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Kenya National Highways Authority

Quality Highways, Better Connections

NEWS BULLETIN

Beyond the black top

August, 2026

CS Chirchir calls for delivery and accountability



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BY MARY NJENGA

The Government's mobilisation of up to KSh314 billion to clear certified road-sector obligations and support ongoing works has placed contractors and engineers under renewed pressure to translate improved financing into faster project delivery, quality infrastructure and value for money.

Cabinet Secretary for Roads and Transport Davis Chirchir said the Government had taken steps to break the cycle of delayed payments and stalled projects through innovative financing, but cautioned that the intervention must now be matched by performance on the ground.

Speaking during a meeting with contractors and engineers on pending bills, project delivery and engineering accountability in August 2026, the CS said the roads sector had reached a critical point where Government, contractors and engineers must each fulfil their responsibilities to sustain the momentum created by the financing interventions.

The engagement brought together

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EDITOR'S NOTE

- August milestones-

Connecting purpose to performance

Road infrastructure connects people, unlocks economic opportunities, strengthens institutions, and supports a sustainable future. At the Corporate Communication Department, we take pride in showcasing KeNHA's collective efforts to deliver quality highways and enhance connectivity.

This edition of the KeNHA Bulletin highlights how the Authority continues to deliver value through professional excellence, strategic partnerships, innovation and a shared commitment to public service.

In his leadership piece, the Director General draws a compelling parallel between a bridge and workplace diversity, emphasising that institutional strength lies in harnessing different skills, talents, personalities and perspectives towards a common goal. Building a high-performing Authority requires us to embrace these differences, foster inclusion and ensure that everyone contributes meaningfully to organisational success.

Accountability is equally critical to project delivery. At a forum with contractors and engineers, Cabinet Secretary for Roads and Transport Davis Chirchir underscored the shared responsibility of Government, contractors and engineers in addressing pending bills, accelerating project implementation and strengthening engineering accountability. His message reinforces the importance of fulfilling obligations and sustaining the momentum generated by Government's financing interventions.

The inspection of the Meru–Mikinduri–Maua–Kangata (B102) Road highlights the importance of proactive maintenance in preserving road assets, supporting economic activity and safeguarding public investment. Meanwhile, the proposed Lake Victoria Ring Road Project took centre stage at the 2026 Kisumu ASK Show, showcasing its potential to connect Busia, Siaya, Kisumu, Homa Bay and Migori counties, strengthen regional connectivity and expand economic opportunities.

This edition also celebrates environmental stewardship through the story of a greener Suswa Weighbridge Station, where sustainability is taking root, one tree at a time. The initiative demonstrates how individual action can advance environmental conservation and inspire positive change in our workplaces and communities.

Road safety remains integral to sustainable infrastructure development. Through specialised Road Safety Audit Training in the Western Region, KeNHA is strengthening technical capacity to identify and address potential hazards before they result in crashes.

Our participation in the 2026 Women Engineers Committee Summit further underscores the importance of professional excellence, gender inclusion, and advancing women in engineering.

Beyond infrastructure delivery, employee well-being remains essential to institutional performance. Our wellness feature, "All Work and No Play Makes Jack a Dull Boy," highlights the importance of a healthy, active lifestyle in promoting personal well-being and sustained productivity. The Swahili Corner, "Zaidi ya lami: Barabara za KeNHA zabadilisha jamii," explores the wider social and economic benefits of road development through projects such as Zombe–Chuluni (B87) and Emali–Matiliku (A5).

As we deliver on our mandate, we must translate strategy into action, accountability into results and collaboration into lasting impact. Every one of us has a role to play in building a road network that serves Kenyans efficiently, safely and sustainably.

Enjoy reading!

Samwel Kumba, PRM



Different strengths, one Authority

The bridge analogy and workplace diversity

In this issue, I invite us to look at a structure central to our mandate through a different lens: the bridge.

Beyond its essential role in road infrastructure, a bridge offers a powerful analogy for how we build, strengthen and sustain an organisation. It reminds us that strength does not arise from individual components operating in isolation, but from different elements working together, each fulfilling a distinct function to support the stability and integrity of the whole. In many ways, this reflects who we are at the Kenya National Highways Authority (KeNHA): a diverse organisation whose collective strength is shaped by the expertise, talents, experiences and perspectives our people bring to the workplace.

Bridges connect communities across rivers, valleys, railway lines and other physical barriers, enabling the safe and efficient movement of people and goods. Their design and construction demand careful planning, specialised expertise and close coordination, from feasibility studies and engineering design to foundation works, material selection and the assembly of structural components. Every stage must meet established standards to ensure that the finished structure is safe, durable and fit for purpose. Even after completion, regular inspections, preventive maintenance and timely rehabilitation remain essential to preserving structural integrity and extending its service life.

A bridge, therefore, is more than an assembly of materials. It is a carefully integrated system in which every component has a role to play. Foundations provide stability, piers transfer loads, beams support the deck, and joints accommodate movement. Each element performs a specific function, yet none can independently deliver the full purpose of the structure. It is their alignment, interaction and collective integrity that enable the bridge to withstand varying loads and conditions over time.

The same principle applies to the people who make up KeNHA. Our organisational strength lies not only in our professional qualifications and technical expertise, but also in the diversity of talents, experiences, personalities, temperaments and perspectives we bring to our work. We are an institution of varied professional disciplines, each contributing knowledge and skills essential to fulfilling our mandate. Beyond our formal responsibilities, colleagues bring different leadership styles, creative abilities, problem-solving approaches and personal interests, including participation in sports and other co-curricular activities.

When recognised and harnessed positively, these differences can enrich our working relationships and strengthen institutional performance. A colleague with an analytical approach may complement another whose strength lies in creative thinking. Someone with a calm, measured temperament may bring balance to a high-pressure situation, while an energetic and decisive colleague may help translate ideas into action. Similarly, sporting and other co-curricular activities can foster teamwork, build trust and strengthen relationships across departments and levels of the Authority.

