



## KENYA: NATIONAL URBAN TRANSPORT IMPROVEMENT PROJECT (P126321)

AFRICA | Kenya | Transport Global Practice |  
IBRD/IDA | Specific Investment Loan | FY 2013 | Seq No: 4 | ARCHIVED on 23-Jan-2015 | ISR15795 |

Implementing Agencies: Kenya Civil Aviation Authority, Kenya National Highways Authority, Kenya Urban Roads Authority, Ministry of Transport and Infrastructure, Ministry of Transport

## Key Dates

### Key Project Dates

Board Approval date:02-Aug-2012

Effectiveness Date:24-Dec-2012

Planned Mid Term Review Date:14-Sep-2015

Actual Mid-Term Review Date:--

Original Closing Date:31-Dec-2018

Revised Closing Date:31-Dec-2018

## Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objectives (PDO) are to: (a) improve the efficiency of road transport along the northern corridor; (b) improve the institutional capacity and arrangements in the urban transport sub sector; and (c) promote the private sector participation in the operation, financing and management of transport systems.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

## Components

Name

Upgrading Urban Road Transport infrastructure along Northern Corridor through Nairobi to be implemented by Kenya National Highway s Authority (KeNHA):(Cost \$223.26 M)

Support to the development of selected Mass Transit Corridors:(Cost \$59.70 M)

Institutional Strengthening and Capacity Building in the Urban Transport and Technical Assistance.:(Cost \$17.04 M)

## Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Moderately Satisfactory
Overall Implementation Progress (IP)	● Moderately Unsatisfactory	● Moderately Unsatisfactory
Overall Risk Rating	--	● Substantial



## Implementation Status and Key Decisions

This ISR records implementation progress as at the handover mission in October 2014. The handover mission did not undertake a full supervision and the update of this ISR covers the activities reviewed during the mission. The project implementation trajectory continues to be slow. The detailed engineering designs for the expansion and incorporation of a Bus Rapid Transit Way (BRT) along the Jkia-Uhuru Highway-Waiyaki Way-Rironi road section continue to see delays though the completion of design and bid documents of the two end sections is foreseen for end January and March 2015. The GoK is fully financing these services and delays in Consultant payments are partly behind the delays in completion of the designs. There are a large number of institutions involved in the planning and management of urban public transport activities. The gaps in coordination amongst the agencies along with the disruptions due to the recent decentralization program have impacted the pace of preparatory work for the BRT and commuter rail services in Nairobi. The establishment of the Nairobi Metropolitan Authority (NAMETA) and its Secretariat (NAMS) will support movement of this agenda as NAMS, and subsequently NAMETA would have ownership and responsibility for implementation of the Nairobi Mass Rapid Transit System, elements of which are supported under the NUTRIP.

### A. Support to Kenya National Highways Authority (KeNHA) to Upgrade the Urban Road Transport Infrastructure

Capacity enhancement of (a) A104 from JKIA to Likoni road/Southern Bypass junction and dualling of airport south road; (b) A104 Likoni road/Southern Bypass to James Gichuru road junction; and (c) A104 James Gichuru road junction to Rironi: KeNHA has instructed the consultants to finalize the designs incorporating the recommendations of the associated Bus Rapid Transit (BRT) service plan. The BRT Service plan has been prepared by International Transport Development Program (ITDP) of the US with the support of UN-Habitat. The designs of lots 1 and 3 were projected, by KeNHA, to be completed between December 2014 and March 2015 as adequate resources have been made available by GOK to pay the design consultants. The first set of design documents has been submitted.

The provision of consultancy services for capacity enhancement including BRT services on the JKIA-Westlands-Rironi corridor: The Bank held extensive discussions with the Client during the October mission to agree on the way forward with regard to the supervision and detailed design work. It was agreed that there would be two contracts: one for the design review and supervision of the two end sections (north and south) and one for the design review and detailed design of the middle section. Based on this agreement, the revised draft EOIs and TORs are to be submitted by KeNHA for Bank review to then initiate the procurement process. The EOI for Lot 2 has been cleared while the draft TOR are being reviewed by the Bank. Consultancy services for the preparation of a Business Plan for the BRT Line 1, Ndovu: KeNHA with the support of ITDP has prepared draft ToRs. These TOR need additional work and this has been discussed with KeNHA and the Nairobi County. As future owners of the BRT system, the counties have a primary role in the design of the Business Plan for the BRT lines and this role is now accepted by all stakeholders.

Design, Resettlement Action Plan (RAP) and Environmental and Social Impact Assessment (ESIA) and Tender documentation for Kisumu Northern Bypass: The Bank has received draft design and bidding documents for review and comments which are expected to be completed by January 23, 2015.

Training of KeNHA, External Resources Department (MoF) and the State Law Office Staff: The FY15 training program is underway.

