



Kenya National Highways Authority

Quality Highways, Better Connections

DISCLOSURE ON THE NAIROBI-NAKURU-MAU SUMMIT (A8 HIGHWAY) AND RIRONI – MAAI MAHIU – NAIVASHA (A8 SOUTH) PPP ROAD PROJECT:

A: BACKGROUND:

The Kenya National Highways Authority (KeNHA) is a statutory body established under the Kenya Roads Act of 2007 and inaugurated in September 2008. The Authority's mandate is to manage, develop, rehabilitate, and maintain national trunk roads, comprising of Class S, A, and B roads as detailed below:

- Class S: A Highway that connects two or more cities and carries safely large volume of traffic at the highest speed of operation; Total - 40 Kilometers (All Paved)
- Class A: A Highway that forms a strategic route and corridor connecting international boundaries at identified immigration entry and exit points and international terminals such as international air or sea ports; Total - 6,830 Kilometers (Paved 4,975 KMs, Unpaved 1,855 KMs)
- Class B: A Highway that forms an important national route linking national trading or economic hubs, County Headquarters and other nationally important centers to each other and to the National Capital or to Class A roads. Total - 14,713 Kilometers (Paved 7,202 KMs, Unpaved 7,511 KMs)

The PPP Act 2021 allows the private sector to participate in the design, financing, construction, equipping, operations and maintenance and transfer of infrastructure. Section 25 (1) enables a national government contracting authority to prepare a list of projects that it intends to undertake on a priority basis under the Act and submit it to the Directorate for approval. The Kenya National Highways Authority seeks to undertake the Design, Build, Finance, Operate, Maintain and Transfer of Nairobi - Nakuru - Mau Summit (A8) and Rironi - Maai Mahiu - Naivasha (A8 South) Road under the PPP framework and submits it to the PPP Directorate for consideration.

1.1 Statement of the Problem:

The existing Nairobi - Nakuru - Mau Summit (A8) and Rironi - Maai Mahiu - Naivasha (A8 South) Road has been marred by several constraints including congestion (especially during festive periods and holidays) and safety concerns arising from design issues, driver behavior and climatic conditions. The Ministry of Roads & Transport has prioritized the need to alleviate these concerns to safeguard the lives of and enhance the service delivery for the Kenyan people through the expansion of the Project Road. The Project Road traverses the counties of Kiambu, Nyandarua and Nakuru. The proposed development will commence in Rironi to Nakuru and terminate at Mau Summit. The project involves dualling the carriageway, and tolling under a DBFOMT model.

1.2 Prerequisite Conditions:

The proposed road project is contained within the country's vision blueprint of Kenya Vision 2030 as it supports the national vision to improve infrastructure for economic transformation and enhanced competitiveness. Section 25(2) and 66(2) of the PPP Act, 2021 require that a Contracting Authority only submit a project, which is part of the national development agenda and within its legal mandate. Further the Project aligns with the specific target under the Medium-Term Plan IV (2023–2027) for which KeNHA is contributing directly to include:

- Construction of 6,000 km of roads
- Urban and Highway Roads Maintenance
- Construction of footbridges
- Development of a 50-year Trunk Road Investment Plan
- Road Safety projects
- Decongesting of Highways

In line with the Contracting Authority's (KeNHA) mandate to manage, develop, maintain and rehabilitate national trunk roads, comprising of Class S, A, and B roads, the Project Road, Nairobi - Nakuru - Mau Summit (A8) and Rironi - Maai Mahiu - Naivasha (A8 South) Road, is a Class A road and aligns with KeNHA's Strategic Plan 2023-2027. Under this limb, the Authority targets to construct 2,349 Km of roads. This comprises of 1,183 Km of new road construction, capacity enhancement of 647 Km and rehabilitation of 492 Km. This therefore links to the following KeNHA's Strategic goals: -

- Provision of adequate infrastructure that meets stakeholder needs.
- Ensuring that the road network maintains its functionality and durability.
- Increase of effectiveness and efficiency in operations.
- Enhancement of environmental and social sustainability.
- Improvement of organizational capability in development and management of National Trunk Roads.