What may initially appear to be individual differences can, when aligned around a common purpose, become sources of collective strength. They can generate fresh ideas, improve collaboration and create a more positive, inclusive and productive working environment.

This is the essence of diversity management. It goes beyond acknowledging that we are different; it requires us to create an environment in which those differences are respected and contribute meaningfully to organisational goals. It calls on each of us to value perspectives that differ from our own, question assumptions and remain mindful of conscious and unconscious biases that may influence how we listen, collaborate, make decisions and provide opportunities to others.

A well-designed bridge accommodates different loads and changing conditions while remaining anchored in sound engineering principles. Likewise, a strong organisation brings together diverse capabilities while remaining firmly grounded in its values, responsibilities and mandate. Unity does not require uniformity. Rather, it depends on our ability to work constructively across our differences, recognise the contribution of others and remain committed to shared objectives.

For KeNHA, harnessing diversity is therefore more than a matter of workplace culture; it is a strategic imperative. It can strengthen decision-making, stimulate innovation, improve teamwork and enhance our capacity to deliver safe, quality and sustainable highways for the nation.

As we continue building and maintaining the bridges that connect our communities, let us also invest in the relationships, mutual respect and shared responsibility that connect us as colleagues. Every person has a contribution to make, just as every component has a purpose within a bridge.

Different strengths, one Authority. When we recognise our individual value and bring our capabilities together, we build an organisation that is stronger, more resilient and better equipped to serve the nation.

Eng. Luka Kimeli

Continued from pg. 1

contractors, engineers, road agencies and Ministry officials for a candid assessment of challenges affecting project delivery, with particular focus on pending payments, implementation progress, quality of works and professional accountability.

Chirchir acknowledged the difficult circumstances under which many contractors had continued to operate, noting that their persistence had helped sustain activity in the sector even as payment obligations accumulated. He said Government recognised the strain caused by delayed payments and was working not only to address the backlog but also to establish a more predictable financing framework for ongoing works.

The CS said Government had settled approximately KSh177 billion in accumulated road-sector obligations, with payments made progressively as funds became available. However, he explained that the scale of the roads programme and limitations of conventional budgetary allocations required a different approach to financing.

In the 2025/26 financial year, approximately KSh120 billion was available through the Exchequer for the roads sector, while the ceiling for the current financial year stood at about KSh50 billion. Relying solely on conventional allocations, he noted, risked perpetuating a cycle in which works are certified, payment obligations accumulate, contractors slow down or leave sites, and projects take longer and ultimately cost more.



A photo of staff during the CS address

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Financing beyond the budget line

Against this backdrop, Government introduced alternative financing mechanisms to supplement conventional Exchequer allocations.

Under Phase I, Government securitised KSh7 per litre of the Road Maintenance Levy Fund, mobilising approximately KSh175 billion to settle certified road-sector obligations.

Chirchir said the intervention enabled Government to address certified works and associated eligible interest obligations up to March 2026. More importantly, it restored liquidity to the construction industry, allowing contractors to remobilise, equipment to return to sites and projects that had slowed down to resume.

The impact extends beyond individual projects. As contractors resume operations, workers return to employment, suppliers receive orders and economic activity is stimulated across the construction value chain.

Government has now moved to Phase II, which seeks to leverage an additional KSh5 per litre from the Road Maintenance Levy Fund and mobilise up to KSh139 billion to settle certified obligations arising from ongoing works. The objective is to clear historical pending bills while preventing the accumulation of new obligations.

Building predictability and fairness

The CS said the financing interventions must be supported by fairness, transparency and predictability in payment processes. Contractors, he emphasised, should not have to rely on personal relationships with senior Government officials or intermediaries to access payments.

Under Phase I, Government established a documented payment framework that underwent the relevant approval processes. Payments were sequenced using a 40:40:20 formula, allowing eligible contractors to be treated equitably as funds became available.

"There should be no middlemen. There should be no preferential treatment," he said, stressing that properly certified and eligible certificates should be processed according to the approved framework.

From payment to performance

While acknowledging the Government's responsibility to mobilise resources, Chirchir made it clear that financing alone cannot guarantee successful project delivery.

He challenged contractors to respond to improved payment arrangements by accelerating implementation and ensuring that the renewed flow of resources translates into measurable progress on the ground.

The message was clear: restoring liquidity to the sector must be matched by timely execution, efficient resource utilisation and delivery of projects to the required standards.

Quality cannot be sacrificed

As contractors are encouraged to accelerate implementation, the CS cautioned that speed must not come at the expense of quality.

He placed particular responsibility on engineers, describing them as custodians of the quality, cost and scope of road projects and urging them to certify only work they could professionally defend.

Faster implementation and increased expenditure must translate into durable infrastructure capable of performing throughout its intended design life.

"Completing kilometres of road should not be considered a success if the infrastructure subsequently requires premature repairs," he emphasised.

The CS also raised concern over projects where contractual quantities are exhausted before the intended scope is achieved. He said such situations should prompt scrutiny of whether designs were sufficiently developed, site investigations adequately undertaken, quantities accurately determined and cost estimates realistically prepared before tendering.

Stronger project preparation and accountability

To address these challenges, Chirchir called on road agencies to strengthen project preparation and pre-tender technical reviews.

Before a project proceeds to procurement, there should be confidence that its design is sufficiently developed, site investigations are adequate, quantities are realistic and the cost estimate corresponds with the intended scope.

"Better preparation would help minimise problems that often emerge during construction and later manifest as variations, delays or claims against Government," he remarked.

The CS also urged engineers to take ownership of projects throughout the project cycle, from design through construction to completion. They should identify emerging challenges early, make timely engineering decisions and escalate matters requiring intervention before they become costly problems.

