministry of Transport and Infrastructure to pay pending bills owed to road contractors on certified works.

The release will ensure that the Ministry clears all pending bills on road works certified to the tune of Ksh 25.2 Billion as at 31st December 2013.

The Government has further made provisions of Ksh 41 Billion for ongoing projects this financial year (2014/2105), exclusive of land acquisition and the Annuity programme.

Following the release of the funds to settle pending bills, Transport and Infrastructure Secretary, Eng. Michael Kamau said that the Government expects that contractors will intensify the works across the country in order to ensure that all ongoing road projects may be completed within the next two years.

**A Community Service Delivery Charter for Port Stakeholders**

In a bid to further enhance service delivery and improve efficiency and productivity at the port of Mombasa, President Uhuru Kenyatta launched a Community Charter, which all port stakeholders are expected to implement.

Launching the Charter on 30th June, 2014, the President reiterated his call for port service providers to cooperate in ensuring that the port meets its obligation to customers. President Kenyatta stressed that as a regional seaport, the Mombasa port must be managed professionally and innovatively like other successful ports in other parts of the world.

Speaking during the launching of the Charter, Transport and Infrastructure Cabinet Secretary, Eng. Michael Kamau noted that measures undertaken to streamline port operations has led to reduction of time taken to transport to Malaba border from Mombasa 5 days from 18 days.

Mombasa Port Community Charter is a culmination of partnership between KPA and TradeMark East Africa (TMEA) way back in 2011 to eliminate the "silo mentality", an operational that was noted as detrimental in the attainment of much need efficiency and synergies at the port.

The development of the Charter involve the inputs of diverse players, including government agencies, business, civil society organizations and the coastal community as well as special interests groups in Kenya.

The Charter was launched alongside KPA’s Strategic Plan. It will provide innovative monitoring and evaluation framework with a performance dashboard for ease of analysis and in the implementation of policy, operational decisions and interventions.

The Charter would similarly enhanced accountability of service delivery by various service providers along the Northern Corridor, establishes a permanent framework of collaboration that binds Port Community to specific actions, collective obligations, targets and timelines.
Since 2003, the Kenya Airports Authority has initiated various projects, which are meant to enhance reliability, safety and efficiency of operations at both International and domestic airports in the country. Several of these projects have been completed, while others are at various stages of procurement or construction works. The status of some of the Major projects is as follows:

**COMPLETED PROJECTS**

1) **Construction of Terminal 4 passengers apron, taxiways and associated facilities at JKIA**
   The project has increased aircraft parking space from 23 stands to 43 stands and to increase maneuvering area by construction of additional two (2) taxiways with the aim of improving capacity and efficiency of airside operation. The project was completed in April 2008.

2) **Expansion of Cargo Apron at JKIA**
   The project has increased the number cargo apron stands from 3 stands to 8 stands to expand the capacity for handling of cargo at the airport. Subsequently, two new cargo terminal buildings have been constructed and are in use through private partnerships. JKIA now has the capacity to handle 1,000,000 tons of cargo annually.

3) **Upgrading of Facilities at Kisumu Airport**
   The project has upgraded Kisumu Airport from a domestic to an international airport capable of accommodating B767 through construction of a 3.3Km runway, the linking of taxiways, apron and a new terminal building. The rehabilitation and construction works included:
   - Extension of the runway by...
Artistic Impression of Terminal 4 at JKIA now nearing completion. The terminal has now been renamed Terminal 1A

A new terminal Complex is to be constructed to enhance the Passenger Handling Capacity.

- Extension of by 300m to 3300m and the necessary widening and strengthening of the runway and taxiways.
- Construction of a new terminal building of 3000 sqm.
- Construction of a new 3500sqm at-grade vehicle parking area and access road, 140 cars
- Construction of a new power substation, two guard houses and a toll booth.
- New airfield ground lighting including approach lights, drainage and utility services works and other associated infrastructure for the above.
- The additional facilities included the following:

New aircraft parking apron of 40,000sqm. Pavements are both in asphalt concrete 13,125cu.m and Cement concrete 22,400cu.m.