### B Support to Kenya Urban Roads Authority (KURA) and Kenya Railways Corporation (KRC) to Develop Selected Mass Transit Corridors

#### B1. KURA

Carrying out Feasibility and Design Studies for selected Bus Rapid Transit (BRT) Corridors and Preparation of Bidding Documents for BRT Services Operations: KURA had earlier selected the Nairobi Railway Station to Juja Road with a link to the Outer Ring Road BRT Corridor. This corridor is part of Line 3, Chui. KURA will now focus on this entire line in light of the recently adopted MRTS. KURA with the assistance of ITDP will revise the ToRs. Meanwhile, KURA has requested for technical assistance on this activity and procurement of the same way is under way.

Developing and implementing a scheme to decongest major urban areas: The activities which were identified during previous missions have either been taken over by KURA or the Nairobi County (NCC) and are at different stages of implementation. For instance (a) engaging Traffic Marshalls who will assist in managing the flow of traffic in Nairobi (b) construction of footbridges along major road corridors e.g., Mombasa Road (c) improvement of designated termini for matatus/private buses. Many of these activities are ongoing with GoK funding.

Activities to improve traffic management, including construction of traffic control centers, provision of traffic management and Information Communication Technology (ICT) solutions: KURA prepared ToR with the assistance of an EU supported consultant, through the EU's capacity Building project. The Bank has reviewed the ToRs and provided comments, the revised TOR is expected to be submitted for Bank NO.

Construction of the Meru bypass roads: The Bank has provided it's no objection to the bid evaluation report and recommendation for award. The contract will be signed by July 13, 2014. Meanwhile, as was reported during the December 2013 mission, the contract price of about US\$ 24 million equivalent is much higher than the allocation available under the project in amount of US\$12 million. The GoK will meet the shortfall. The mission was informed that KURA has made adequate budgetary allocation in FY15 to cover the counterpart funding requirements.

Development of an urban transport plan for the city of Mombasa: The revised ToR, incorporating Bank comments, has been cleared and procurement of Consultants is under way.



## B2: KRC

Feasibility Study and detailed designs of selected rail lines: This activity is pending and an update has been requested. Consulting services for preparation of a Masterplan for Nairobi Commuter Rail are being procured (EOI and TOR cleared).

KRC's request for TA for capacity building has been received and cleared.

Track recording car. The Bank has reviewed and provided comments on the draft bidding document. KRC will incorporate the comments and submit the revised version by July 18, 2014. KRC has been reminded to submit the revised bidding documents.

Training staff: The training plan is under implementation, after endorsement by the POC and approval of the same by the Bank.

## C: Institutional Strengthening and Capacity Building

This component has two sub-components namely C1 (State Department of Transport) and C2 (State Department of Infrastructure).

### C1: State department of Transport

Reforms. Progress has been achieved with approval of the Integrated National Transport Policy (INTP) after Parliamentary approval and establishing the National Road Transport and Safety Authority (NTSA). However, one dated covenant is still outstanding, the establishment of the proposed Nairobi Metropolitan Transport Authority (NMTA) by December 31, 2014. The Bank provided comments on the draft Bill. The mission strongly appealed to MoTI to expedite the process, particularly with the need to implement the MRTS, its core responsibility.

Support to the East Africa School of Aviation (EASA). This component involves support to strengthen the capacity of the East Africa School of Aviation through the acquisition of training facilities such as a 3-D Air Traffic Control simulators and construction and supply of assorted equipment for EASA Library. Bids have been received and evaluation is underway. KCAA will submit the bid evaluation report including recommendation for award to the bank by July 15, 2014.

Promotion of the private sector in the transport sector. The MoTI is still consulting to determine potential areas to be covered under this activity given the support already received through other Bank financed projects such as the Infrastructure Finance Public Private partnerships Project and from other development partners. The mission was informed that, one of the candidates is reviewing and updating the transport policy in light of the 2010 Constitution and consolidating all modes of transport under one ministry. The mission was informed that MoTI will submit a proposal for Bank consideration by August 29, 2014.

Training. The training program for FY14 was prepared, approved by the Project Oversight Committee and endorsed by the Bank and it is under implementation.

### C2: Ministry of Roads

Selection of an M&E consultant. This is delayed and now on the critical path. The mission requested MoTI to expedite the process and issue the RfP by end of July 2014. This is pending.



## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	--	● Substantial
Macroeconomic	--	--	● Substantial
Sector Strategies and Policies	--	--	● Moderate
Technical Design of Project or Program	--	--	● Moderate
Institutional Capacity for Implementation and Sustainability	--	--	● Substantial
Fiduciary	--	--	● Substantial
Environment and Social	--	--	● Moderate
Stakeholders	--	--	● Substantial
Other	--	--	--
Overall	--	--	● Substantial

## Results

### Project Development Objective Indicators

#### ► Direct project beneficiaries (Number, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	300.00	300.00	300.00	380.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018



▾ Female beneficiaries (Percentage, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	120.00	120.00	120.00	152.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

▶ Improved institutional capacity in the urban transport sub-sector (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

▶ Reduction in average travel time from Junction Jomo Kenyatta International Airport (JKIA)-Rironi road (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	3.00	3.00	3.00	2.10
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

▶ Reduction in vehicle operating costs on Junction JKIA-Rironi road (Amount(USD), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.50	1.50	1.50	1.10
Date	09-Jul-2012	08-May-2014	05-Jan-2015	--