His message to engineers went beyond technical competence to professional accountability. Certification, he stressed, is not merely an administrative responsibility but carries a direct obligation to the Kenyan public.

Where a road experiences premature failure, quantities are depleted without adequate explanation, or work is certified without sufficient professional justification, the officers responsible should be prepared to account for their decisions.

Roads and the wider economy

The urgency of restoring momentum in the roads sector is also reflected in its wider economic contribution.

The CS noted that Kenya's construction sector contracted by 0.7 per cent in 2024, before growing by 6.8 per cent in 2025 and 6.6 per cent in the first quarter of 2026. He attributed part of the recovery to Government's efforts to address accumulated road-sector obligations and the subsequent resumption of works.

The recovery is reflected not only in economic statistics but also in activity across the construction value chain, including contractors remobilising, equipment returning to sites, workers resuming employment and suppliers fulfilling orders.

"When the roads sector moves, the wider economy moves," Chirchir observed, underscoring the importance of ensuring that every shilling committed to road infrastructure translates into tangible and lasting public value.

A shared commitment

In his closing message, Chirchir placed responsibility for transforming financing interventions into tangible results across the three key stakeholders.

Government must mobilise resources and strengthen payment predictability. Contractors must execute, accelerate and deliver. Engineers must safeguard quality, cost, scope and value for money.

The desired outcome is a roads sector where contractors can plan with greater confidence, projects are delivered within reasonable timelines, roads perform throughout their intended design life, and public resources generate lasting value.

"We have restored momentum. Let



CS Momistry for Roads and Transport, Hon. Davis Chirchir

Proactive road maintenance in Meru and Laikipia



BY DANIEL KIGEN



Inspection of Meru - Mikinduri - Maua - Kangata (B102) Road

When the rains come, they breathe life into farms, replenish water sources and paint Kenya's landscapes in vibrant shades of green. But for engineers in the road sector, every rainy season tells another story—a story written in kilometres of pavement exposed to relentless weather, roads carrying thousands of journeys each day and the constant effort required to keep communities connected regardless of the season.

In the fertile highlands of Meru County, that story is unfolding along the Meru–Mikinduri–Maua–Kangata (B102) Road. For years, the corridor has served as a critical link connecting bustling market centres, transporting construction materials and supporting growing communities.

This road is more than a transport corridor. It is an enabler of livelihoods and a pathway to opportunity. The B102 is one of many roads that quietly power local economies across the country. Recently, the Kenya National Highways Authority (KeNHA) undertook an inspection led by officers from the Directorate of Maintenance to assess the Performance-Based Contract (PBC) responsible for maintaining the corridor.

The visit formed part of the Authority's ongoing commitment to preserving a safe, reliable and resilient road network for all users.

The inspection revealed the effects of prolonged rainfall, which had accelerated deterioration along several sections of the corridor. Pavement failures and potholes had begun to emerge, requiring timely intervention to prevent further damage and maintain serviceability.

While such challenges are expected to increase during prolonged rainy periods, the inspection also highlighted the value of timely maintenance. Across the world, road maintenance remains one of the most effective ways of protecting infrastructure investments.

Well-maintained roads reduce travel disruptions, improve road-user safety, lower vehicle operating costs and extend the lifespan of road assets. For communities and businesses, this translates into more reliable journeys and continued access to markets, services and opportunities.

Another notable feature of the inspection was the use of the Meru Virtual Weighbridge, an innovation that is changing how axle-load compliance is monitored.

Traditionally, determining whether a commercial vehicle complies with legal axle-load limits required physically stopping and weighing the truck. The virtual weighbridge changes this approach by using technology to monitor heavy vehicles without unnecessarily disrupting the movement of compliant traffic.

The implementation of this smart transport technology has strengthened compliance with axle-load regulations while helping protect road infrastructure from premature deterioration.

Its value lies not only in enforcement, but also in efficiency. By integrating technology into the freight-monitoring process, compliant vehicles can continue their journeys with minimal disruption, saving time, fuel and logistics costs.

Moving beyond purely manual enforcement, the virtual weighbridge acts as a silent guardian of Kenya's highway investments. By helping deter overloading, it protects road assets while allowing the movement of goods that keeps the economy running.

The same commitment to protecting vital transport links was evident about 40 kilometres away in Laikipia County, where attention turned to the Doldol Turnoff–Jua Kali–Naibor (B101) Road.

The 13.3-kilometre corridor connects Doldol Turnoff, Jua Kali Centre and Naibor Shopping Centre. Livestock traders rely on it to access markets, while small businesses depend on the road to receive supplies and reach customers. Residents use it to access schools, health facilities and government services.

Every day, the corridor facilitates journeys that support livelihoods and social development.

The visit provided an opportunity to review implementation progress, assess contractor performance and ensure that works remain aligned with project objectives.

From the agricultural heartlands of Meru to the expansive landscapes of Laikipia, the roads may differ in character, terrain and traffic volumes. What remains constant is their importance to the communities and economies they serve.

Their continued performance depends on more than construction. It requires regular maintenance, effective oversight, technological innovation and sustained investment.

As the rains come and go, these efforts ensure that Kenya's roads remain more than stretches of pavement. They remain connections to markets, schools, health facilities, businesses and opportunities carrying Kenya's progress forward, one journey at a time.



