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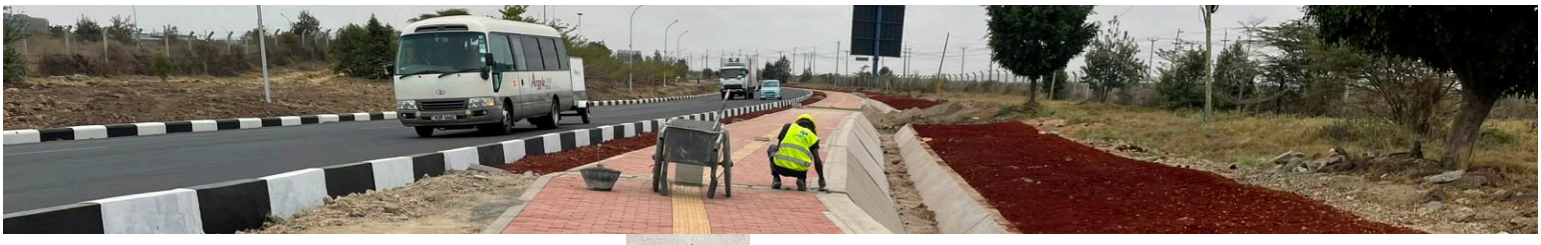
Kenya National Highways Authority
Quality Highways, Better Connections

NEWS BULLETIN

Beyond the black top | July, 2026

From vision to reality

Transformation of the James Gichuru – JKIA (A8/B10) Corridor



CONTENTS

- Editor's Note .....Pg 1
- From vision to reality.....Pg 1-3
- DG's Desk.....Pg 2
- Strengthening Axle Load enforcement to safeguard Kenya's road infrastructure.....Pg 4
- Through the Lens.....Pg 5
- Paving the way for regional integation.....Pg 6 - 8
- Engineering the future through regional and global synergy.....Pg 8 - 9
- KeNHA Western Region commemorates World Rainforest Day.....Pg 9 - 10
- Can AI replace human beings?.....Pg 10 - 11
- Usalama dhabiti wa barabarani.....Pg 12



BY MAUREEN MUTHUKU

The ongoing capacity enhancement, landscaping, and beautification of the James Gichuru Road Junction–Jomo Kenyatta International Airport (A8/B10) Corridor is emerging as a flagship infrastructure intervention designed to transform one of Nairobi's most important gateways into a safer, more efficient, and visually appealing transport corridor.

Implemented by the Kenya National Highways Authority (KeNHA), the project was awarded to China Road and Bridge Corporation (CRBC) earlier this year. It seeks to improve mobility, ease traffic congestion, and deliver modern infrastructure that responds to the needs of motorists, pedestrians, businesses, and visitors entering the capital.

More than a road improvement project, the A8/B10 transformation brings together mobility, pedestrian safety, drainage, landscaping, lighting and urban design to create a more resilient and user-friendly transport environment.

Key interventions include the

Continued on pg. 2

EDITOR'S NOTE

- July milestones-

Stewardship for today, a legacy for tomorrow

Every highway tells a story. It carries people, connects communities, drives economies, and creates possibilities. But behind every kilometre lies a greater responsibility: to build well, protect what has been built, and ensure that today's investments continue to serve generations to come. The Corporate Communication Department tells this story.

We begin the 2026/2027 Financial Year with a guiding message from the Director General centred on stewardship, transformation, innovation and service. The DG recognises the dedication and professionalism demonstrated throughout the previous financial year and calls on staff to uphold that same spirit as we embark on the year ahead.

A key highlight is the ongoing transformation of the James Gichuru Road Junction–Jomo Kenyatta International Airport (A8/B10) Corridor through capacity enhancement, landscaping and beautification. The intervention demonstrates how modern infrastructure can improve mobility and road safety while transforming one of the country's key gateways into a more efficient, attractive and welcoming corridor.

Protecting the infrastructure we have invested in is equally important, and the issue of axle load control cannot be overemphasised. Our feature on axle load enforcement highlights the Authority's efforts to curb overloading, protect roads from premature deterioration, enhance road safety and extend the lifespan of national trunk roads. Sustainable infrastructure requires not only construction and maintenance, but also responsible use.

This edition also takes us to Northern Kenya, where major projects—including the Horn of Africa Gateway Development Project, the Garissa–Modogashe Road and the Maralal–Morijo (Suyani) Road—are opening up communities and strengthening regional connectivity. These investments demonstrate how roads facilitate trade, improve access, enhance safety and support inclusive socio-economic development.

We also explore the wider engineering landscape through the 7th Engineering Partnerships Convention (EPC) 2026, which brought together professionals, policymakers, researchers, academics and industry players to explore partnerships and innovative approaches to sustainable growth. The conversations reinforce the importance of knowledge sharing and collaboration in shaping the future of infrastructure.

Environmental responsibility remains central to this journey. Our World Rainforest Day feature reminds us that infrastructure development must go hand in hand with environmental stewardship. Protecting forests, water catchments and biodiversity is essential to building resilient infrastructure and communities.

As technology continues to evolve, our feature on Artificial Intelligence challenges us to consider how emerging technologies are reshaping the workplace. Rather than focusing solely on whether AI can replace human beings, the conversation calls on us to embrace technology as a tool that can enhance productivity, innovation and professional capability, while preserving the value of human judgement and creativity.