- Construction of a new terminal building of 3000 sqm.
- Construction of a new 3500sqm at-grade vehicle parking area and access road, 140 cars
- Construction of a new power substation, two guard houses and a toll booth.
- New airfield ground lighting including approach lights, drainage and utility services works and other associated infrastructure for the above.
- The additional facilities included the following:

Kisumu Airport is the third busiest airport in Kenya. The airport currently handles 240,000 passengers annually. The new terminal building is able to handle 700pax per hr.

4) Rehabilitation of Terminal Two at Moi International Airport
This has increased the passenger handling capacity at Moi International Airport by modernizing the existing facilities in the old terminal 2 and bring it back to use.

The existing terminal 1 can handle 1.5 Million passengers per annum with the rehabilitation of terminal 2 and additional capacity of 800,000 passengers can now be handled at Moi International Airport.

5) Airstrips
Nyeri Airstrip – Works complete
Embuk Airstrip – Works complete
Kakamega Airstrip – Works complete
Lodwar Airstrip – Works complete

ONGOING PROJECTS

6) Construction of Terminal 4 building, parking garage, grade parking and associated works at JKIA
The new terminal unit 4 will be a fully self contained terminal handling both international departures and arrivals as opposed to its development as a domestic departures terminal.

The new arrival section would be in the parking between the new terminal unit 4 and unit 1. The new terminal will handle one-way peak hour traffic of 1,500 passengers. The Terminal consists of ground level for check in and bus terminal, level one for departures and level two for arrivals covering a floor area of 23,500sq.meters. The terminal will also have seven contact gates.
The three storey parking garage with ground and basement levels will cater for 1,500 vehicles, parking on grade for 400 vehicles. The current terminal has capacity to handle 2.5 million passengers per annum. The terminal which is almost complete and has undergone test run has been renamed Terminal 1A.

7) Rehabilitation of Pavements and Runway Capacity Improvement at JKIA
The objectives of the project is to rehabilitate the existing Runway, Taxiway and Apron Pavements, which were last resurfaced in 1992 to insure safe aircraft operation at the airport. The project also includes the construction of Rapid Exit Taxiways and extends Taxiway Golf (the parallel taxiway) to increase runway capacity and upgrade the runway from Category 1 to Category 2 Instrument Landing System.

8) Construction of Remote Stands at JKIA
The objective of the project is to increase the number of aircraft parking stands by 16 to accommodate additional traffic growth in particular to accommodate KQ development plan in fleet and new destination plans.

9) New Greenfield Terminal Complex Development JKIA
The objective of the project is to further expand and enhance the capacity of the airport to be able to handle in excess of 20-million passengers in line with Kenya Vision 2030. A new terminal complex is to be constructed to enhance the passenger handling capacity and improve on the efficiency of hub operations at Jomo Kenyatta International Airport.

The project will involve the construction of a new terminal building of total floor area 178,000 sq. metres on four levels, the associated 45 aircraft stands, linking taxiways, access roads and new vehicle parking areas.

10) OTHER ONGOING PROJECTS

✈ Malindi Airport - Construction of a new terminal building of floor area 2200sq.m to expand lounges for passenger and relieve congestion currently experienced at the Airport.
✈ Isiolo Airstrips – Reconstruction of aircraft pavement and construction of a new Terminal Building is ongoing.
Kenya is now a member of the International Civil Aviation Organization (ICAO) Council on a 3 year term.

In an election held in Montreal Canada during the on-going 38th ICAO Assembly, Kenya amassed 152 out of 176 votes cast to join the 36-member strong Council. The Council is ICAO’s governing body responsible for global aviation safety and security and is elected on a 3 year term.

Kenya’s overwhelming support, which led to its election to the ICAO Council is a strong endorsement of the country’s standing in the international community and more pertinently in the aviation industry.

ICAO Council seat offers members a vantage position to positively influence the setting of key policy decisions and aviation standards, as well as recommended practices, for a safe and secure civil aviation industry.

Kenya’s election is significant as it comes at a time when global civil aviation is experiencing rapid growth, thereby giving it an opportunity to play a transformative role in shaping the civil aviation industry, both from the perspective of improving aviation infrastructure and service delivery.

From a perspective of the Kenya Civil Aviation Authority (KCAA), Kenya will also benefit immensely from the ICAO Council seat, as this will facilitate access to emerging technologies and contemporary thinking on the development of the aviation industry.

The benefits also include modernization of airports, improvement of navigation systems and capacity building, all of which will enhance aviation safety and security, thereby supporting the achievement of Kenya’s Vision 2030.