1.3 Project Results Framework:

Table 1: Project Results Framework

Input	Activity	Output	Behaviour transformation	Impact
<ul style="list-style-type: none">Technical skills in road design, engineering, and constructionFinancial expertise for project structuring, cost estimation, and risk assessmentLegal and regulatory knowledge to navigate PPP frameworks and compliance requirementsStakeholder engagement skills for consultations with communities, investors, and government agencies	<ul style="list-style-type: none">Conducting technical, financial, and economic feasibility assessments to determine project viability.Project Structuring: Developing the optimal PPP structure and tolling strategy.Preparation of bankable transaction documents for competitive bidding process as per the PPP Act 2021.Assistance in procurement process of the project including negotiations and reaching Financial Close.	<ul style="list-style-type: none">Dual traffic road to accommodate increasing vehicle capacity and improve traffic flowFoot crossings (pedestrian bridges, zebra crossings) for safety and accessibilityNon-motorized transport options such as dedicated cycling lanes and pedestrian walkwaysStreet lighting and road signage for enhanced visibility and road safety	<ul style="list-style-type: none">Improved connectivity and reduced travel time and vehicle operating costsBetter road quality and safety standardsIncreased economic activities and investments along the corridor	<ul style="list-style-type: none">Improved transport infrastructure for economic growth and regional integrationEnhanced mobility, trade, and access to markets and servicesJob creation and socio-economic development

Input	Activity	Output	Behaviour transformation	Impact
<ul style="list-style-type: none">Project management capabilities to oversee planning, execution, and monitoringLand acquisition and environmental assessment expertise to address legal and social considerationsPPP negotiation and contract management skills to structure agreements and ensure fair risk-sharingFinancial modelling and risk assessment	<ul style="list-style-type: none">Capacity building for government agencies and stakeholders on PPP frameworks and project managementTraining programs for engineers, planners, and financial experts on modern road infrastructure developmentStakeholder engagement and consultations with communities, investors, and policymakersPublic awareness campaigns to inform communities about project benefits and mitigate resistance	<ul style="list-style-type: none">Drainage systems to prevent flooding and road deteriorationRoadside service facilities (bus stops, rest areas, parking bays) for commuter convenienceTraffic management systems (signals, surveillance cameras) to regulate flow and enhance securityEnvironmental safeguards like tree planting and noise barriers to mitigate impact	<ul style="list-style-type: none">Enhanced efficiency in road project delivery and maintenanceIncreased private sector participation in infrastructure development	<ul style="list-style-type: none">Sustainable and resilient road infrastructureStrengthened public-private collaboration in infrastructure financing

B: PROJECT DESCRIPTION:

2.1 General Information:

Table 2: General Information

Project Name:	Design, Build, Finance, Operate, Maintain and Transfer of Nairobi - Nakuru - Mau Summit (A8) Highway and Rironi – Maai Mahiu – Naivasha (A8 South) Road.
Contracting Authority:	The Kenya National Highways Authority (KeNHA)
Project Location:	The project road traverses the counties of Kiambu, Nyandarua and Nakuru.
Sector:	Transport
Project Category:	Road(s)
Project Overview:	The proposed development will involve the upgrade, dualling and expansion of the Rironi- Nakuru -Mau Summit (A8) Road section and Rironi – Maai Mahiu – Naivasha (A8 South) to pave way for tolling under a DBFOMT model. The total project road covers an estimated length of 233 kilometers. The A8 road section is part of the Trans-African Highway (Northern Corridor) that connects Kenya to Uganda. The route experiences heavy traffic due to the movement of goods and people, playing a vital role in trade and regional connectivity within East Africa. Given the fiscal constraints in Kenya, the PPP model allows for leveraging private sector expertise and resources to deliver critical infrastructure projects. This approach also ensures efficient project execution and long-term sustainability.
Project Duration:	A maximum of Thirty (30) Years as provided for under the PPP Act, 2021. (The final Term shall be as determined in the evaluation and negotiations culminating in the Project Agreement to be signed by the Parties.)
Key features/Outputs:	The project is a brownfield project that will involve the upgrade, dualling and expansion of the Rironi- Nakuru -Mau Summit Road (175km) and rehabilitation of the 58 km A8 South between Rironi and Naivasha via Maai Mahiu, to pave way for tolling under a DBFOMT model. The Government of Kenya (GoK), through the National Treasury carried out feasibility study for the Nairobi - Nakuru - Mau Summit Road in 2016. The study assessed the project's viability based on traffic demand, environmental impact, economic benefits, legal, financial, and technical feasibility and recommended implementation of the project on a PPP framework. In light of various factors, including changes in traffic patterns, project scope, risk reallocation, macroeconomic shifts, environmental and regulatory requirements, KeNHA has updated the 2016 feasibility study for the project road. The expected outputs will be determined during the feasibility study which include: <ul style="list-style-type: none">Optimum route alignmentDetailed technical design and tolling strategyFinancial and economic analysisRecommended PPP structureOptimal Risk Allocation structure
Output Specifications:	The project aims to meet the following objectives: <ul style="list-style-type: none">Improved road service levels to accommodate high traffic volumes efficiently.Enhanced connectivity, reduced travel time and vehicle operating costs along the Northern Corridor.Regional trade promotion by improving the transportation of goods and services.Enhanced road safety by widening the carriageway and upgrading road infrastructure.Economic growth support by connecting key towns and centers of economic importance.
Payment Mechanism:	* User-pays The Toll rates shall be determined in line with the National Tolling Policy (when approved). Escalation of toll rates shall be done as per the Policy.
Proposed Contractual Structure (as per section 21 and the Second Schedule of the PPP Act, 2021)	DBFOMT model. Under this model, the private sector partner will be responsible for the design, financing, construction, operation, and maintenance of the road infrastructure and associated facilities for a defined period of 30 years, after which the road will be transferred to the public sector.
Advisors	Road sector players such as the Office of the Attorney General, Ministry of Roads & Transport, The National Treasury, State Department of Roads, Kenya Roads Board, National Transport and Safety Authority, National Police Service, Insurance Regulatory Authority (IRA), National Environmental Management Authority, Selected National Toll Operator, Transaction Advisors.