Finally, the Kiswahili feature on "usalama dhabiti wa barabarani" reinforces a fundamental truth: safe roads require the collective responsibility of experts, road users, regulators and other stakeholders.

Together, these stories capture an Authority that is building, protecting, innovating and adapting. As we move forward into the new financial year, let us remain stewards of today and builders of tomorrow—committed to delivering highways that serve the nation and stand the test of time.

Enjoy the July edition.

Samwel Kumba, PRM



Stewards of today, builders of tomorrow

A renewed commitment for FY 2026/2027

As Financial Year 2026/2027 commences, I wish to acknowledge each of you for the dedication, resilience, and professionalism you have demonstrated in advancing the mandate of the Kenya National Highways Authority (KeNHA) and contributing to the development of Kenya's road infrastructure.

The beginning of a new financial year marks an important transition in plans, budgets, and targets. It is also an opportunity to reflect on our achievements, learn from our experiences, and renew our commitment to the responsibilities entrusted to us. At the heart of this reflection is a simple but important question: "What has been entrusted to me, and how faithfully have I handled it?"

The 2025/2026 Financial Year was marked by significant progress and notable achievements across the Authority. The commencement of works on the Rironi–Mau Summit Road represents an important step in transforming one of the busiest transport corridors, which supports national and regional trade and connects communities, businesses and markets. Further, the long-awaited Nithi Bridge realignment along the Embu–Meru Highway, is another significant intervention, demonstrating our commitment to addressing infrastructure challenges while improving the safety, reliability and efficiency of the road network.

Similarly, the ongoing capacity enhancement, landscaping, and beautification of the James Gichuru Road Junction–Jomo Kenyatta International Airport corridor is set to deliver a safer, more resilient and user-focused highway that responds to the needs and expectations of road users.

The Authority also hosted the inaugural Regional Highway Safety Investors Conference, bringing together investors and key stakeholders to strengthen collaboration and dialogue on road safety. The launch of the bridge manuals further strengthened our technical framework and institutional knowledge for the management and maintenance of bridge infrastructure.

These achievements, amog many others, are a reflection of collective effort. They demonstrate what is possible when expertise, commitment and a shared sense of purpose come together. At the centre of these achievements is stewardship, the responsibility to manage, protect and improve the resources entrusted to us.

In public service, stewardship carries particular significance. We are custodians of public resources and are accountable to the people of Kenya for how those resources are managed and the results they deliver. Every member of staff has a role to play in fulfilling this responsibility.

A dedicated steward takes ownership of their duties and accepts responsibility for the outcomes of their work. Regardless of our positions, departments or levels of responsibility, every role contributes to the delivery of KeNHA's mandate.

Faithful stewardship also requires integrity. We have a duty to uphold the highest ethical standards, act transparently and protect public resources. Doing the right thing must remain our standard whether or not we are being watched. Our decisions, interactions and use of institutional resources should consistently reflect the trust placed in us as public servants.

Stewardship also requires diligence and excellence. The quality of our work matters. Our decisions and actions have a direct influence on road safety, economic activity, and the daily lives of Kenyans. Every assignment, regardless of its size or visibility, deserves professionalism, attention to detail and a commitment to achieving the best possible outcome.

We must, therefore, challenge ourselves to continuously improve our systems, strengthen our technical capacity and find more effective and efficient ways of delivering our mandate.

Prudent resource management is another essential dimension of stewardship. Financial resources, vehicles, equipment, time, information, and other institutional assets must be used responsibly, efficiently, and strictly for their intended purposes. We must remain conscious of the need to minimise waste, maximise value for money and ensure that every resource entrusted to KeNHA contributes meaningfully to the achievement of our mandate.

Every shilling saved through efficiency is a resource that can be directed towards better service delivery and infrastructure development.

Finally, stewardship requires teamwork and a commitment to sustainability. No individual or Department can deliver KeNHA's mandate alone. Our achievements are collective, and so must be our responsibility. We must continue to share knowledge, support one another, strengthen institutional systems and work across departmental boundaries to solve challenges and deliver results. At the same time, we must think beyond the present. Our responsibility extends to protecting the infrastructure we build, strengthening the systems that sustain it and making decisions that create value for future generations.

As we begin Financial Year 2026/2027, I encourage all of us to approach the year with renewed purpose, optimism, and commitment. Let us build on the progress we have made, while remaining open to learning and improvement. Let us hold ourselves accountable for our responsibilities and continue seeking better, smarter and more sustainable ways of serving the public.

The strength of KeNHA will not be measured only by the kilometres of roads we construct, rehabilitate, or maintain. It will also be measured by the integrity, professionalism, accountability, and sense of responsibility with which we deliver our mandate.

Let us strive to be faithful stewards, serving with purpose today and building a stronger KeNHA for tomorrow.

Eng. Luka Kimeli

Continued from pg. 1

reconfiguration of the Westlands Roundabout, carriageway widening adjacent to the Museum Hill Expressway exit, construction of a new slip lane connecting Enterprise Road to the A8 Highway, improved drainage, modern pedestrian facilities, landscaping and urban lighting.