Following its election, Kenya is now one of eight countries in Africa in the ICAO Council, the others being Burkina Faso, Tanzania, Cameroon, Nigeria, Egypt, South Africa and Libya. Kenya will represent the East African region.

ICAO Council seat offers members a vantage position to positively influence policy decisions and aviation standards.
The port of Mombasa is the gateway to the East and Central Africa. The economies of Kenya, Uganda, Rwanda, Burundi, Democratic Republic of Congo and South Sudan are dependent on the efficient performance of the port. The port is the source of the Northern Corridor transport system, which comprises other modes of transport such as road, railway and oil pipeline.

In order to improve the performance of the port, the Government through the Kenya Ports Authority (KPA) is implementing an ambitious programme to increase the port’s cargo handling capacity. Some of the projects aimed at boosting the port capacity and efficiency have either been completed, under development or in the planning stages.

Currently the port is operating 24 hours, seven days a week in order to enable importers to pay their charges and taxes to clear cargo round-the-clock. This has seen container deliveries rose from 600 units to over 1,200 units per day, thereby drastically reducing ships waiting time from 9 days to 2 days.

Dredging of the port entrance and navigation channel has been completed in order to allow bigger and modern post-Panamax vessels to call at the port. The approach entry channel into the port to the main container terminal was shallow, restricting entry of new generation of ships, which are currently transforming the shipping industry world over.

The dredging has widened the ship turning basin and deepened berths 20-23 to a depth of 15 meters. Since the completion of dredging works, big post-Panamax vessels have docked at the port of Mombasa, notable ones being the MSC TIA, MSC JOLLEY PERLA, MS ROBERTA and MS JADE.

In order to increase berthing capacity, the port concluded construction of Berth No. 19 last year, which involved extension of the existing terminal by 240 meters of quay.
length. This brought the combined quay length to 840 meters from berths 16-19 and an additional stacking capacity of 200,000 TEUs per annum.

The volume of containerized cargo through the port of Mombasa has been growing at between 10% and 12.5% annually. This is way above the world average growth of 8% per annum. The current container terminal was designed to handle a throughput of 250,000 TEUs per annum. Currently, the port is handling in excess of 770,000 TEUs per annum.

The growth in container traffic is putting strain on the existing facilities, compounding congestion and increasing ships dwell time. In order to address this challenge, the port is developing a second container terminal to create additional capacity of 1.2 million TEUs. The project involves reclamation of the sea for the construction of a terminal with 3 berths measuring 15 meters, 12 meters and 11 meters deep.

The project will also involve construction of additional yards, procurement of equipment and dredging works. In order to leverage private sector financing in port development, the Government plans to develop a Free Port at Dondo Kundu. The project will go hand in hand with the development of a road bypass to link the free port and Mombasa-Lunga Lunga Road.

A free port will bring many benefits to Mombasa and the country by enhancing commercial and manufacturing activities. It will increase trade, boost imports and exports as well as other economic activities, thereby spurring economic growth. Similarly, it will enhance trade in the East Africa Community region and create employment for the people.

The Government is developing port facilities at the new Port of Lamu, which is a project under the Lamu Port, South Sudan and Ethiopia (LAPSSET) project. The port has been designed to accommodate 23 berths and currently the Government is in the process of constructing the first three berths.

A second commercial port at Lamu will provide the offshoot of a second transport and economic corridor for Kenya and the region. Apart from opening up new markets, the port will help to decongest the port of Mombasa, which as mentioned is experiencing serious expansion constraints due to lack of land.

The Government plans to develop Kisumu Port into a modern commercial Lake Port to serve the growing trade in East African Community region. The port of Kisumu and other Lake Victoria ports were developed in the 1907 and were busy during 1950s and 1960s. However, the ports have not realized their potential due to lack of funds for development.

KPA is responsible for small ports such as Funzi, Shimoni and Vanga located in the South Coast, Mtwapa, Kilifi, Malindi, Lamu and Kiunga further north, which function as social infrastructure ports. KPA plans to promote utilization of these minor satellite ports to divert cargo away from Mombasa Port.

Developing and utilizing these minor ports will also create employment opportunities, boost tourism, and enhance trade thereby supporting the realization of Kenya Vision 2030 objectives.