Vision: A quality National Trunk Road Network to all for prosperity

Mission: To develop and manage resilient, safe, and adequate National Trunk Roads for sustainable development through innovation and optimal utilization of resources

Core Values:

Accountability

Sustainability

Innovation

Teamwork

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C: DISCLOSURE REQUIREMENTS ON THE SUBMISSION OF TWO (2) PRIVATELY-INITIATED PROPOSALS SUBMITTED TO KeNHA:

Two Proponents have submitted proposals relating to the Nairobi-Nakuru-Mau Summit and Rironi - Maai Mahiu - Naivasha (A8 South) Road Project (the Project) as follows:

- Proponent 1: China Road and Bridge Corporation Kenya (CRBC) and National Social Security Fund (NSSF) Consortium
- Proponent 2 : Shandong Hi Speed Road & Bridge International Engineering Co. Ltd

The Privately Initiated Proposals will be subjected to the PPP procurement process which entails: evaluation of proposals, project development activities, evaluation of the project development report, negotiations and drafting of the project agreement, stakeholder engagements and finally obtaining requisite approvals required under the PPP Act, 2021. Having undertaken the above processes, the PPP Committee will render its decision to KeNHA in accordance with the Act. KeNHA will endeavor to abide by the provisions of Section 69 of the PPP Act which requires a Contracting Authority (CA) to publish information relating to the projects upon award. This will be disclosed at the appropriate time upon conclusion of the statutory processes..

D: SALIENT PROJECT DETAILS:

1.	Project Benefits:	<ul style="list-style-type: none">Traffic flow efficiency (vehicles per hour)Road surface quality indexSafety metrics (accident rates, response time for incidents)Toll revenue collection (for financial sustainability)Compliance with service level agreements
2.	Project Labour Benefits:	The PIPs shall be evaluated in line with the local content requirements under the provisions of the PPP Act, 2021. Kenya has skilled labor in road construction, with supplementary expertise being provided by the Proponent. The implementation of the project is expected to further build the capacity of local staff and professionals.
3.	Project Environmental and Social Compliance:	An Environmental and Impact Assessment study was done for the Nairobi to Mau Summit sections and NEMA license is available and will be updated.
4.	Positive, negative environmental, social impacts and mitigation measures.	<ul style="list-style-type: none">Positive: Reduced congestion, economic growth, enhanced safety.Negative: Displacement of persons, environmental degradation.Mitigation: Resettlement plans, afforestation, pollution controls.
5.	Impact on the health or quality of life of users.	<ul style="list-style-type: none">Positive: Reduced vehicle emissions due to decreased congestion.Negative: Temporary construction disturbances.Mitigation: Dust and noise control measures
6.	Key External Stakeholders and/or Project affected persons or institutions.	<p>Identified external stakeholders in the project include but are not limited to:</p> <ul style="list-style-type: none">Local Residents living along the road may face displacement, land acquisition, noise pollution, or changes in accessibility.Businesses and Traders may experience temporary disruptions, relocations, or benefits from improved infrastructure and increased customer traffic.Transport Operators (Matatu, Boda Boda, and Truck Drivers) – Public and commercial transport service providers who may face route changes, increased efficiency, or new regulations affecting their operations.Pedestrians and Cyclists – Road users who may benefit from improved footpaths, crossings, and non-motorized transport lanes but may also be affected by construction activities.Landowners and Property Developers may experience land acquisition, property devaluation, or appreciation due to improved accessibility.Utilities and Service Providers – Water, electricity, and telecommunications companies that may need to relocate infrastructure or upgrade services due to road expansion.Investors and Private Sector Partners in the local market involved in financing, constructing, or operating the road infrastructure under the PPP model, expecting returns on investment and efficient project execution.Civil Society Organizations (CSOs) – Stakeholder engagement, community awareness, and advocacy for transparency and social impact monitoring.
7.	Key Internal Stakeholders in the project both public, private and civil societies.	<p>Identified internal stakeholders in the project include but are not limited to:</p> <ul style="list-style-type: none">Office of the Attorney General (AG) -provide legal opinions and guidance to the Government entities handling the projectNational Treasury and Economic Planning – Oversees PPP structuring, fiscal risk assessment, and government approvals.