To facilitate effective implementation and monitoring, the project has been divided into 16 construction sections. This phased approach allows for efficient sequencing of works, continuous quality control and close coordination between the contractor and KeNHA's project implementation team. It also enables site-specific challenges to be identified and addressed promptly while maintaining engagement with affected stakeholders throughout the construction process.

The transformation is already visible, with carriageway improvements progressing alongside modern pedestrian infrastructure. The 2.7-metre-wide walkways provide dedicated space for pedestrians, separating foot traffic from vehicular traffic and improving safety and accessibility. A notable feature is the incorporation of tactile paving, including raised yellow strips that assist persons who are blind or visually impaired in navigating the road environment, identifying changes in direction and detecting potential hazards. The high-contrast treatment also improves visibility for people with low vision.



A section of JKIA Walkway nearing completion

Continued on pg. 3

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Continued from pg. 2

The commitment to inclusive design is particularly evident along the trial section between the JKIA Airport Turn-off and Barabara Plaza (Section 15). Upon completion, strategically located footbridges will further improve pedestrian safety by providing grade-separated crossing points.

The project is also addressing longstanding stormwater management challenges along the corridor. Construction of box culverts and cross culverts at strategic locations will increase drainage capacity and improve the movement of stormwater away from the road. These interventions are expected to reduce flooding that has previously affected sections of the A8 corridor during periods of heavy rainfall. Improved drainage will not only enhance road-user safety during adverse weather conditions but will also contribute to the durability and resilience of the highway infrastructure by reducing the risk of water-related pavement deterioration.

Alongside the engineering works, extensive landscaping is giving the corridor a greener and more attractive character. Particular attention is being given to the JKIA B10 section, where carefully selected trees, palms and ornamental vegetation are being introduced to improve the visual environment, reduce dust and enhance the overall appearance of the highway.

Plant selection has considered factors such as drought tolerance, maintenance requirements, available space, and long-term aesthetic value. Species earmarked for the corridor include African Lily, Rhoeo tricolor, Cuphea, Cotton Lavender, Cassia, Jacaranda, Ivory Cane and Golden Palms. Together, the landscaping interventions are intended to create a more welcoming gateway to Nairobi while contributing to the environmental sustainability of the corridor.

An extensive urban lighting programme is being implemented alongside the road and landscaping works. Sections of the JKIA B10 Corridor already feature newly installed lighting, improving visibility for motorists and pedestrians while enhancing safety and security, especially at night. Additional high-mast lighting and overhead electrical infrastructure will be installed at strategic locations and integrated with the existing road lighting network. The progress and quality of the lighting works received commendation from the Cabinet Secretary for Roads and Transport, Davis Chirchir, and Principal Secretary, Eng. Joseph Mbugua, during a night inspection of the project.

Continuous stakeholder engagement remains central to implementation of the project. KeNHA has maintained consultations with communities, businesses, public transport operators, and institutions affected by the works, with the aim of minimising disruption and addressing emerging concerns.

Among the engagements have been consultations with the Westlands Matatu Owners Association regarding the proposed relocation of public service vehicles to facilitate construction of a centrally aligned median bus bay. Discussions have addressed pick-up and drop-off arrangements, public washrooms, designated U-turns, and planned pedestrian footbridges ensuring that the evolving design responds to the practical needs of public transport users and operators.

Project implementation is also under close supervision by KeNHA's management and Board of Directors. The Board, led by Chairman Ms. Winfrida Ngumi, has undertaken inspection visits to assess progress and reaffirm the Authority's commitment to delivering infrastructure that meets high standards of quality, safety, accessibility and sustainability.

Like other large-scale infrastructure projects, the A8/B10 transformation has encountered implementation challenges. Delays in relocating communication fibre cables, electricity lines, and water pipelines have required sustained coordination with utility agencies to minimise their impact on construction schedules.

The project has also necessitated the relocation of businesses and other developments occupying the road reserve, particularly around the Isuzu U-Turn and Cabanas Bus Bay, to facilitate construction of a new slip lane and drainage infrastructure.

Despite these challenges, implementation continues steadily through coordinated engagement among KeNHA, the contractor, utility agencies, businesses, and other stakeholders.

As construction progresses, the A8/B10 Corridor is steadily taking shape as a modern transport gateway that integrates mobility, safety, accessibility, and environmental sustainability. For KeNHA, the project demonstrates a commitment to infrastructure development that goes beyond the traditional road-building approach—integrating engineering excellence, inclusive design, environmental considerations, and stakeholder participation. The A8/B10 project is, therefore, an important part of the capital's continuing transformation into a modern, efficient and sustainable city, and a fitting gateway to Kenya.



A section of JKIA - James Gichuru Junction, flower planting in progress

Strengthening Axle Load enforcement to safeguard kenya's road infrastructure



BY BETHEL VUGUTSA



Mariakani Weighbridge Staff giving a report on the operations of the station.

A safe, efficient, and durable road network is fundamental to Kenya's socio-economic development. Maintaining quality national trunk roads requires not only strategic investment in road construction and maintenance, but also robust measures to protect road assets from premature deterioration caused by overloading. Guided by the East African Community Vehicle Load Control Act, 2016, and its accompanying Regulations, the Kenya National Highways Authority (KeNHA) continues to implement a comprehensive axle load control programme aimed at ensuring compliance with legal load limits, enhancing road safety, reducing maintenance costs, and extending the lifespan of the country's road infrastructure.