Inspection of PBC works on Doldol Turnoff - Jua Kali - Naibor (B101) Road

TREE PLANTING - SOUTH RIFT REGION

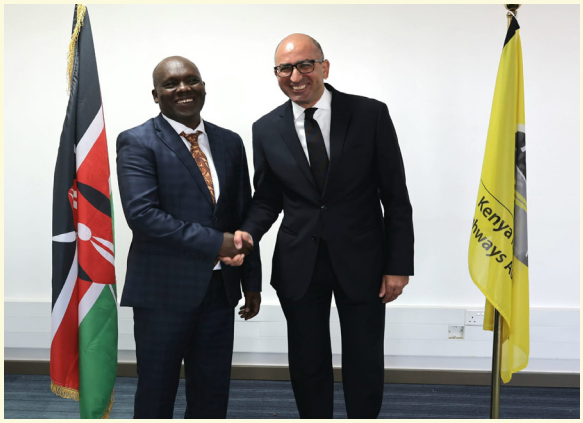






KeNHA, led by Board Members Eng. Kennedy Sumbeiywo and John Mose, alongside PPP Director Eng. Charles Obuon and HDS Director Eng. Monica Abonyo, in partnership with China Road and Bridge Corporation (CRBC), participated in a tree-planting exercise at Naivasha Medium Prison.

DIPLOMATIC DELEGATION - NAIROBI

KeNHA Director General Eng. Luka Kimeli held a high-level collaboration meeting with the Ambassador of Egypt to Kenya, Hatem Yousry Hosni, at KeNHA Headquarters. The engagement explored opportunities for cooperation in roadworks, consultancy services, technical expertise, knowledge sharing, and professional exchange programs.

KECOSO GAMES, 2026 - LOWER EASTERN REGION

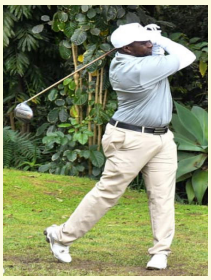

















KeNHA Director General Eng. Luka Kimeli flagged off KeNHA KECOSO Games Teams from Barabara Plaza Auditorium to Machakos, where they participated and won two trophies, KeNHA Golf team won the overall golf tournament, while the football team won the second runners up soccer tournament. The Authority also participated in Darts, Swimming, athletics,table tennis, scamble, snooker and volleyball.

KeNHA showcases transformative road projects at 2026 ASK Show



BY ALBERT SANG





ASK show judges taken through the KeNHA exhibition by the KeNHA Communication Team

The proposed Lake Victoria Ring Road Project took centre stage at the 2026 Kisumu Agricultural Society of Kenya (ASK) Show, attracting strong interest as a transformative infrastructure initiative for communities and businesses across the Lake Victoria region.

The project will connect Busia, Siaya, Kisumu, Homa Bay and Migori Counties, creating a strategic transport corridor around the Lake Victoria Basin. Under the latest plans, the network will span approximately 612 kilometres, including the Kisumu–Busia Highway. It is expected to strengthen regional connectivity, facilitate trade and unlock new opportunities for socio-economic development.

The improved network is anticipated to reduce travel times and transport costs while facilitating the movement of people and goods. It will also support access to markets for farmers and traders, stimulate tourism, strengthen fishing and other blue-economy activities, create employment opportunities and enhance regional and cross-border trade. Better connectivity will further improve access to essential services and create opportunities for investment across the Lake Victoria Basin.

These prospects made the Lake Victoria Ring Road one of the main attractions at the KeNHA pavilion. Residents and visitors from Kisumu and neighbouring counties were particularly interested in understanding the scope, progress and anticipated benefits of the initiative. The high level of engagement reflected the longstanding expectations surrounding the corridor and its potential to transform mobility and economic activity across the basin.

Opening Up Rural Economic Opportunities

Another initiative that attracted attention was the Roads for Rural Economic Development Project (RREDP), which targets approximately 536 kilometres of critical rural road corridors across the Rift Valley region.

The programme will also integrate digital fibre-optic infrastructure, linking improved physical connectivity with opportunities in the digital economy. Of particular significance to agricultural communities are corridors serving productive farming areas, including the tea-growing zones of Kericho, Bomet, Nandi and neighbouring counties.

By improving access between rural production areas, markets, processing centres and major highways, the initiative is expected to support agricultural trade, ease transport challenges and expand economic opportunities for rural communities.

Upgrading Key Transport Corridors

The Rironi–Nakuru–Mau Summit (A8) Highway and Rironi–Maai Mahiu–Naivasha (A8 South) projects were also areas of considerable interest. Visitors sought updates on progress and the anticipated benefits of the planned upgrades, including improved traffic flow, connectivity, access to markets and movement along the Northern Corridor.

Together, the projects showcased the broader role of highway development in connecting production areas to markets, supporting trade and strengthening the movement of people and goods.

Connecting with the Public

Held at the Jomo Kenyatta Mamboleo Stadium in July 2026, the exhibition provided a platform for KeNHA to engage directly with the public on its mandate, projects, innovations and contribution to national development.

The event was held under the theme "Promoting Climate Smart Agriculture and Trade Initiatives for Sustainable Economic Growth," highlighting the close relationship between reliable transport infrastructure, agriculture, trade and economic development.

Beyond the major projects, visitors learnt about KeNHA's core functions, innovative engineering solutions and sustainable road construction practices. The pavilion also provided an avenue for members of the public to seek information, raise concerns, provide feedback and gain a better understanding of the Authority's role in developing and maintaining national trunk roads.

Among the notable visitors was Kisumu County Deputy Governor Dr. Mathew Ochieng Owili, who was received by KeNHA's Nyanza Regional Director Eng. Fredrick Oyugah, Deputy Director of Corporate Communication Mr. Samwel Kumba and members of the KeNHA team.

Eng. Oyugah briefed the Deputy Governor on ongoing projects and future development plans, highlighting the strategic role of road infrastructure in strengthening regional connectivity, facilitating trade and unlocking economic opportunities across Kisumu County and the wider Nyanza region.

Recognition for Innovation and Engagement

KeNHA's participation was also recognised through several awards at the exhibition. The Authority emerged winner in the Best Innovation and Invention Stand category and received the Branch Chairman's Commendation Trophy.