The development of Berth 19 and a second container terminal West of Kipevu Oil Terminal necessitates relocation of the Kipevu Oil Terminal, which will otherwise be sandwiched between the two facilities. This is because leaving the Oil terminal in its present location would compromise the safety of ships and adversely
affect operations at the port.

Port security is a big concern to the Government. In this regard, the construction of a security Control Tower and installation of Integrated Security System has been finalized. The project is part of the International Ship and Port Facility Security Code (ISPS) compliance requirements for all ports and ships in the world after the September 2011 terrorist bombing of the World Trade centre in the USA.

Most port operations are now automated. The first phase involved installation of an Enterprise Resource Planning System (ERPS), which computerized the internal managerial functions under the Systems Application Products (SAP).

The second phase involved the implementation of Kilindini Waterfront Terminal Operation System (KWATOS), which is now linked to the Kenya Revenue Authority SIMBA System for online sharing of information to facilitate cargo clearance process. This has reduced human intervention in cargo clearance thereby promoting transparency and accountability. Automation of operations has also led to increase in revenue collection through accurate billing.

The third and final phase of automation involved the implementation of community based system, which links all port stakeholders on a single information platform online and on real time. The implementing agency for the Single Window System project is KenTrade.

The Government is therefore committed to the improvement and development of ports with a view to meet the growing need for port services in Kenya and the region. More importantly well development, efficient and modern ports will serve the needs of the industry.

*Report by Douglas Kaunda*
enjoy my work. Occasionally; however, tragedy intervenes, as during the fire at the Jomo Kenyatta International Airport.

But not even that tragedy, terrible as it was, begins to match the sheer horror of learning about yet another accident on our roads.

I can state from experience that not even a decades-long tenure in public service can prepare one for the shock of hearing that people, especially children have perished in yet another accident on our roads.

What is, perhaps, worst about deaths by road accidents is their suddenness and violence, the trauma and sense of loss they leave behind?

One begins to appreciate the scale of the loss when one remembers that for every fatality, an average of 10 others are injured. We simply cannot afford to add 30,000 Kenyans a year to our list of wounded. Road safety must become part of our DNA, and quickly.

My ministry and the national government have been aware of those facts and their implications. A number of policies have been revised, and new ones introduced or contemplated for introduction.

Contrary to popular opinion, we did not ban night travel. Rather, in recognition of the toll that night time accidents had begun to take on Kenyan lives, we introduced a number of new conditions that had to be met by transport firms who wished to continue to operate at night.

We also demanded that each company, which wished to conduct night time travel would have to fit a monitoring system for each vehicle.

The information for each vehicle-its location and speed at any given time-would be made available to the Ministry of Transport. Transporters who meet these conditions will be free to conduct their business at night.

The fact of the matter is that these are proportionate responses to the crisis we face on our roads, and especially the crisis that afflicts the sector.

They may seem harsh, but the time for their enforcement is now with us. Although we cannot completely eliminate road accidents, a second raft of measures is soon to come into force, in the hope of drastically reducing them.

The first is that we will soon switch over to a new form of driving license. Under the new rules, drivers will have points system on their driving licenses.

New drivers will start with no points on their driving licenses. If they are involved in accidents, crashes, or any other form of culpable misconduct while driving, they will have points added to their license.

Those who gather a certain number of points will have their licence revoked; repeat offenders will have their licenses suspended altogether.

A similar system has worked well in a number of other countries, among them the United Kingdom, Ireland and Germany. We are not reinventing the wheel.

We will also propose to the relevant authorities that the causing of death by dangerous driving should now be presumed to be murder or manslaughter, unless reasons for believing the contrary can be proved. That, at least, will be our proposal.

In addition, even for drivers who have not committed any traffic offences, there will be compulsory retesting. The aim here is purely preventive.

This will allow us to catch bad, careless or incompetent drivers even before they could cause other road users harm.

In both those cases, and in those sufficiently similar, the licenses of drivers involved should be suspended, at a minimum, and preferably revoked.