In furtherance of this shared mandate, the Traffic Commandant and Commissioner of Police, Benjamin Mwanthi, undertook an official familiarization visit to the Mariakani Weighbridge Cluster. The visit provided an opportunity to gain first-hand insight into axle load control operations, enforcement procedures, and the collaborative roles of the National Police Service (NPS) and KeNHA in safeguarding the country's road assets.

The visit brought together a multisectoral team including Eng. Jared Makori, Deputy Director, Axle Load Control (ALC), KeNHA; Aisha Wario, Regional Traffic Enforcement Officer (RTEO), Coast Region; Gerald Mwema, Deputy Officer Commanding the Axle Load Enforcement Unit (ALEHU); Eng. George Ngugi, Operations Manager, Ebenezer Commercial Works Limited (ECW); and Eng. Davis Ndinya, Assistant Engineer, ALC, KeNHA.

The delegation toured the Mariakani, Mtwapa, and Dongo Kundu Weighbridges, reviewing the Authority's axle load management systems, vehicle weighing process, and the operational procedures employed at both static and mobile weighbridges. The team also observed the critical role played by police officers in stopping and directing heavy commercial vehicles for mandatory compliance checks, an essential component of ensuring adherence to axle load regulations.

Addressing officers drawn from the Mariakani Cluster, Commissioner Mwanthi emphasized that effective axle load enforcement is built on professionalism, discipline and unwavering integrity. He directed that heavy commercial vehicles should undergo the mandatory weighing process before leaving a weighbridge, emphasising that strict adherence to established procedures is essential to protecting road infrastructure and ensuring consistency and fairness across the transport sector.

The Traffic Commandant also called for closer collaboration between enforcement officers and the appointed contractor to improve operational efficiency and service delivery. He encouraged officers to use official communication channels while on duty, embrace continuous capacity building, and uphold the highest ethical standards. He further reiterated that conduct that compromises the integrity of axle load enforcement would not be tolerated.

Speaking during the engagement, Eng. Jared Makori reaffirmed KeNHA's commitment to effective, transparent, and accountable axle load enforcement as a key pillar of sustainable road asset management. He reminded officers that their responsibility extends beyond regulatory compliance. Every vehicle accurately weighed and assessed contributes to protecting the structural integrity of the national highway network.

Effective axle load control helps reduce premature pavement deterioration, minimise road maintenance costs, improve road safety and protect public investment in transport infrastructure.

Overloading can impose stresses on road pavements and structures beyond their intended design parameters. Consistent enforcement of legal load limits is therefore essential to ensuring that Kenya derives maximum value and longevity from its investments in road infrastructure.

The familiarization visit reaffirmed the strong partnership between KeNHA, the National Police Service, and Ebenezer Commercial Works Limited in strengthening axle load control and enforcement. The collaboration demonstrates the importance of coordinated action in protecting national road assets and ensuring that enforcement systems operate efficiently, transparently and professionally.

Through continued collaboration, adherence to the East African Community legal framework and a shared commitment to integrity and excellence, the partners remain focused on protecting Kenya's highway infrastructure, facilitating the safe movement of people and goods and supporting sustainable economic development.

Effective axle load control is ultimately an investment in the longevity of Kenya's roads, and in the people, businesses and communities that depend on them every day.



KeNHA Deputy Director Axle Load Control, Eng. Jared Makori gives remarks during his visit to Mariakani Weighbridge Station

ROAD INSPECTION - LOWER EASTERN REGION





His Excellency President William Ruto inspected the ongoing upgrading of the Zombe – Chuluni (B87) Road to bitumen standards, reaffirming the Government's commitment to improving road infrastructure and enhancing connectivity across the country. During the inspection, KeNHA's Lower Eastern Region team, led by Principal Engineer Justus Cheruiyot, briefed the President on the progress of the project.

ROAD INSPECTION - COAST REGION





KeNHA Director General Eng. Luka Kimeli inspected the ongoing Mombasa–Kwa Jomvu–Mariakani (A8) Road Project, reaffirming the Authority's commitment to delivering quality highway infrastructure that supports efficient transport and regional trade.

ASK SHOW EXHIBITIONS - NYANZA REGION







KeNHA was recognized for her outstanding exhibition at the Kisumu Show, earning several awards that reflect the Authority's commitment to innovation, public engagement, and service excellence. The awards were presented by the Deputy Governor of Kisumu County, Dr. Mathew Ochieng Owili, who congratulated the KeNHA team on her exemplary performance. KeNHA emerged First in the Best Innovation and Invention Stand category and also received the prestigious Branch Chairman's Commendation Trophy.

Paving the way for regional integration

In Northern Kenya, the Kenya National Highways Authority (KeNHA) is implementing a transformative road development agenda that extends beyond constructing and rehabilitating national trunk roads. This initiative aims to unlock the region's broader socio-economic potential. The improved road infrastructure is not only enhancing security and regional integration but also facilitating the movement of people and goods. Additionally, complementary community social investments are being made to address local needs and strengthen the social impact of infrastructure development.