KeNHA also secured second position in the Best Stand Displaying Initiatives in the Provision of Viable Transport Services category, as well as third position in both the Best Non-Agricultural Based Statutory Board Stand and Best Organisational/Association Supporting Community Projects and Services categories.

The recognition underscored the Authority's efforts to use public exhibitions not only to showcase infrastructure investments, but also to engage communities, communicate its mandate and demonstrate how road development contributes to Kenya's broader economic and social transformation.





KeNHA Staff explaining the Authority mandate in the Nyanza Region

Seeds of change: A vision for a greener Suswa Weighbridge Station



BY SALMA MZUNGU

At Suswa Weighbridge Station in Nakuru County, a quiet transformation is taking root. One tree at a time. When Salma first envisioned a greener station, she saw beyond the planting of trees. She imagined a space that would not only serve its core function but also demonstrate a responsibility to the environment and the community. Today, that vision is gradually taking shape as young trees take root across the station, offering a glimpse of what a greener and more sustainable future could look like.

For Salma, a corporate communication officer at the Suswa weighbridge station, this initiative is more than beautifying the surroundings. It is about restoring the environment, promoting sustainability and, where possible, creating opportunities that can benefit communities in the years ahead.

A vision beyond trees

The initiative began with the planting of muarubaini (neem tree), cashew nut trees, and croton species carefully chosen for both their environmental and practical value. The muarubaini tree, often called the "tree of 40 cures," is prized for its medicinal properties and ability to thrive in harsh conditions. Cashew nut trees, on the other hand, offer long-term economic benefits through the sale of nuts and related value-chain products. Croton species also contribute to environmental restoration while supporting biodiversity.

By planting a mix of species, the initiative would go beyond simply increasing tree cover. The goal is to create a small but meaningful ecosystem that can provide environmental and practical benefits over time.

Partnership in action

A vision, however, can only become reality through commitment and action. This is where Martin Otieno, a colleague, has been instrumental. From preparing the ground and planting the seedlings to watering, monitoring, and protecting the young trees, Martin has provided the day-to-day care that the initiative requires.

Salma provides direction and inspiration, but Martin's hands-on commitment has been equally important in keeping it alive. Working together has reinforced a simple but powerful lesson: meaningful environmental action does not belong to one person. It thrives when leadership is matched by teamwork and when ideas are supported by people willing to do the work on the ground.

Why it matters

The impact of this project extends far beyond the station grounds. By restoring the environment, the initiative helps address the effects of climate change and environmental degradation. Trees absorb carbon dioxide, improve air quality, provide shade, and contribute to the rehabilitation of degraded land. Every tree planted represents a step toward a healthier and more sustainable ecosystem.

The initiative also offers important health and medicinal benefits. The muarubaini tree is widely recognized in traditional medicine for its healing properties, making its cultivation valuable not only for environmental restoration but also for promoting community well-being.

In addition, planting cashew nut trees can support economic empowerment by creating opportunities for income generation through the sale of nuts and related by-products. Over time, these trees can become an important source of livelihood for local communities.

Tree planting also strengthens community resilience. By bringing people together around a shared responsibility, the initiative fosters unity, strengthens community ties, and encourages collective action to protect and restore the environment.

Growing a sustainable future

Salma and Martin understand that planting trees is only the beginning. To ensure the initiative continues to thrive, they are pursuing several complementary strategies. These include engaging schools, youth groups, and local organizations in tree-planting activities and environmental education; collaborating with county governments, non-governmental organizations, and environmental agencies to expand support and resources; implementing regular watering, fencing, and monitoring to protect young trees and improve their survival rates; and introducing additional indigenous and fruit-bearing species to enhance biodiversity and deliver long-term environmental and community benefits.

Seeds of a legacy

What is happening at Suswa Weighbridge Station is more than an environmental project; it is the foundation of a lasting legacy. By transforming the station into a green landmark, Salma Mzungu and Martin Otieno are demonstrating that sustainable development is achievable through commitment, collaboration, and community involvement.

Their efforts serve as an inspiration to others across Nakuru County and beyond, showing that even small initiatives can grow into powerful movements for change.

The tree-planting initiative is a shining example of environmental stewardship in action. Through the leadership of Salma Mzungu and the dedicated support of Martin Otieno, the trees are taking root as symbols of cleaner air, healthier communities, and stronger livelihoods.

With continued support and community participation, this initiative has the potential to transform Suswa into a beacon of sustainability and hope for future generations.



Tree planting at Suswa Weighbridge Station

Western Region sharpens road safety skills



BY ALBERT SANG



Road Safety Audit Training Session

Road crashes are not inevitable. Yet, with thousands of lives lost on Kenya's roads each year, preventing crashes and reducing their consequences remains an urgent national concern. Better road design, responsible road use, effective enforcement and continuous improvement can all contribute to safer transport corridors.

It was against this backdrop that KeNHA Western Region, in collaboration with TIMCON Associates, conducted a two-day specialised Road Safety Audit Training aimed at strengthening the capacity of technical personnel to identify and address potential hazards before they translate into crashes.

The training reinforced the importance of incorporating safety considerations into infrastructure development from the earliest stages while equipping technical teams with the knowledge and tools needed to assess risks throughout a road's lifecycle.

Proactive risk identification was at the heart of the training, which brought together KeNHA personnel led by Principal Engineer Muthee Mwangi and Safety Engineer Whitney Mbeneka. Participants deepened their understanding of modern audit techniques, risk assessment and engineering best practices.

The sessions examined how audits can be integrated throughout the highway development cycle—from planning and design to construction, operation and maintenance. This approach enables potential hazards to be identified early and appropriate interventions incorporated before projects become operational.

Participants reviewed common design deficiencies that can compromise road-user safety, including poorly designed or unprotected kerbs, inadequate pedestrian facilities, unsafe crossing points, poor segregation of different road users and insufficient protection for vulnerable groups.

