CITY EXPERIENCES IN ACHIEVING BETTER BUS SERVICES: NAIROBI

Mary Chege
Board Member: NaMATA
September 16, 2020
Institutional Framework (Art. 189(2) Constitution & Executive Order 2017)

- Headed by DG appointed by Board
- Day to day operations and administration
- Overall policy & direction of Authority
- CS Transport, CS Treasury and 5 NMA Governors
- Chaired by CS Transport, deputized by Nairobi Governor
- Declaration of transport corridors within NMA
- Overall management, administration and implementation of IPTN mandate
- Chairperson, PS Transport, PS Finance, CECMs Transport from each NMA County, DG and 3 Independent Members

- State department within which Authority is domiciled w.e.f. June 2018
- State department within which Authority is domiciled w.e.f. June 2018

NMA Council (S.6)

NMA (Nairobi, Kiambu, Kajiado, Machakos, Muranga)
In the coming 10 years, the population of Nairobi City County (NCC) will increase by 36% and the entire Nairobi Metropolitan Area (NMA) by 29%.
Our Current Transport Reality

The increasing demand for transport has put a strain on the existing infrastructure.
**Authority’s Core Mandate**

**Integrated Public Transport**
- Oversee establishment of IPT System within NMA
- IPT Strategy and Urban Mobility Plan
- PT Policy formulation and implementation
- Finalised NaMATA BRT Design Framework 2018

**Mass Rapid Transit System**
- Declare Transport Corridors
- Oversee & implement IMRTS Strategy
- BRT and CR
- Relevant MRTS studies (routes, corridors, networks & service levels)
- Formulation of additional Standards for MRTS
- BRT Bus Specifications finalised

**Co-ordination & Regulation**
- Development and operation of transport infra, facilities and works
- Inventory of Declared Road Network within NMA
- Optimal utilization of intermodal transport (air, road, rail & NMT)
- Finalised draft BRT Regulations

**Traffic Management**
- Strategy for overall traffic flow improvement
- Programmed traffic engineering
- Improvement of traffic management works w/i NMA
- Approval of traffic management schemes and access along corridors
Authority’s Core Mandate.../2

**Infrastructure**
- Better use of existing road space & reduction of construction of new roads
- Contract with public and private sector for Infra, services, facilities and works
- Dedicated BRT Lanes, Median Busway alignment, Platform level boarding, intersection treatments, etc

**Operations**
- Sustainable financing mechanisms
- Contract with service providers for MRTS Rolling Stock, Operators and Routes

**Contracting**
- Acquisition of MRTS Rolling Stock - trains, buses, trams, etc) in accordance with specifications (BRT Bus Specifications available to local and international suppliers
- MRTS operators (bus operating companies, CR operators)
- MRTS Routes (licensing of routes)

**General**
- Poverty alleviation via lower transport costs
- Improve environmental sustainability
- On and Off-street parking on declared corridors
- Integration of transport and land use planning
Key Government MRTS Stakeholders

**KeNHA:**
A – International Trunk Roads  
B – National Trunk Roads  
C – Primary Roads

**KURA:**
UA – Urban Arterials  
UC – Urban Collectors  
UL – Urban Local Roads

**KRC:** carriage of goods and passengers by rail, road and inland waterways
Defining a Declared Transport Corridor:

“...A corridor comprising of a number of individually stated sections of roads or railways which the Authority requires in the discharge of its functions and which has been brought under the jurisdiction of the Authority in order for its quality to be maintained to published standards of the Authority...”
MRTS Corridors

7 CR and 5 BRT

Commuter Rail
Bus Rapid Transit
Extension

1. Ndovu Line
2. Simba Line
3. Chui Line
4. Kifaru Line
5. Nyati Line

R. Commuter Rail
Integration with Commuter Rail

- **KRC Commuter Rail Masterplan Complete:**
  - modern network to run along the existing metre-gauge corridor. This will be integrated with the Bus Rapid Transit System to form the MRTS.

- **10 commuter rail stations** have been constructed.

- **11 Diesel Multiple Units** (DMUs) for use on the CR have been procured.

- Service to be integrated with the Bus Rapid Transit (BRT).
Integration With NMT

• The **NMT Masterplan of 2019** designates a network linking all parts of the City via foot and cycle paths.
  
  • Improvement has started with emphasis on those in and around the CBD including Kenyatta Avenue and Muindi Mbingu Street

  • NMT facilities are also being improved linking the Ngong Road corridor and Westlands corridors to the CBD.
Integration with Matatu Industry

**Matatu Terminus Upgrades:**

- The improvement is ongoing of matatu termini at Ngara, Desai Road and Park Road to act as holding grounds for matatus bringing commuters/travellers into the City.