In this context, we would like to highlight the progress of key projects such as the Horn of Africa Gateway Development Project (HoAGDP), the Garissa–Modogashe Road, and the Maralal–Morijo (Suyani) Road. These projects exemplify the Authority's commitment to developing resilient road infrastructure, which catalyses inclusive growth and sustainable transformation across Northern Kenya.

Inside the Horn of Africa Gateway Development Project



BY MAUREEN WANGARI



A section of Garissa - Modogashe Road

The Horn of Africa Gateway Development Project (HoAGDP), one of the World Bank's largest investments in the region, is making notable progress in enhancing regional connectivity and unlocking economic opportunities along the Isiolo–Mandera Corridor. A recent inspection conducted by a team from the Kenya National Highways Authority (KeNHA) in collaboration with the World Bank revealed that the project is currently 52% complete. Led by KeNHA's Director for Development, Eng. Henry Gakuru, and World Bank Mission Leader Qimiao Fan, the inspection underscored the joint commitment to establishing a world-class corridor that integrates advanced civil engineering, digital connectivity, and community development.

To meet the essential needs of design reviews and construction supervision, the project's contract period has been extended from the initial 58 months to 72 months. This revised timeline ensures that the road works, digital layout, and subsequent maintenance phases uphold the highest standards of structural integrity and safety. The project, which commenced in June 2022, is expected to be completed by June 2028.

A closer look at the Isiolo–Kulamawe and Kulamawe–Modogashe sections reveal an impressive operational footprint. The main engineer and contractor camp sites are fully established and operational at Km 111+900 RHS, complete with offices, residential housing, laboratories, and essential survey equipment.

The contractor has exceeded baseline requirements to ensure rapid and high-quality project execution. Equipment mobilization has reached 110.9%, with the contractor deploying 193 items of plant and heavy machinery against the minimum requirement of 174. This level of mobilization demonstrates the contractor's strong preparedness and commitment to maintaining efficient construction operations.

A dedicated quarry site located at Km 5+900 RHS, off the Garbatula Loop Road, is fully operational and supporting project activities. The site is equipped with essential production facilities, including operational crushing, asphalt batching, concrete batching, and stabilized soil mixing plants, ensuring a reliable supply of construction materials and minimizing delays associated with material sourcing.

The project is also making a significant contribution to employment creation, with a total workforce of 909 personnel currently engaged on-site. In line with the contractor's commitment to local empowerment, 852 employees are local staff, while 57 are expatriates. Furthermore, women account for 12.8% of the total workforce, with 116 women actively participating in the project's implementation.

The HoAGDP is a holistic and multisectoral design. KeNHA is working in close coordination with partner agencies like the ICT Authority (ICTA) to lay fiber optic infrastructure alongside the road, bringing high-speed digital connectivity to historically underserved regions.

The project is also supported by the Kenya Revenue Authority (KRA), the National Treasury, the Ministry of Roads and Transport, the Ministry of Interior, the North and North Eastern Development Initiative (NEDI), and the Frontier Counties Development Council (FCDC).

True development is measured by its impact on people; Under the HoAGDP social development umbrella, KeNHA and the World Bank are running vocational and technical training programs for local youth, women, persons living with disabilities, and Project Affected Persons (PAPs) across Isiolo, Meru, Wajir, and Garissa Counties.

During phase one, 120 trainees were enrolled in technical institutions. Many are currently undertaking industrial attachments, gaining hands-on, market-oriented skills that guarantee long-term economic independence long after the heavy machinery has left the corridor.

By weaving together transport, digital technology, and human resource development, the Horn of Africa Gateway Development Project is firmly on track to build a more integrated, resilient, and prosperous region.

Through this project, KeNHA has extended the benefits of infrastructure development beyond road construction by creating sustainable livelihood opportunities.

Garissa–Modogashe Road project progress



BY DANIEL KIGEN

The Garissa–Modogashe Road forms a critical link in Northern Kenya's transport network, supporting regional connectivity, trade, and access to essential services. Its transformation from an earth road to a bitumen-standard corridor represents sustained investment and collaboration between the Government of Kenya, the Kenya National Highways Authority (KeNHA), and international development partners.

The road forms part of the wider Garissa–Nuno–Modogashe–Wajir Corridor, approximately 320 kilometres long, which serves as an important transport and trade link connecting Nairobi and Northern Kenya to Ethiopia and, through onward routes, the wider Horn of Africa region.

For many years, sections of the corridor posed significant challenges to motorists, particularly during the rainy seasons when some stretches became difficult, and at times impossible, to traverse. These conditions disrupted the movement of people and goods and constrained access to markets, schools, healthcare and other essential services.

The ongoing upgrading of the corridor to bitumen standard is, therefore, a major infrastructure undertaking for Northern Kenya. The project is being implemented through collaboration between the Government of Kenya and KeNHA, with financial support from development partners, including the Saudi Fund for Development (SFD), Kuwait Fund for Arab Economic Development, OPEC Fund for International Development, and the Abu Dhabi Fund for Development.

A recent site visit provided an opportunity for the KeNHA team to assess progress on the project alongside a delegation from the Saudi Fund for Development, which was visiting Kenya for the first time to review projects supported by the Fund.

En route to the project site, the delegation held a brief meeting at the Upper Eastern Regional Office, where the team received an overview of the road's strategic importance. Particular attention was given to its role in connecting Northern Kenya with the rest of the country and facilitating movement towards the Kenya–Somalia border.

