

Japan Railway 150<sup>th</sup> Anniversary

# Trends Worldwide: [KENYA]

JICA's Cooperation in Urban Transport Sector

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1. The Situation - Africa's Challenges

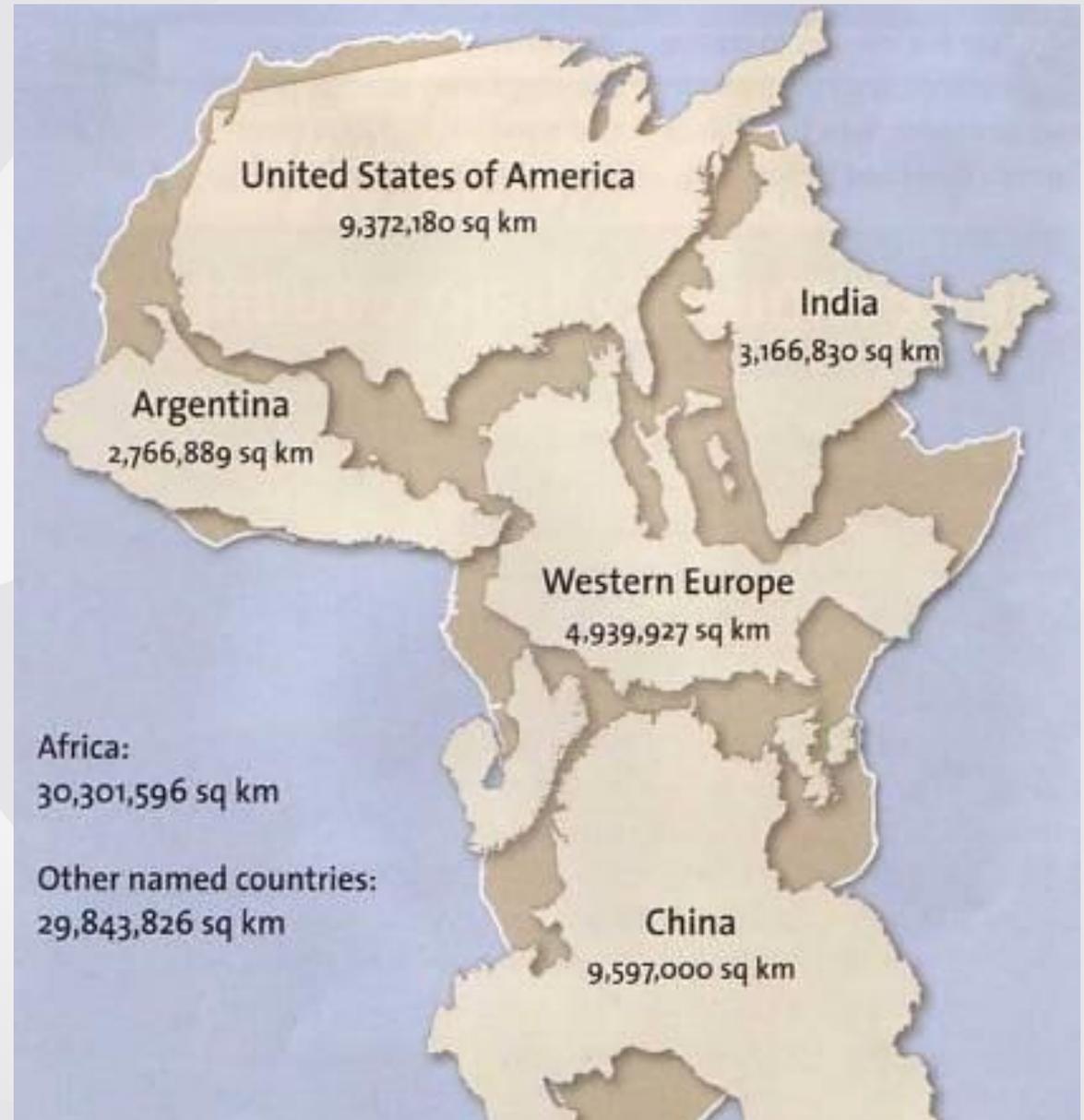
2. JICA Kenya Transport Approach: Our Pillars

3. Nairobi City: Towards a Public Transport System

5. 6. Concluding Remarks

**20% of World Land Area**

**(80 Times Larger than Japan)**



# Our Pillars

## Regional Development Program

- Northern Corridor Logistics Master Plan
- Mombasa Port Phase 1-2
- Mombasa Gate Bridge
- Mombasa Port Phase 3 (*under planning*)

## Mombasa City Development Program

- Gate City Master Plan
- DK SEZ Development
- Mombasa ITS (*under planning*)

## Nairobi Urban Development Program

- Nairobi Integrated Urban Master Plan
- Road Development (Ngong/Western Ring Roads)
- Grass Rooted Program “Road Safety”
- Nairobi Viaduct Project (*under planning*)





