



Kenya National Highways Authority

Quality Highways, Better Connections



MINISTRY OF TRANSPORT AND INFRASTRUCTURE

LAUNCH OF THE MULTINATIONAL ARUSHA – HOLILI/TAVETA – MWATATE ROAD PROJECT

Key Highlights



Mr. James Macharia
Ag. Cabinet Secretary, Ministry of Transport and Infrastructure



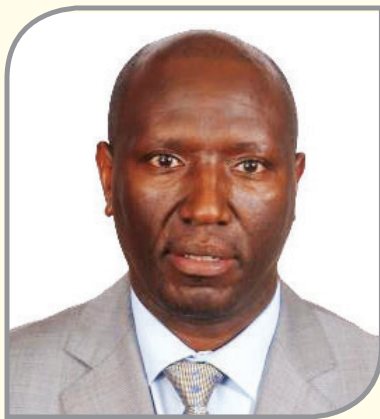
Eng. John K. Mosonik, EBS,
Principal Secretary, State Department of Infrastructure

“The increase in the number of road projects we are improving to bituminous standards expresses our commitment to create accessibility to the Government’s development agenda throughout all regions in the country, and is in line with the Government’s national cohesion and integration agenda.



Eng. Erastus K. Mwongera, CBS, FIEK, RCE,
Chairman - KeNHA

“We are on course in the implementation of this project, and we would like to assure all Kenyans that in all projects we are undertaking, the KeNHA Board of Directors is awake to its oversight role of ensuring quality and value for money is attained



Eng. Peter M. Mundinia,
Director General - KeNHA

“We are undertaking other major projects in the Coast Region including the Dongo Kundu Bypass in Mombasa, the Dualling of Mombasa City to Mariakani, and the Changamwe - Moi International Airport - Port Reitz - Magongo link chain to ensure faster transportation of cargo to and from the Mombasa Porta

“ Upon completion, the corridor will significantly contribute towards increased cross-border trade and tourism movement between Kenya and Tanzania

Key road link to regional integration

The Multinational Arusha/Holili – Taveta – Voi Road Project is a crucial transport corridor within the East African Region that links the Northern Corridor at Voi. This is one of the missing links aimed at enhancing the East Africa Integration objectives, and is a crucial link between the Nations of Kenya and Tanzania.

The project is jointly funded by the African Development Bank and the Government of Kenya, stretching all the way from Voi within the Republic of Kenya, to Arusha within the United Republic of Tanzania.

The project is being implemented by the Kenya National Highways Authority at a cost of KShs.8.4 billion. The scope of works entail the construction of 89.4 km Mwatate – Taveta Road, a 9 km spur through Taveta town to bitumen standards.

Other works include 10 new bridges, 52 box culverts, cross pipe culverts and drainage works, roadside amenities such as bus stops and lorry parking bays.

Also to be constructed will be animal crossing paths, and water pans to provide water for both domestic and wildlife consumption, among other corporate social responsibility efforts.

This project is of significant importance to the two countries because poor road infrastructure connectivity has been identified as a deterrent to the development objectives within the East Africa Region.

The East African Community (EAC) Secretariat adopted a common approach to improving regional transport infrastructure to support economic and social development

programs in the region, promote tourism and foster regional co-operation and integration.

This approach was also aimed at attracting private sector investment by reducing the cost of doing business through support to cross-border and international trade. The completion of the Arusha-Holili/Taveta-Voi Road will contribute to the achievement of the development objectives of Kenya’s Vision 2030 and the Tanzania Development Vision 2025.

Upon completion, the corridor will significantly contribute towards increased cross-border trade and tourism movement between Kenya and Tanzania, as well as raise the economic and social welfare of persons living within the zone of influence of this corridor within the two countries.

The road will also see a reduction of transit and travel times between Mombasa and Arusha, and therefore a reduction in transportation costs.

For Kenya in particular, as a country committed to alleviating poverty and improving the livelihood of every individual, the upgrading of the Voi – Taveta Road falls within Pillar 1 of the Vision 2030 Impetus, which is the anchor guide to Kenya’s socio-economic transformation.