Particular attention was given to pedestrians, cyclists, motorcyclists and persons living with disabilities, whose needs require infrastructure that accounts for different abilities, travel patterns and levels of vulnerability.

Participants also explored the concept of "forgiving roads"—infrastructure deliberately designed to reduce the likelihood or severity of crashes when human error occurs.

The training introduced the globally recognised "Vision Zero" approach, which places the protection of human life at the centre of road transport planning. Rather than assuming that road users will never make mistakes, the approach promotes multiple, complementary measures designed to prevent errors from resulting in fatal or serious outcomes.

The discussions reinforced that preventing crashes is a shared responsibility involving road designers and engineers, policymakers, traffic law enforcement agencies, contractors, vehicle manufacturers, road users and emergency responders.

No single intervention can address every risk. Effective protection depends on several complementary measures working together.



A group photo of Road Safety Audit team

Through practical exercises, participants applied audit methodologies, risk assessment techniques and engineering solutions to identify and mitigate potential hazards.

The "Swiss Cheese Model" was also explored to illustrate how multiple layers of protection—including road design, enforcement, education, vehicle safety and emergency response—can work together to reduce risk. Where one layer has a weakness, others can help prevent that weakness from resulting in a serious crash.

The practical sessions enabled participants to move beyond theory and consider how these principles can be applied to real infrastructure projects.

Beyond strengthening technical competencies, the training provided an opportunity for knowledge sharing and professional collaboration. It reinforced the importance of reviewing and improving established practices as infrastructure, technology, traffic patterns and road-user needs evolve.

For KeNHA, building the capacity of technical teams to identify risks proactively is an important part of delivering infrastructure that performs safely and effectively throughout its lifecycle.

By strengthening the expertise of its personnel, the Western Region is contributing to resilient and sustainable transport infrastructure that supports mobility and economic activity while protecting all road users.

Ultimately, effective risk management begins long before a vehicle enters a highway. It starts with decisions made during planning and design, continues through construction and maintenance, and depends on a commitment to learn, adapt and improve.

Through stronger technical capacity and proactive risk management, KeNHA is helping build a safer transport system for all.

Women Engineers Summit:

Breaking barriers, driving innovation and shaping the future



BY PATRICK MOGAKA



As Kenya advances its infrastructure development and embraces rapid technological change, the role of women engineers is becoming increasingly critical. From designing and managing complex infrastructure to driving innovation and shaping policy, women are making significant contributions to the engineering profession and the country's development agenda.

Reaffirming its commitment to gender inclusion, professional excellence and sustainable infrastructure development, the Kenya National Highways Authority (KeNHA), through its women engineers, participated in the 2026 Women Engineers Committee (WEC) Summit hosted by the Institution of Engineers of Kenya (IEK).

The summit brought together engineers, policymakers, industry leaders and aspiring professionals for candid conversations on leadership, innovation, inclusivity and the economic empowerment of women in engineering. At its core was a powerful message: the engineering profession is stronger, more innovative and more sustainable when women are empowered to participate, lead and influence decisions.

Despite notable progress in recent years, women engineers continue to encounter barriers that can limit their full participation in the profession. These include gender bias, having technical expertise questioned, and navigating perceptions about women's capabilities in both office and field environments.

The summit challenged institutions and industry players to cultivate workplaces where merit, competence and integrity define professional excellence, regardless of gender. It also called for organisational cultures that recognise and harness the diverse perspectives and capabilities that women bring to engineering.

A recurring message throughout the summit was that technical expertise, while essential, is no longer sufficient on its own. The modern engineer must also be an innovative thinker, strategic leader, effective communicator and problem solver capable of responding to increasingly complex societal needs.

Speakers encouraged women engineers to strengthen their executive presence, resilience, confidence and emotional intelligence while remaining grounded in professionalism and ethical leadership. Leadership, they emphasised, is not defined solely by a title, but by the ability to inspire, influence and create lasting impact.

Technology and innovation featured prominently in the discussions. The emergence of Artificial Intelligence (AI) and other digital technologies is rapidly transforming the engineering profession, creating new opportunities while placing new demands on professional skills.

Delegates were encouraged to embrace digital transformation by developing competencies in areas such as data analytics, automation, smart infrastructure, predictive maintenance and other emerging technologies.

Rather than viewing technological disruption solely as a challenge, women engineers were urged to position themselves at the forefront of innovation and build the skills needed to remain competitive in an increasingly digital economy.

For an infrastructure sector increasingly shaped by data, automation and intelligent systems, this adaptability will be essential. Engineers who combine technical expertise with digital literacy and strategic thinking will be better positioned to contribute to the infrastructure solutions of the future.

The summit also acknowledged the realities faced by women seeking to balance demanding engineering careers with family responsibilities. Participants recognised that these competing demands can present unique challenges, while emphasising the importance of determination, strategic planning, supportive professional networks and inclusive workplace policies in enabling women to pursue both professional achievement and personal fulfilment.

The discussions reinforced the need for workplaces that recognise the realities of employees' lives while maintaining high standards of professional performance. Creating supportive environments is therefore not only a matter of inclusion but also an investment in retaining talent and strengthening the engineering profession.