# Nairobi City - Traffic

Mass Rapid Transit System (MRTS): Ensure access and Efficient Mobility



## Nairobi Urban Development Program

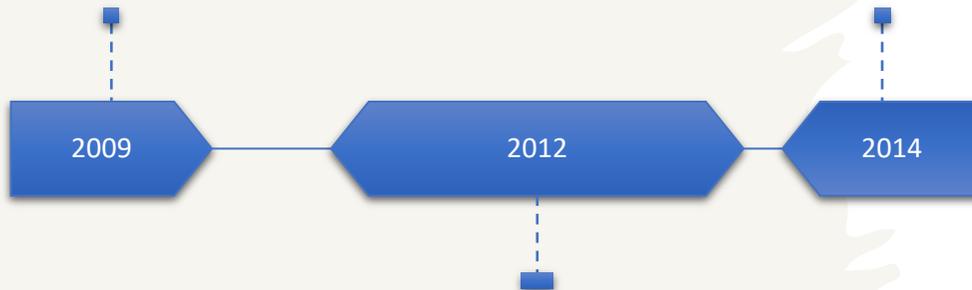
- Mitigation of Traffic congestion in Nairobi Metropolitan Area
- Ngong Road was lead program until 2020
- “Grassroot” Program within Transport Sector
- Strong movement by other Development Partners (competitors) into city mobility space.



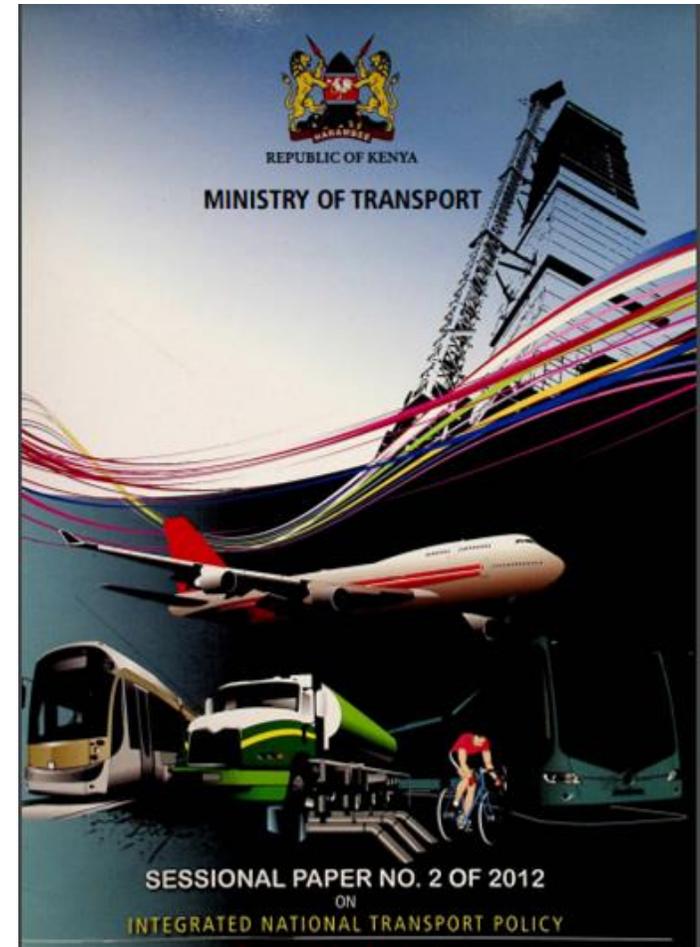
# JOURNEY OF MRTS IMPLEMENTATION

The Integrated National Transport policy was approved by the Cabinet

Harmonization Study – further defined MRTS network and the selection of BRT and Commuter Rail