The delegation subsequently proceeded to project inspection sites along the corridor, where members engaged with residents and other stakeholders. These interactions offered valuable insights into the experiences of communities living along the road and the impact of improved infrastructure on their daily lives.

Residents highlighted several benefits associated with the road improvement, including better access to markets, health facilities and schools, as well as enhanced mobility and greater reliability of travel.

For communities that have experienced the challenges of poor road conditions for decades, the upgrading of the corridor represents a significant improvement in connectivity and access to economic and social opportunities.

The benefits of the project extend beyond reduced travel times. A reliable road network is fundamental to opening up remote and underserved areas, strengthening local economies, facilitating trade and improving access to public services.

In Northern Kenya, where long distances and challenging terrain have historically constrained mobility, improved road infrastructure is particularly important in promoting inclusive regional development and economic integration.

Security considerations also formed an important part of the field visit. The delegation travelled under armed security escort, reflecting the security requirements associated with operating along a corridor located close to the Kenya–Somalia border.

The team also engaged with the Regional Commissioner responsible for the Garissa–Mandera–Moyale Corridor, underscoring the importance of coordination among national agencies in supporting security, project implementation, and effective management of strategic transport infrastructure in the region.

Such collaboration is essential in creating an enabling environment for infrastructure development and ensuring that strategic road corridors continue to serve communities and facilitate regional economic activity.

Field inspections provide an important link between project implementation, development financing, and the communities that ultimately benefit from infrastructure investments. They enable development partners to assess progress on the ground, engage directly with project stakeholders, and gain a deeper understanding of the broader social and economic impact of their support.

The Garissa–Modogashe Road demonstrates the value of sustained partnerships in addressing infrastructure gaps and improving connectivity in underserved regions. Beyond the construction of a bitumen-standard road, the project is expanding access to markets and essential services, supporting regional trade and strengthening the integration of Northern Kenya into the national and wider Horn of Africa transport network.

The continued collaboration between the Government of Kenya, KeNHA, and development partners remains central to advancing strategic infrastructure development, improving the quality of life for communities, and unlocking the economic potential of Northern Kenya.



Project team pose for a group photo along the Garissa - Modogashe Road

Rewriting the economic and security narrative of Samburu County

BY STANLEY KUTSWA

In November 2025, President William Ruto launched the tarmacking and comprehensive rehabilitation of the Maralal–Morijo (Suyani) road network in Samburu County, marking a significant milestone in the Government's efforts to strengthen connectivity and integrate the northern corridor more effectively into the national economy.

The multi-billion-shilling flagship infrastructure project is designed to improve mobility, reduce travel times, connect remote communities to commercial centres and enhance access to agricultural markets, public services, and other essential facilities.

The 95-kilometre corridor, being implemented by the Kenya National Highways Authority (KeNHA), is divided into two strategic sections. The first phase covers the 30-kilometre Maralal–Morijo (Suyani) section, which is being upgraded to bitumen standard to facilitate more efficient and reliable movement of people and goods.

The second phase covers the 65-kilometre Morijo (Suyani)–Baragoi section, which is being improved through heavy engineering graveling. The intervention is intended to provide a more durable and reliable road surface capable of supporting regular traffic while responding to the region's challenging climatic and terrain conditions.

For many years, transport connectivity across northern Samburu has presented significant challenges for pastoral communities whose livelihoods depend on mobility in search of pasture and water.

Periods of drought, limited water resources, and changing grazing conditions can require families and livestock to travel considerable distances. Poor road infrastructure has compounded these challenges by making movement slower, more costly, and less predictable, while limiting communities' access to markets, healthcare, education and other essential services.

The Morijo (Suyani)–Baragoi section, in particular, has faced significant infrastructure challenges. Its previously unpaved and rugged surface has made transportation difficult, increasing vehicle operating costs and contributing to delays in the movement of people, livestock, and goods.

For traders dealing in livestock and other perishable products, unreliable transport can have direct economic consequences. Difficult road conditions can delay access to markets and reduce the ability of communities to participate effectively in commercial activities, limiting opportunities to earn sustainable incomes.

Reliable road infrastructure is also important to the delivery of public services and the overall security of communities in remote areas.

Improved roads can enhance the ability of emergency responders, security agencies, healthcare providers, and other government services to reach communities in a timely manner. Better connectivity is particularly important in areas where long distances and difficult terrain can significantly affect response times.

The rehabilitation of the corridor is, therefore, expected to contribute not only to improved mobility but also to stronger service delivery and enhanced integration of communities that have historically faced significant geographical and infrastructure constraints.

The Government's investment in the Maralal–Morijo–Baragoi Corridor reflects the recognition that quality road infrastructure is a critical foundation for inclusive economic and social development. For the communities of Northern Samburu, an improved road network means greater opportunities to access markets, schools, healthcare facilities, and other services. For businesses and traders, it provides a more reliable connection to commercial centres. For government agencies, it strengthens access to communities and improves the delivery of essential services.

As KeNHA continues to implement the project, the transformation of the corridor is expected to provide a more reliable transport link while supporting the resilience and economic potential of communities across Northern Samburu.