The corridor is aimed at providing a key link from the Port of Mombasa to Northern and North Western Tanzania, and the landlocked countries of Rwanda, Burundi and DRC through Tanzania.

Good progress has been made on the construction of the road, that is aimed at promoting seamless connectivity within the regional system. The road is part of the focus of finding and developing the missing links along the infrastructure corridor.

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Director General - KeNHA

LAUNCH OF THE MULTINATIONAL ARUSHA – HOLILI/TAVETA – MWATATE ROAD PROJECT

Dualling of Mombasa to Mariakani Highway

Kenya National Highways Authority is set to embark on dualling the Mombasa – Mariakani Highway early next year after the Government and Africa Development Bank signed Sh.10.4 Billion concessionary loan to finance expansion of the Highway.

The project road is an important section of the Northern Corridor which links the port of Mombasa in Kenya with the land linked eastern and central African countries of Uganda, Rwanda, Burundi and the Democratic Republic of Congo (DRC).

The project road is approximately 41.6 km. The Mombasa – Mariakani section of the Northern Corridor is highly trafficked and carrying an average daily traffic volume of more than 19,000 in some sections, which is beyond its capacity. The road

currently experiences significant congestion particularly at peak hours.

The Mombasa – Mariakani Road dualling Project will be an upgrade of an existing single carriageway international roadway providing access to the Port of Mombasa and facilitates freight transport originating or destined for Nairobi and other inland regional cities of countries in East and Central Africa connected by the Northern Corridor.

The proposed project is intended to expand the current single 2-way roadway to a dual carriageway with 6 lanes and 4 lanes complete with grade separated intersection, continuous Non-Motorized Transport network of facilities, and adjacent truck parking areas including service lanes to improve accessibility to surrounding business areas and to Port related activity centers such as Container Freight Stations located along

this section of the Corridor.

The project design has involved improvement of a feeder road linking the project road with social and administrative centers. Financing for Mombasa-Kwa Jomvu Section have been secured through the financing by development partner African Development Bank. It's expected the section from Kwa Jomvu to Mariakani will be funded by the German Development Bank (KfW) at a tune of Kshs. 12 billion. Consultations are still ongoing.

Kshs. 10 billion by African Development Bank will start works from Mombasa to Kwa Jomvu Section. Procurement process to advertise Mombasa to Kwa Jomvu Section is ongoing and works expected to start early next year.

Environmental & Social Safeguards Compliance

Kenya National Highways Authority has prepared Environmental and Social Impact Assessment (ESIA) Report and Resettlement Action Plan (RAP). The objective of these Safeguards documents is to protect the environment and Projected Affected Persons (PAPs). The ESIA report has been submitted to National Environment Management Authority (NEMA) for approval. The RAP shall be implemented by KeNHA and the National Land Commission (NLC). In addition, KeNHA will continue to work with National Lands Commission so as to expedite fulfillment of all requirements for land acquisition for National Government projects. To comply with the Development Partners' Safeguards policies and guidelines, compensation and resettlement shall be carried out before works commence at each location.

Port Reitz Road and Moi International Airport access road

This is a Government of Kenya and TradeMark East Africa (TMEA) funded project on Design and Construction of Port Reitz and Moi International Airport Access (C110) Road totalling to about (6.4Km) from a two-lane two way road to a dual carriageway (four-laning).

The scope of works consists of improvement of Port Reitz and Moi International Airport Access (C110) Road totalling about (6.4Km) from a two-lane two way road to a dual carriageway (four-laning), including service roads where necessary, construction of grade separated intersections at the junctions Port Reitz road/Mombasa airport (C110) road and Mombasa airport (C110)/Changamwe-Magongo-Kwa Jomvu (A109L) roads and maintenance of existing road during construction period.

Other works will include management and control of traffic during the construction works, and provision and erection of road furniture and road markings, and other miscellaneous works.