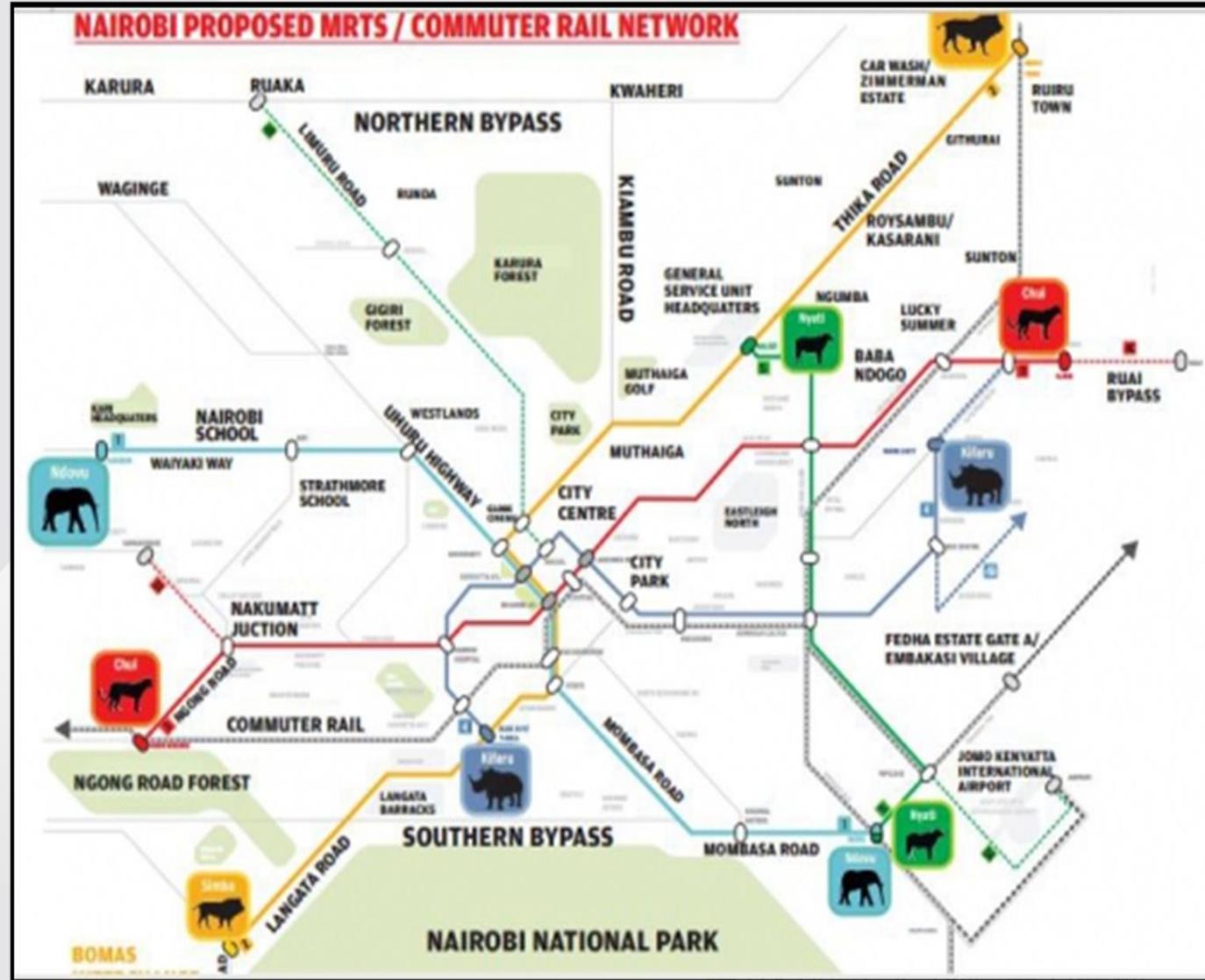


INTP adopted by Parliament as Sessional Paper no. 2 of 2012. Recommendations included: Development of MRTS and; Establishment of Nairobi Metropolitan Area Transport Authority (NaMATA).



# HARMONIZED CORRIDORS

Harmonization Study of 2014 identified a network of 5 BRT corridors and 7 Commuter Rail.



# JICA's Bus Operation: TC Project

## Multi-modal Transport Terminal

- Current State
  - It is difficult to know departure point, direction, departure time of bus/matatu.
  - Waiting space is scarce.
  - Other transportation modes are not available at bus terminals.
- Future Plan
  - Multi-modal transport terminal should be installed.
  - Bus berths for each direction and passengers waiting space will be provided.
  - Bus operation information will be provided.
  - Passenger transfer to railways, taxi and private cars at the transit hub should be enhanced..



# Current State of Bus Operation

## Urban Amenity

- Current State in CBD
  - Urban space has been chaotically occupied by tremendous buses.
  - Safe and smooth walking is interfered with crowds of passengers and conductors.

## ■ Future Plan

- Mass transit should be developed and bus inflow into CBD should be limited.
- Convenience, comfort and safety of walking and cycling (NMT) should be improved.



Source: JICA Expert Team



Source: Global Street Design Guide

# Current State of Bus Operation

## Bus Information

- Current State
  - Bus users cannot obtain bus information such as bus routes, destination, timetable and arrival time.



## Future Plan

- Bus route map, timetable and arrival time will be provided in all the bus terminals and bus stops.
  - Smart bus stop\* can be installed.
- \*Smart bus stop provides real-time information including arrival time.



# 2. Current State of Bus Operation

## (6) Vehicle Standard

- Current State
  - High step, narrow aisle and small capacity of vehicles.
- Future Plan
  - Low step buses will be introduced.
  - Vehicles with 2 doors (front and rear) will be introduced for smooth boarding and alighting.