- NMT facilities linking these matatu termini to the CBD being improved.

- Globe roundabout under rehabilitation to a matatu terminus to accommodate the matatus currently at Old Nation House terminus as this lies along the path of the Pilot Line 2 BRT Corridor into the CBD.
Piloting BRT – Line 2:

- Service Plan completed in October 2019 and Design and Construction commenced August 2020
  - Phase I: Clay Works – CBD
  - Phase II: Extension from Clay Works to Ruiru and CBD to Kenyatta National Hospital

- The line of the Project starts from Kenyatta National Hospital Terminal to Ruiru Depot, with a total length of 28.5km.
- 25 BRT halfway stations
- 2 Terminal stations
- 2 Bus Depots
- 1 Transfer Station
Median Alignment of Carriageway

- **Median Alignment**: The inner lane of the highway to be exclusive for BRT buses; Mixed traffic interludes within CBD.
- **Pavement**: Flexible pavement installation throughout the route, asphalt paving.
- **Separation**: Physical Segregation along the entirety of the Thika highway.
- **Intersections**: BRT Bus priority with actuated traffic signals at Pangani underpass; Moi Avenue; Haile Selasie; Haile Selasie/Uhuru Highway Intersection.
Bus Depots & Transfer Stations

- **Bus Depots**: located at Kasarani (Phase I) and at Ruiru (Phase II)
- **Transfer Station**: Located at Kasarani
- **Park and Ride**: Located at Kasarani
- **Terminal Stations**: Located at Ruiru and Kenyatta National Hospital
Stakeholder Engagement – Implementation of Pilot

• March 22, 2019 – Gazettement of joint Taskforce consisting of 6 Operator associations (FPTS) with investment of over Kes 5 Bn in the Public Transport Sector and Government

• MOU Signed between FPTS and NaMATA – Industry Transition Consultant support

• Joint benchmarking in South Africa (Johannesburg & Cape Town) in 2019

• The FPTS formed a Bus Operating Company (BOC) that will run the operations on the Pilot BRT along Line 2-Thika Road.

• The Task Force on Transition and Transformation also prepared a Draft Transport Service Contract

• Communication Plan for each Corridor and separate Plans for Line 2 Pilot and Line 3
Opportunities for Present Operators

• Optimised Routes and Feeder Routes:
  • NaMATA will rearrange feeder routes to optimise the network.
  • Matatu operators may choose to align their routes to BRT.

• BOC Participation:
  • Operators can participate in the investment companies
  • Each matatu association in Pilot Phase has set up an MIC
  • MICs are the shareholders in BRT Operating Company

• Value Chain Opportunities (competitive):
  • Fuel supply
  • Tyres supply and maintenance;
  • Ticketing,
  • Advertisement
  • Bus cleaning,
  • Facilities management etc
Opportunities for Matatu Workers

• Retention of present job but transitioned to proposed feeder routes.
• Training to become a BRT Bus Driver
• Other employment opportunities:
  • ticketing controllers at BRT stations;
  • cleaners for BRT stations;
  • planners and roster makers at BRT Operating Companies;
  • train to join bus maintenance crew, etc
Indicative Operational and Contracting Models

- **NaMATA**
  - Transport Service Agreement
  - Fleet Supply & Management
  - Various Operational Agreements

- **InfraCos (Public)**
  - DB / EPC Agreements
  - Construction Supervision Agreement
  - InfraCos (Public & Private)
    - BRT Lanes / Railroad
    - Stations
    - Depots

- **GoK (MoTIHUD & NT)**
  - Annual Appropriations / GSLs
  - Lenders
    - IFIs
    - Commercial Banks
    - ECAs

- **OpCos**
  - Station Management & Security
  - Charging Stations Management
  - Infra & Equipment Maintenance
  - ITS & APTMS
  - Fare Revenue Management

- **InfraCos (Public)**
  - CR Trains
  - BRT Buses

- **Various Operational Agreements**
  - AFC Contractor
  - Bank
  - Top Up Vendors
COVID-19 Measures

• Immediate engagement with FPTS on implementation of safety measures (stations, pre-boarding and on-board)

• 50% occupation per vehicle

• Distribution of hand sanitizer at key stations

• Implementation of Sanitisation Booths at key stations (starting with 10 stations) within the NMA
THANK YOU