Mentorship and networking emerged as important drivers of career advancement. Experienced professionals were encouraged to intentionally mentor and support emerging engineers while building strong professional relationships through engineering associations,



professional networks and leadership platforms.
One of the summit's memorable calls to action "Open the door behind you" captured the collective responsibility of successful women leaders to create opportunities and make the path easier for the next generation.
The message extends beyond formal mentorship. It speaks to the importance of sharing knowledge, creating opportunities, recommending talented professionals, challenging exclusionary practices and ensuring that the achievements of one generation create pathways for those who follow.
Beyond career advancement, the summit explored the potential for women engineers to translate their expertise into economic opportunities.
Participants were encouraged to look beyond traditional employment and leverage their technical knowledge through consultancy, entrepreneurship, infrastructure development, digital engineering solutions, technical training, research and innovation-driven enterprises.
Engineering was therefore presented not only as a profession, but also as a platform for wealth creation, economic empowerment and national transformation. By combining technical expertise with entrepreneurship and innovation, women engineers can expand their contribution to the economy while creating opportunities for others.
The summit concluded with a strong reminder that women are not merely participants in engineering; they are contributors to progress, innovators and leaders capable of shaping the future of the profession.
The declaration, "Nothing for us without us," encapsulated the summit's call for greater representation of women in decision-making spaces, policy development, innovation and infrastructure leadership.
For KeNHA, the participation of its women engineers in the WEC Summit reinforces the importance of investing in a diverse, skilled and forward-looking engineering workforce. As Kenya continues to expand and modernise its infrastructure, empowering women engineers is not simply about increasing representation—it is about drawing on the full breadth of the country's technical talent to build infrastructure that is innovative, inclusive, resilient and fit for the future.

All work and no play makes Jack a dull boy

Building a healthier workforce for a stronger KeNHA



BY DENNIS ABERI

Every kilometre of highway designed, constructed and maintained by the Kenya National Highways Authority (KeNHA) is a testament to the dedication, professionalism and hard work of its employees. Every member of the KeNHA family plays an important role in delivering safe and efficient road infrastructure that supports Kenya's socio-economic development.
Delivering this mandate often requires employees to work under demanding schedules, tight project deadlines and challenging field conditions. While commitment to duty is commendable, maintaining good health is equally important. The timeless saying, "All work and no play makes Jack a dull boy," reminds us that professional success should be complemented by a healthy and active lifestyle. Physical exercise is not merely recreation. It is an investment in our health, productivity and quality of life.

Why Physical Activity Matters

The World Health Organization (WHO) identifies physical inactivity as one of the leading risk factors for non-communicable diseases (NCDs) and premature death worldwide. WHO estimates that nearly one in three adults globally—approximately 1.8 billion people—do not meet recommended levels of physical activity.
WHO recommends that adults undertake at least ***150 minutes of moderate-intensity physical activity per week, or 75 minutes of vigorous-intensity activity,*** complemented by muscle-strengthening activities on two or more days each week. Importantly, even small increases in physical activity can provide meaningful health benefits. As WHO emphasises, ***every movement counts.***

These recommendations are particularly relevant to the KeNHA workplace. Some employees spend extended hours seated in offices designing roads, analysing data, processing procurement and financial documents, attending meetings or working on computers. Others spend long hours driving to project sites, supervising construction, conducting inspections or travelling between stations.
While these responsibilities are essential to delivering Kenya's road infrastructure, they can leave little time for regular exercise. Without deliberate efforts to remain active, prolonged inactivity can increase the risk of health problems and affect workplace performance.
The consequences can extend beyond individual well-being to organisational outcomes through increased absenteeism, reduced productivity, higher healthcare costs, lower morale and diminished service delivery.

Why Exercise Matters

Regular physical activity benefits both the body and mind. Whether it is brisk walking, jogging, cycling, stretching, aerobics, swimming or strength training, making movement part of our daily routine can improve health and workplace performance.

1. Better Physical Health

Exercise strengthens the heart, improves circulation, builds stronger muscles and bones, and supports overall physical fitness. Regular activity can also reduce the risk of conditions such as hypertension, type 2 diabetes, obesity, cardiovascular disease and stroke.

2. Improved Mental Well-being

Physical activity can help reduce stress and symptoms of anxiety and depression while supporting emotional well-being. Regular exercise can also improve confidence, resilience and overall mood.



3. Enhanced Productivity
An active lifestyle can support energy levels, concentration, memory and cognitive performance. Employees who maintain healthy routines are better positioned to remain alert, focused and productive throughout the working day.

4. Reduced Absenteeism
Maintaining physical fitness and reducing the risk of preventable lifestyle-related conditions can contribute to better employee health and fewer disruptions caused by illness.
5. Stronger Workplace Relationships
Group fitness activities provide opportunities for colleagues to interact outside their routine work responsibilities. Walking groups, sports and other shared activities can strengthen teamwork, communication and workplace morale.

6. Reduced Physical Strain
For employees who spend long periods sitting, simple stretching and strengthening exercises can help reduce stiffness and discomfort associated with prolonged sedentary work. Employees working in the field can also benefit from appropriate exercises that support strength, mobility and physical conditioning.

The Hidden Cost of Inactivity
Just as regular exercise promotes good health, prolonged physical inactivity can carry significant risks. A sedentary lifestyle may contribute to:

- Increased risk of obesity and lifestyle-related diseases.
- High blood pressure, diabetes and cardiovascular complications.
- Back, neck and joint discomfort.
- Increased stress, anxiety and burnout.
- Reduced concentration and energy levels.
- Persistent fatigue.
- Increased absenteeism.
- Reduced productivity and employee engagement.
- Higher healthcare costs.
- Lower morale and job satisfaction.

A healthy workforce is, therefore, an important component of organisational effectiveness. When employees are physically and mentally well, they are better equipped to perform their responsibilities and contribute consistently to the Authority's mandate.

Wellness Tip of the Month
Move More, Sit Less!
Take every opportunity to incorporate movement into your day.

- Walk during your lunch break.
- Take the stairs instead of the lift where appropriate.
- Stand up and stretch regularly during long periods of sitting.
- Take short walking breaks between tasks.
- Participate in workplace fitness and sporting activities.
- Walk, cycle or exercise with family and friends outside working hours.

You do not have to become an athlete to become more active. Start where you are, choose activities you enjoy and make movement a regular part of your routine.