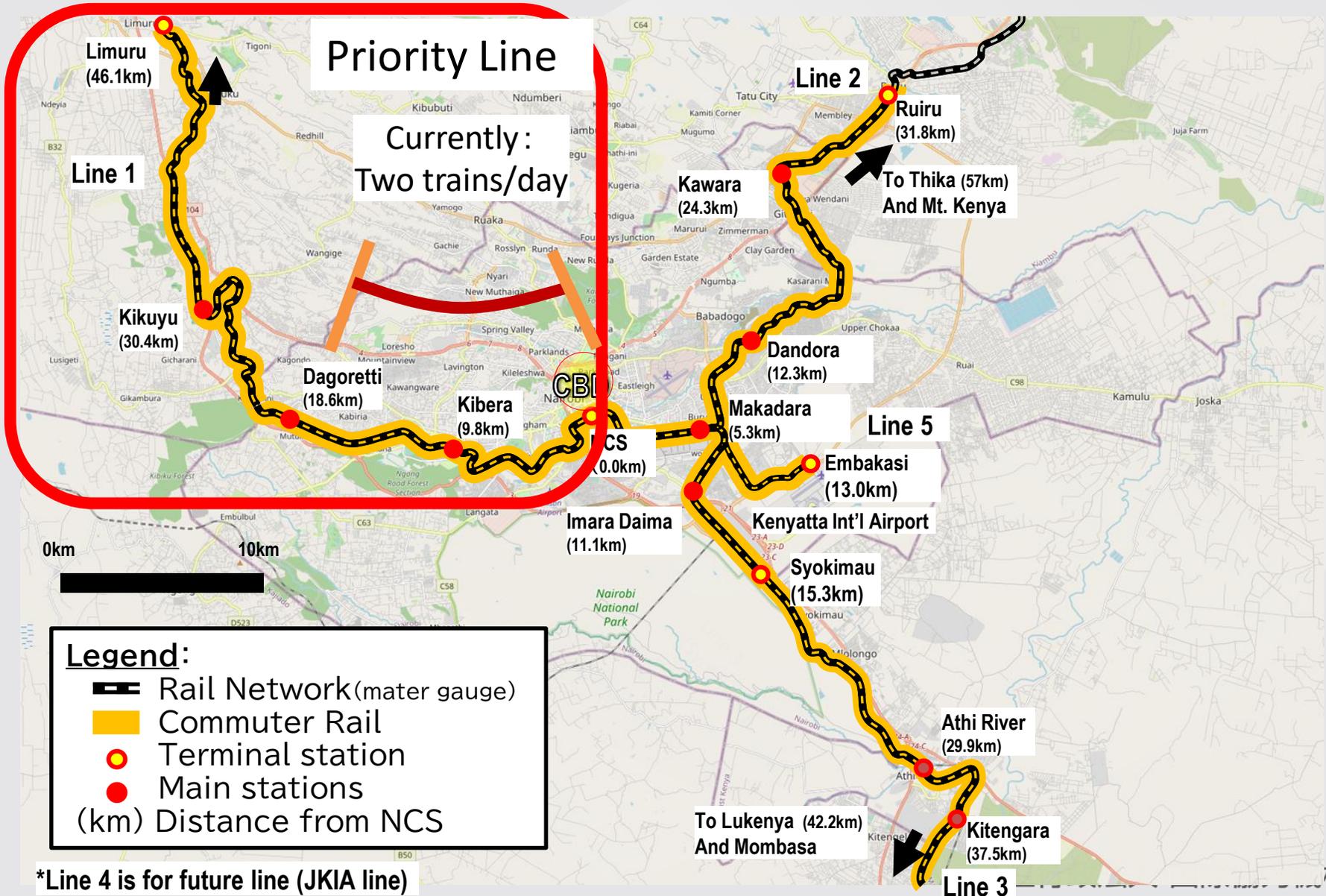
# Current State of Bus Operation

## Road Congestion

- Current State
  - Long lines of waiting buses on highway cause road traffic congestion.
  - Illegal boarding and alighting besides formal bus stop area cause road traffic congestion.
  - Roundabouts cause road traffic congestion.
  - Reckless driving of bus/matatu causes road traffic accidents.
- Future Plan
  - Regulation on bus operator will be developed, and boarding and alighting besides formal bus stops should be strictly enforced.
  - Training program for bus drivers will be regularly implemented.
  - Roundabouts should be transformed to signalized intersections.



# Status: Commuter Railways - OLD



# Closing Remarks

## Transport Strategy Shifting to Rail

- ODA Loan portfolio will shift towards railway as port financing become BOT oriented
- Public Transport becomes increasingly important as MTR will expand
- Public Sector (PSIF) will increase to replace orthodox government development



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*“Inclusive and Dynamic  
Development”*



Thank you / merci / Asante sana

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