The issuance of new number-plates with additional security features, cont. on page ....
CS, Eng. Michael Kamau explains to H.E President Uhuru Kenyatta some details about the 20-million passenger terminal to be constructed at JKIA. Looking on are, First Lady, H.E Margaret Kenyatta, Deputy President, H.E William Ruto, Cabinet Secretaries Mr. Najib Balala and Prof. Jacob Kaimenyi and Principal Secretary Mr, Nduva Muli

An immigration officer shows CS, Eng. Michael Kamau how the job is done at the new Terminal 1A at JKIA. CS Kamau was participating in test run of the new terminal which is due for official opening. Looking on is the immigration boss, Jane Waikenda.

Their Excellencies, President Uhuru Kenyatta (Host), President Yoweri Kaguta Museveni of Uganda and President Paul Kagame of Rwanda pose for a photo during the official commissioning of Berth 19 at the port of Mombasa on 28th August 2013

The newly completed ultra modern passenger launch at Terminal 1A at JKIA

CS, Eng. Michael Kamau hands over a signed performance contract for the State Department of Infrastructure to the Principal Secretary, Eng. John Musonik.

Principal Secretary for Transport Services, Mr. Nduva Muli hands over a signed performance contract for the Maritime and Shipping Department to head of the department, Mrs
CS, Eng. Michael Kamau tries his hand on a new breathalyzer (alcolblow). The gadget has been effective in enforcing the law on drink driving by NTSA and Traffic Police. Also in the picture are Transport Services PS, Mr. Nduva Muli and the chairman NTSA, Hon. Lee Kinyanjui.


CS, Eng. Michael Kamau hands over a signed performance contract for the State Department of Transport to the Principal Secretary, Mr. Nduva Muli.

CS, Eng. Michael Kamau delivers a keynote address after officiating over the groundbreaking of the new headquarters for the Kenya Civil Aviation Authority (KCAA) at JKIA.

CS, Eng. Michael Kamau tries his hand on a new breathalyzer (alcolblow). The gadget has been effective in enforcing the law on drink driving by NTSA and Traffic Police. Also in the picture are Transport Services PS, Mr. Nduva Muli and the chairman NTSA, Hon. Lee Kinyanjui.

Police officers being taught on how to use a breathalyzer.

Kenya and Ethiopia sign a bilateral agreement on the development of One Stop Border Post at Moyale.

CS, Eng. Michael Kamau delivers a keynote address after officiating over the groundbreaking of the new headquarters for the Kenya Civil Aviation Authority (KCAA) at JKIA.
The National Transport and Safety Authority (NTSA) was established after Parliament passed the National Transport and Safety Authority Act of 2012. The objective of forming NTSA was to address the disjointed nature of various institutions handling road safety and related services, such as motor vehicle registration and inspection, public service vehicle licensing and driver testing. The NTSA brings all the institutions handling the above functions under one umbrella.

Mandate
The NTSA has the mandate to:-

i) Advice the Government on national policy with regard to transport sector;

ii) Develop and implement road safety strategies;

iii) Register and license motor vehicles;

iv) Conduct motor vehicle inspection and certification;

v) Regulate public service vehicles;

vi) Facilitate the education of members of the public on road safety;

vii) Conduct research and audits on road safety;

viii) Compile inspection reports relating to traffic accidents;

ix) Establish systems and procedures for, and oversee the training, testing and licensing of drivers;

x) Formulate and review the curriculum of driving schools;

xi) Coordinate the activities of persons and organizations dealing in matters relating to road safety; and

xii) Perform such functions as may be conferred on it by the Cabinet Secretary or by any other written law.

Improving Road safety and Service delivery by Enforcing Traffic Laws

Enforcement of traffic laws and regulations is aimed at ensuring compliance to traffic laws through application of preventive, persuasive and punitive measures against offenders. The traffic police have the mandate to enforce traffic laws.

The NTSA is well placed to acquire modern equipment and facilities necessary to enforce traffic laws. These
include specialized motor vehicles, speed cameras and alcometers. With the support of the National Treasury and development partners and by mobilizing resources towards equipment acquisition the Authority could boost the traffic police efforts to enforce traffic laws.

**Secondment of Traffic Police Officers to NTSA**

NTSA is pursuing arrangement with the Police Department to have some officers seconded to the Authority to form a well equipped and remunerated enforcement unit. This will be a temporary measure as the Authority considers establishing its own Unit before the end of 2014.

**Use of ICT in Traffic Management and Enforcement**

NTSA will implement the Transport Information Management System to enhance traffic management, enforcement, information sharing and service delivery. The procurement process is ongoing and the project is expected to be completed by 2015.