A healthy employee is a productive employee.
Together, let us build not only better roads, but also healthier lives.
"Take care of your body. It's the only place you have to live."
— Jim Rohn



Zaidi ya Lami: Barabara za KeNHA Zabadilisha Jamii



NA FAITH KIMANZI

Mamlaka ya Barabara Kuu Kenya (KeNHA) inaendelea kutekeleza miradi ya kuboresha barabara katika maeneo mbalimbali nchini, ikiwemo barabara za Zombe–Chuluni (B87) na Emali–Matiliku (A5). Kupitia miradi hii, Mamlaka inaunganisha maendeleo ya miundombinu na mipango ya kuboresha maisha ya wananchi wanaoishi kando ya barabara hizo.

Zombe–Chuluni (B87)

Ujenzi wa barabara ya Zombe–Chuluni (B87) kwa kiwango cha lami unaendelea, ukiambatana na mipango ya kuleta manufaa ya kudumu kwa jamii zinazozunguka mradi huo.

Kupitia programu za Uwekezaji kwa Jamii (CSI), wananchi wamenufaika na mafunzo kuhusu utunzaji wa mazingira, usalama barabarani na VVU/UKIMWI. Aidha, miche ya miti imesambazwa shuleni ili kuhamasisha upandaji miti na utunzaji wa mazingira.

Katika kuimarisha upatikanaji wa maji safi na salama, visima vinne vimechimbwa na kuanza kutoa huduma kwa wananchi. Baadhi ya visima hivyo vipo katika Shule ya Upili ya ACK St. Luke's Kavia, Shule ya Upili ya Thua na Shule ya Msingi ya Inyuu.

Visima hivi vinapunguza muda ambao wanafunzi hutumia kutafuta maji, kuboresha usafi na kupunguza hatari ya magonjwa yatokanayo na maji yasiyo salama. Vilevile, vinawanufaisha wakazi wa maeneo jirani.

Emali–Matiliku (A5)

Barabara ya Emali–Matiliku (A5) imekuwa ikikabiliwa na changamoto za usafiri, hasa wakati wa mvua kutokana na hali ya udongo katika eneo hilo. Inapokamilika, barabara hii inatarajiwa kuboresha mawasiliano na kuchochea shughuli za kiuchumi na kijamii, hususan katika sekta za kilimo na biashara.

Kupitia programu za CSI, mradi huu pia unatekeleza mipango ya kuboresha maisha ya wananchi. Kisima kimechimbwa katika Kituo cha Nduundune, pamoja na kujengwa kwa hori la maji ili kusaidia upatikanaji wa maji kwa wakazi na mifugo.

Aidha, ujenzi wa choo cha kisasa cha umma unaendelea ili kuboresha usafi wa mazingira katika soko la kituo hicho. Mradi pia unahusisha uanzishaji wa kitalu cha miche ya miti na shamba la kisasa (smart farm) litakalowanufaisha wanafunzi wa Shule ya Msingi ya AIC Nduundune kwa kuunga mkono ujifunzaji wa vitendo chini ya Mtaala wa Umilisi (CBC).

Maendeleo Yanayogusa Maisha ya Wananchi

Kwa KeNHA, maendeleo ya barabara hayaishii katika ujenzi wa miundombinu pekee, bali yanahusisha pia kuboresha ustawi wa jamii zinazozunguka miradi hiyo. Kupitia programu za CSI, Mamlaka inalenga kuunga mkono upatikanaji wa maji safi, elimu ya usalama barabarani, utunzaji wa mazingira na huduma bora za usafi.

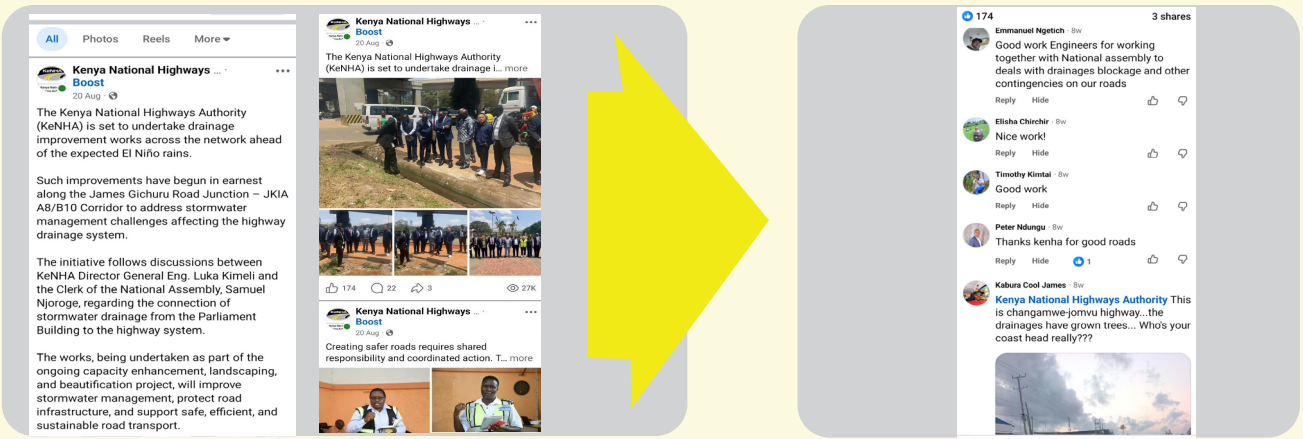
Miradi ya Zombe–Chuluni na Emali–Matiliku inaonesha umuhimu wa kuunganisha maendeleo ya barabara na mahitaji ya jamii. Ni uwekezaji unaolenga kuboresha mawasiliano, kufungua fursa za kiuchumi na kuchangia maisha bora kwa wananchi.

Kwa KeNHA, kila barabara inayojengwa ni fursa ya kuunganisha watu, kukuza uchumi na kuchochea maendeleo endelevu kwa manufaa ya Wakenya wa sasa na vizazi vijavyo.



Barabara inayojengwa ya Zombe - Chuluni

Opinion / Feedback



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