The Maralal–Morijo–Baragoi Road is more than a transport project. It is an investment in connectivity, opportunity, and the integration of Northern Samburu into Kenya's broader development agenda.

Engineering the future through regional and global synergy

How EPC 2026 positioned Kenya for sustainable growth



BY ENG. COLLINS A. OLAKI

Mombasa County recently hosted the 7th Engineering Partnerships Convention (EPC) 2026, bringing together engineers, policymakers, researchers, academics, development partners and industry leaders to deliberate on the future of engineering and its role in Kenya's development.

The convention provided a platform to reaffirm Kenya's commitment to engineering excellence, infrastructure transformation, and the sustainable development of the Blue Economy.

The event was officially flagged off by Eng. Joseph Mbugua, Principal Secretary, State Department for Roads, alongside Eng. Dr. Festus Ngeno, Principal Secretary, State Department for Environment and Climate Change. Their participation underscored the importance of strengthening collaboration between the infrastructure and environmental sectors to advance climate-conscious development.

A key message emerging from the convention was that Kenya's infrastructure growth must go hand in hand with environmental sustainability. Discussions highlighted the critical role of engineering in developing climate-resilient infrastructure, promoting sustainable construction practices, and supporting long-term national prosperity.

The convention also placed significant emphasis on Kenya's growing Blue Economy, which presents opportunities in trade, employment, tourism, maritime transport, offshore energy, and coastal development.

With Kenya's maritime domain encompassing approximately 230,000 square kilometres of Indian Ocean waters, engineering expertise will be essential in unlocking the sector's full potential. Participants explored opportunities in areas such as port infrastructure, transport corridors, shipyards, renewable energy, and smart infrastructure, highlighting the potential for engineering innovation to strengthen Kenya's position as a competitive

regional gateway.

Safety and skills development featured prominently throughout the convention. Presentations and discussions underscored the need to strengthen safety culture across the engineering sector, enhance continuous professional development, and equip practitioners with skills relevant to emerging technologies.

Automation, digital systems, green energy, and cyber-physical systems are rapidly transforming the engineering landscape. The discussions, therefore, emphasised the importance of preparing engineers to respond effectively to these changes while maintaining the highest standards of safety, professionalism, and public service.

For the Kenya National Highways Authority (KeNHA), participation in EPC 2026 represented more than attendance at a professional gathering. It provided an opportunity for the Authority to engage with industry stakeholders, share knowledge, explore emerging innovations, and contribute to conversations shaping the future of Kenya's engineering profession.

KeNHA's participation further demonstrated her commitment to developing modern, resilient, and sustainable road infrastructure while supporting the continuous professional development and advancement of her staff.

As the convention concluded, a shared vision emerged: Kenya is engineering a stronger and more sustainable future.

Through institutions such as KeNHA, which continue to champion innovation, collaboration, knowledge sharing, and capacity building, Kenya is strengthening its capacity to deliver sustainable infrastructure and contribute to regional development.

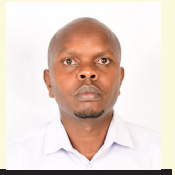
The conversations and partnerships fostered at EPC 2026 reaffirm the vital role of engineering in



KeNHA Director PRC, Eng. Daniel Cherono and Deputy Director Eng. Clarence Karot engaging fellow engineers during the EPC session

KeNHA Western Region commemorates

World Rainforest Day



BY ALBERT SANG

Often referred to as the "lungs of the planet," rainforests play a vital role in regulating the climate, protecting water catchments, supporting biodiversity, and absorbing significant amounts of carbon dioxide. Their continued degradation poses serious risks to ecosystems, livelihoods and communities around the world.

For an organization such as the Kenya National Highways Authority (KeNHA), commemorating World Rainforest Day provides an opportunity to reaffirm the importance of environmental stewardship in infrastructure development. As the custodian of Kenya's national trunk roads, KeNHA recognizes that sustainable infrastructure must be planned, constructed, and maintained in harmony with the natural environment. Road development and environmental conservation are not competing priorities; rather, they are complementary elements of responsible and resilient development.

The KeNHA Western Region joined national and county leaders, development partners, and local communities in observing World Forest Day 2026 at the Lianugu Forest Block. The celebrations, held under the theme 'The Forest Within You', was graced by the Cabinet Secretary for Environment, Climate Change and Forestry, Deborah Barasa, Kenya's Ambassador and Permanent Representative to UNEP, Mama Ida Odinga, and the Governor, Kakamega County, Fernandes Barasa, among other distinguished guests.

Discussions during the event highlighted the exceptional ecological value of Kakamega Forest, including its rich biodiversity, medicinal plant species, role in influencing local rainfall patterns and importance in protecting water catchment areas.

The forest also supports local livelihoods and provides an important platform for research, education, tourism and environmental awareness.

As part of the celebrations, KeNHA Western Region, in collaboration with government leaders, community members, and other stakeholders, participated in the planting of more than 100,000 indigenous tree seedlings. The initiative reaffirmed KeNHA's commitment to integrating environmental restoration and protection into her broader development mandate. Tree planting and forest restoration are important components of building resilient ecosystems, particularly as communities and infrastructure face the growing effects of climate variability and environmental degradation.