**Driving Training, Testing and Licensing**

The standards of driver training, testing and licensing are low leading to poor quality drivers in the country. This is responsible for bad road behavior and accidents.

NTSA has finalized the development of a standard curriculum to be used by all driving schools and has submitted the same to the Kenya Institute for Curriculum Development for approval. In the new Curriculum standards for instructors, driving schools and examiners have been reviewed to improve the quality of

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The NTSA Act requires that all vehicles more than four years from year of manufacture be subjected to annual inspection.
is to have modern driving schools, professional driving instructors and better drivers.

**New Electronic Driving Licenses**
The NTSA has plans to introduce new electronic driving licenses. All drivers in the country will be retested to obtain the new driving document.

**Modern Equipment for Motor Vehicle Inspection Unit**
Motor vehicle inspection and certification is crucial for road safety. The Authority has introduced staff changes in all the inspection centers in the country. Modern electronic testing equipment will be procured to minimize human intervention and reduce corruption.

The NTSA Act requires that all motor vehicles more than four years from year of manufacture be subjected to annual inspections. The Government inspection facilities cannot adequately handle the workload. The Authority is developing a framework to allow private companies, participate in inspection and issue certificates.

**Body Building Standards**
The companies involved in vehicle body building, especially for buses do not follow the recommended standards of structural reinforcement. NTSA will monitor the industry to ensure all vehicle body building assemblers comply with the set standards.

For instance, all vehicle body builders will be required to attain Kenya Bureau of Standards and 150 certification. The Kenyan standards KS2180-2010 will be updated in consultation with the industry players to ensure vehicles are safer in the event of crash.

**Cashless System to Address Corruption**
The NTSA will encourage public service vehicle operators to introduce a cashless transport system, where commuters pay fare before commencement of the journey to stamp out corruption on the roads.

**Motor cycles/bodaboda**
Motor cycles have become a widespread mode of transport in the country. However, most riders start operating motorcycles without proper training on safe use of machines and protective gear. This is a recipe for accidents.

The Legal Notice No.173 of 2009 gave requirements, which must be met before one rides a motorcycle. Key among them are:-

- a) One must train and be licensed before riding;
- b) One must obtain third party insurance;
- c) Rider and pillion passenger must wear helmet; and reflective jackets.

To assist motor cycle riders to obtain training affordably, arrangements are being made with the Automobile Association of Kenya (AAK) to conduct training of the riders at special low rates in Kakamega, Mombasa, Bungoma, Maragwa, Embu and Murang’a.

The NTSA will continue to seek the support of AAK to continue with the training of riders at reduced cost and sensitise them on road safety in other parts of the country.

**Pedestrians Safety**
Pedestrians constitute about 50% of persons killed through road accidents in the country. Construction of footbridges, zebra crossings marking, erection of appropriate road signs and other road safety facilities will be a priority.

**Road User Education/Sensitization**
NTSA is conducting road safety awareness campaigns in accident prone areas across the country. Beginning November, 2013 the Authority in collaboration with stakeholders has created awareness about the importance of driving while sober, adhering to the Highway Code among road users, especially motorists. Special focus will be on pedestrians and school going children.

**Regulation for PSV Operators**
The NTSA has developed regulations to govern the operations of PSV Saccos and companies. Self regulation is being enhanced and each Sacco/Company made to account for any accident involving vehicles and misconduct of drivers under their management.

The operators are required to install fleet management systems to monitor operations of their vehicles. They are to be held responsible for the acts and omissions of their employes.
County Transport and Safety Committees
NTSA will facilitate the formation of County Transport and Safety Committees. The committees will oversee the management and regulation of road transport within the counties.

Challenges

Inadequate Funding
Adequate funding is important for planning and implementation of road safety programmes. At the moment, the revenue raised by NTSA is surrendered to the National Treasury. Section 45 of the National Transport and Safety Authority Act has specified how the Authority should be funded.

The Ministry of Transport and Infrastructure will pursue, with the help of the Committee of the House how these funds could be channeled to NTSA to enable the Authority to deliver on its mandate.

NTSA will also seek the support of development partners such as the World Bank, European Union and African Development Bank to implement its programs.

Building of Human Resource Capacity
NTSA is currently building its human resource capacities and structures to effectively perform its mandate. In the meantime, the functions hitherto performed by various government institutions have now been brought under the NTSA.