▶ PPP promotion and opportunities in the transport sector developed. (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y



Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018
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► Number of road crashes reduced along Junction JKIA-Rironi Road (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	15.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

Overall Comments

**Intermediate Results Indicators**

► Roads rehabilitated, Non-rural (Kilometers, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	118.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

► Roads constructed, non-rural (Kilometers, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	38.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018



► Roads in good and fair condition as a share of total classified roads (Percentage, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	60.00	60.00	80.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

▲ Size of the total classified network (Kilometers, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	60.00	60.00	111.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

► Roads in good and fair condition as a share of total classified roads (Percentage, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	60.00	60.00	80.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

▲ Size of the total classified network (Kilometers, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	60.00	60.00	111.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018



## ▶ Draft legal, institutional and regulatory framework for railways developed (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	--	08-May-2014	05-Jan-2015	31-Dec-2014

## ▶ Draft Bill for NMTA presented to parliament, and rules and regulation for urban public transport developed (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2013

## ▶ Feasibility and engineering designs studies completed to acceptable standards (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1.00
Date	09-Jul-2012	08-May-2014	05-Jan-2015	31-Dec-2018

## Overall Comments

**Data on Financial Performance****Disbursements (by loan)**

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P126321	IDA-51400	Effective	XDR	193.50	193.50	0.00	7.79	185.71	4%

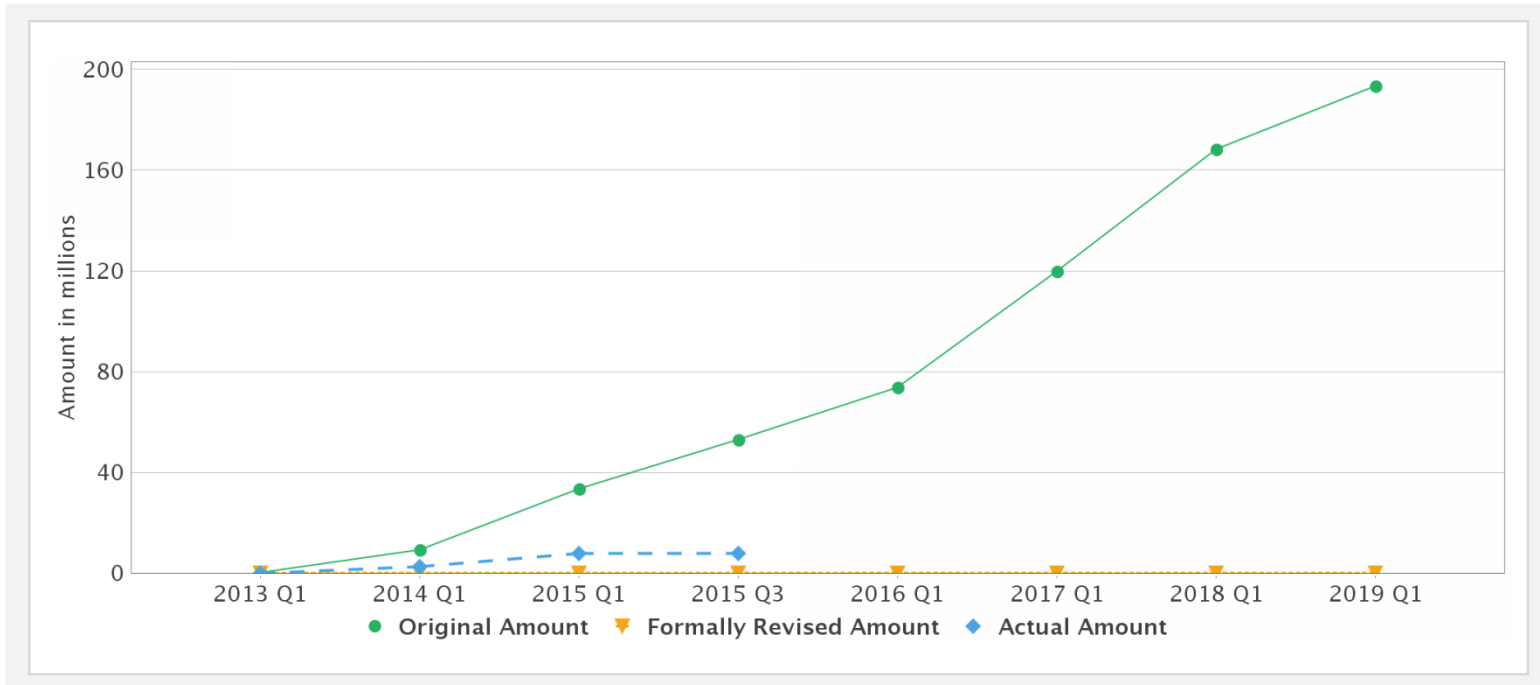
**Key Dates (by loan)**

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P126321	IDA-51400	Effective	02-Aug-2012	26-Sep-2012	24-Dec-2012	31-Dec-2018	31-Dec-2018





## Cumulative Disbursements



## Restructuring History

There has been no restructuring to date.

## Related Project(s)

There are no related projects.