These roads are crucial as they provide the only link from the new Container Terminal to the Northern Corridor pending the completion of the Mombasa Southern By-pass project which will bypass the congested Changamwe area of Mombasa City.

Improvements of these roads will decongest the existing container berths at the Mombasa port which are currently operating at almost full capacity.

The improvements of the roads is expected to reduce the truck operating costs to and from Kipevu West Container Terminal. In addition, it will also reduce the travel time to enter and exit the port gates by opening up the new gate 22 serving Kipevu West and also the travel time to the Moi International airport. This will accommodate approximately 30% of the traffic from the existing terminal.

The improvement of these roads is one of the many efforts by the Government to boost economic growth through infrastructure development in Mombasa Port City. We recognize that in order to achieve substantial economic growth and reduce poverty in the country, we need to continue looking for similar ways to improve the roan connectivity in all the regions such as this.

The signing of a USD 20 Million grant financing agreement between the Government of Kenya and TradeMark East Africa in early 2015 to improve the above roads became a milestone to the facilitation of the movement of cargo along the Northern Corridor.

The Port of Mombasa has over the years recorded significant growth in traffic volumes. The improvement of Port Reitz Road is among many projects that KeNHA is spearheading to enhance trade environment in the region since East Africa has amongst the highest freight and transport costs in the world.

The project is expected to provide greater access and bring efficiency to operations in the port. The project is also set to reduce the costs of doing business, boost trade volumes and more importantly increase our overall competitiveness in infrastructure as a country.

Mombasa Port area road development project

The Government of Kenya received a loan of ¥27,691,000,000 from the Government of Japan - Japan International Cooperation Agency (JICA) - towards the cost of implementing the Mombasa Port Area Road Development Project.

Mombasa County as an Island currently lacks a road connecting it to the mainland in the South. Movement between Mombasa Island and South Coast is through the use of ferry services or alternatively a lengthy gravel road. Economic development in this area served by Mombasa port has generated rapid increase in the need for port services which resulted in a major initiative to construct a new Kipevu Container Terminal.

Towards this end, KeNHA will construct the Mombasa Port Area Road Development Project is divided into three Packages namely the Miritini Junction to Mwache Junction and Kipevu Link road (9km), Mwache Junction to Mteza (including Mteza bridge) (8.4 km) 2-lane Mwache bridge (900m) Mteza bridge (1450m) and from Mteza to Kibundani Junction (7.8km). This projects once successfully completed will link the island with mainland as well as to the expanded Kipevu Container Terminal.

Once this project is completed, the turnaround time within the county of Mombasa will be reduced significantly and the move will catalyze industrial development, while minimizing on transportation costs by mitigating the loss of man hours.

Package 1- Miritini to Kipevu Link Road

- Interchange at Miritini (Km 0+000)
- Rail-over-road bridge at Miritini, Km 0+170 including the relocation of the railway line over a section of 1.09 Km including the 62 m span bridge
- A weighbridge at Km 1+200 along the Kipevu link road
- A dual carriageway from Miritini Junction through Mwache Junction to Kipevu totalling 10.1 Km
- Shelter between Km 7+200 to Km 8+200 - as required by KCAA/KAA at the airport
- Sea rescue accesses 2 No. for KAA
- Interchange at the entry to Kipevu at Km 9+750
- Access road to the Airport 1.3Km long

Package 2- Mwache to Dongo Kundu

- Mwache to Dongo Kundu is 8.96 Km in length
- Mwache Bridge - to be constructed at 18 No. spans of 30 m and 3 No. spans of 40 m and 10 m clearance for navigation) totalling a span of 660 m
- Tsunza Pile-slab type Viaduct - to be constructed at 46 No. spans of 15 m and a total span of 690m
- Mteza Bridge - to be constructed at 44No spans of 30m and 3 No spans of 40m (and 10 m clearance for navigation).

Package 3- Dongo Kundu to Kibundani

- Dongo Kundu to Kibundani is 6.86 Km in length
- Construction of a site seeing bay at the

Improvements of these roads will decongest the existing container berths at the Mombasa port which are currently operating at almost full capacity.