Legal issues
The Traffic Act Cap.403 and the National Transport and Safety Authority Act of 2012 have a notable gaps and inconsistencies, which require legislative intervention. The review of Traffic Act Cap. 403 will therefore augur well for road safety in the country.
As I have indicated before, safety on our roads is not an event but a process. Less than a year ago, my Ministry and the National Transport and Safety Authority embarked on the process of improving road safety on our roads. This process has resulted in remarkable achievements in road safety interventions.

Without the interventions of the Government we would be talking of a lot more death on our roads this year as compared to last year. This is because as a general trend the number of fatalities have increased year-on-year.

These achievements have been attained due to improved road user behaviour through education, legislation and stringent enforcement of the Highway Code. These activities are and will continue to be the cornerstones of our road safety interventions.

However despite the reduction in road fatalities, we are concerned by the increasing number of fatalities of pedestrian and motorcyclists and motorcycle passengers. It is a worrying trend that these two categories of road users account for approximately 60% of total fatalities.

In order to address the high number of fatalities in these two categories, the Ministry of Transport and Infrastructure and NTSA have adopted a three-prong approach.

First, we shall involve the education of these road users through sensitization and road awareness campaigns throughout the country. Secondly we shall issue regulations targeting these two groups. Thirdly is to enforce traffic laws relating to these two groups.

Heavy commercial vehicles have also been increasingly associated with tragic road accident and the owners of these vehicles are hereby directed to ensure that their vehicles are fitted with the required speed governors and that they operate according to best practice and in adherence to traffic regulations.

As a further improvement of the PSV operating environment, from 1st July 2014 it is expected that the cash light fare system shall be rolled out for all PSV operators. Under this system, passengers shall pay their fares through the use of an interoperable, secure and chip-based card.

This cash light system will be beneficial to all stakeholders, and more so for the PSV operators who have been losing a considerable amount of revenue on a daily basis. In addition, passengers will not be exposed to erratic and unexpected fare increases.

So far we are extremely encouraged by the positive response shown by the PSV operators themselves and the private sector through commercial banks and other service providers.

There has been the misconception that the Government has banned night travel by PSV’s. As I have stated in the past, what the Government did was to impose conditions that will improve the safety of passengers during night movement.

This is because from our data, the most tragic accidents with high numbers of fatalities occur at night. I am now pleased to announce that seven companies have complied with all the conditions for night travel.

These are Modern Coast, Mash, Easy Coach, North Rift, Transline, Eldoret Sacco and The Guardian. A total of 338 vehicles belonging to these companies have been licensed to operate between 9pm and 6am.

For identification purposes, the NTSA has issued a special licence to these compliant companies and details of their buses licensed for night travel have been issued to the Police.

I wish to encourage other operators who are desirous of operating at night to fulfil the night time conditions, which include the certification of night time drivers by the NTSA, operation of a fleet management system, operation of a mutual aid assistance system in the event of an accident and the employment of two drivers per vehicle so as to be issued with the night travel licence. NTSA is willing to guide and support all operators in attaining the levels of compliance required.

The NTSA in collaboration with the Police shall intensify
night time patrols along major highways to ensure that all those who have complied with the night time travel conditions and are licensed by NTSA conduct night time travel. Any operator caught operating at night without a night time licence shall in addition to other measures have their day time licences revoked.

It is also important to note that the companies issued with night time licences shall be expected to strictly comply with the conditions therein and anyone caught flouting any of them shall have their licence revoked.

drivers involved should be suspended, at a minimum, and preferably revoked.

The issuance of new number-plates with additional security features, which will include data specific to the car on which they are fitted, is another initiative that we intend to see through.

Let me also mention a number of other matters. We are looking at introducing a law of restitution whereby one will be compelled to pay for damaged infrastructure caused by his/her car.

If you hit an electric pole, or damage a guard-rail with your car, then as a motorist one will be held liable for the damage. Equally, all public service and heavy commercial vehicles with tare weight of 3.8 tons or more will now be required to fit speed governors. These measures are firm. They must be, if we are to end the madness on our roads.
OUR VISION

“A Global Leader in Transport Infrastructure and Logistics”

OUR MISSION

“To Develop, Operate and Sustain World Class Transport and Infrastructure Services”

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