7.	Key Internal Stakeholders in the project both public, private and civil societies.	<ul style="list-style-type: none">iii. Public Private Partnerships Directorate (PPPD) – Provides transaction advisory support and ensures compliance with the PPP Act.iv. National Land Commission (NLC) – Responsible for land acquisition and compensation processes.v. Ministry of Roads and Transport – Provides policy direction and inter-agency coordination.vi. County Governments (affected regions) – Local engagement, approvals, and coordination for land use and social impact mitigation.vii. NEMA (National Environment Management Authority) – Reviews and approves ESIA reports to ensure environmental sustainability.viii. Development Finance Institutions (DFIs) – Potential funding and technical support for project preparation and implementation.ix. Utility Service Providers - Relocate utilities and ensure access to utilitiesx. Affected Communities and Local Leaders – Provide feedback and participate in public consultations to ensure social acceptability of the project.
8.	Land required for the project	Land has been acquired and any additional land necessitated by final design requirements will be mapped and acquired in line with Applicable Law.
9.	Legislations: <ul style="list-style-type: none">TaxationLabourEnvironmental and HeritageForeign ExchangeFinancialCompetitionBuilding and Fire Codes, as applicableZoning Rights and Land Use Regulations	<p>The project will be implemented in accordance with the following legislative and regulatory frameworks:</p> <ul style="list-style-type: none">i. Taxation – Governed by the Income Tax Act (Cap 470) and related legislation by the Kenya Revenue Authority (KRA).ii. Labour – Employment Act, Labour Relations Act, and Occupational Safety and Health Act will ensure fair labour standards and workplace safety.iii. Environmental and Heritage – Environmental Management and Coordination Act (EMCA), 1999 and the National Museums and Heritage Act for cultural heritage protection.iv. Foreign Exchange – Governed by the Central Bank of Kenya (CBK) under the CBK Act and Foreign Exchange Regulationsv. Financial – Regulated by the Capital Markets Authority (CMA), Public Finance Management (PFM) Act, and relevant banking regulations.vi. Competition – Competition Act, 2010 managed by the Competition Authority of Kenya to ensure fair competition and market integrity.vii. Building and Fire Codes – National Building Code and County Building Regulations will guide structural safety and construction practices.viii. Zoning Rights and Land Use Regulations – Physical and Land Use Planning Act, and County spatial plans will apply to land development and usage.

E: NOTICE TO THE PUBLIC:

In line with the provisions of the PPP Act, 2021, the Circular dated **24th April, 2025** on Public Disclosure Requirements on PIPs [https://pppkenya.go.ke/ova_doc/circular-on-public-disclosure-of-privately-initiated-proposals-pips/] and in line with Government of Kenya's desire for transparency in all its initiatives, this disclosure has been made to notify members of the public of the Privately-Initiated Proposals (PIPs) submitted by Proponent 1: China Road and Bridge Corporation Kenya (CRBC) and National Social Security Fund (NSSF) Consortium and Proponent 2: Shandong Hi Speed & Road & Bridge International Engineering Co. Ltd with regard to the Nairobi-Na-kuru-Mau Summit (A8) Highway and Rironi – Maai Mahiu – Naivasha (A8 South) Road. The Contracting Authority (KeNHA) and the PPP Directorate. National Treasury shall undertake the necessary processes and procedures in line with the provisions of the law in processing the submissions and shall notify the public of any relevant information in the course of the processes as permissible by law. The Government of Kenya remains committed to delivering critical infrastructure to the Kenyan populace. It is to be noted by the general public that this disclosure does not constitute any approval by the Contracting Authority nor the Public Private Partnerships Directorate, National Treasury of the Proposals. Any clarifications or feedback may be channeled through the following contact details:

CONTRACTING AUTHORITY CONTACT DETAILS	
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