The initiative also demonstrated the value of partnerships in conservation. Collaboration among national and county governments, government agencies, development partners, educational institutions, the private sector and local communities can significantly strengthen efforts to protect and restore Kenya's forest resources.

Communities serve as custodians of forests, and their active participation is essential in preventing illegal activities. Despite their significance, forests are threatened by various issues, including illegal logging, charcoal burning, agricultural and infrastructural expansion, forest fires, and climate change. The loss of forests results in decreased biodiversity, reduced rainfall, droughts, flooding, soil degradation, and heightened global temperatures. If deforestation continues, both wildlife and human communities will face severe consequences. Community forest associations help manage forest resources sustainably while also benefiting from conservation programs. Furthermore, traditional knowledge is vital in protecting forests. Many indigenous communities have practiced sustainable use of forest resources for generations, demonstrating that humans can coexist peacefully with nature.

Forests perform numerous ecological, economic and social functions. Kakamega forest, Kenya's only tropical rainforest, is an excellent example of a rich ecosystem. It hosts hundreds of bird species, butterflies, mammals, reptiles, medicinal plants and indigenous trees. Many researchers, tourists and students visit the forest to learn

about its unique biodiversity. Conserving such forests ensures that future generations continue benefiting from these natural resources.

The theme 'Forest Within You' offers a a powerful reminder of the interconnectedness between people and nature. Healthy forests contribute to healthy ecosystems, resilient communities and a healthier planet. Their protection is therefore not solely the responsibility of conservation agencies. It is a shared responsibility that requires action from governments, institutions, businesses, communities and individuals.

The World Forest Day celebrations in Kakamega demonstrated what can be achieved when stakeholders work together towards a common environmental goal.

The future of Kenya's forests will depend not only on protected areas and restoration programmes, but also on the values, choices and everyday actions of the people who live alongside and benefit from these vital ecosystems.

For KeNHA, the message is clear: **building Kenya's infrastructure and protecting Kenya's natural environment must advance hand in hand.**



Can AI replace human beings?

How AI is quietly reshaping your job, and why that's not the end of the world



BY PATRICIA GITHAE

You know the feeling. The cursor blinks. The document is open. Your supervisor, your patient's chart, or your client's brief is waiting to produce something intelligent, and your mind has decided that this is an excellent moment to produce absolutely nothing. That paralysis, the gap between what you know and what you can produce under pressure, is one of the oldest anxieties in professional life. Now imagine something that does not experience that gap. Something that can generate a first draft, suggest a differential diagnosis, develop a lesson plan or write a line of code almost instantly, on command, without so much as a sigh.

That something... is already on your colleague's laptop. And possibly yours.

Artificial intelligence is not coming. It has arrived, quietly, incrementally, without the dramatic singularity that science fiction promised. In fact, it has been on the rise since the 1970s. And if you have heard the panicked question: "Will it take my job?" Here is the more honest answer: AI will not replace you. But a human using AI will. The emerging skill divide may no longer be about who knows the most facts. It is increasingly about who can ask the right questions, evaluate the answers and apply sound professional judgment.

The calculator fallacy

Every generation encounters its own version of this technological panic. When calculators entered classrooms in the 1970s, mathematics teachers warned of cognitive collapse. Students, they argued, would forget how to think numerically. What actually happened? Mathematicians were liberated from tedious arithmetic to spend more time on the problems that actually mattered: proof, theory, and application. The calculator did not replace mathematicians. It elevated their work.

Similarly, in visual art, when Photoshop arrived, illustrators feared the death of craft. Instead, a new creative economy emerged: digital artists who understood both the tool and the underlying principles of composition, colour, and storytelling thrived. Those who only knew the tool, without understanding what they were making or why, struggled. Photoshop changed what illustrators did. It did not end painting.

History is fairly consistent on this point: technology creates new roles even as it eliminates old tasks. The question is never whether change is coming. It is whether you are positioned to move with it.

The death of busy work

Let us be precise about what AI is actually eliminating, because it is not your expertise. It is your paperwork.

For doctors, clinical note-taking is the obvious casualty. Physicians who spend forty minutes at the end of each shift summarising what happened in their consultations will soon have that time returned to them. For teachers, lesson plan formatting, the laborious business of structuring, templating, and aligning curricula to standardised objectives is already being automated. Engineers who write boilerplate code will find that AI fills those sections in seconds. Students who spend hours formatting citations will find the bibliography assemble itself.

This sounds like liberation. But it is, with a catch.

What do you do when you can no longer use "being tired from paperwork" as an excuse?

Here is the uncomfortable truth embedded in the efficiency gain: if you save ten hours a week on busy work, society will expect ten hours of higher-order thinking. The cognitive load does not disappear; it relocates upward. The doctor will be expected to be more present with patients, more analytically sharp with complex cases. The teacher will be expected to design richer learning experiences, not just deliver them. The engineer will be expected to think architecturally, not just functionally. The student will be expected to actually understand what they submitted.

The hallucination problem

AI language models do not express uncertainty the way a junior colleague might: hedging, flagging gaps, asking for a second opinion. They produce fluent, well-structured, authoritative-sounding text even when the underlying information is fabricated. In the

industry, this is called hallucination. In practice, it is a trap for the indifferent.

The student who submits an AI-generated essay without reading it will discover, on the day of reckoning, that the citations point to articles that do not exist. A doctor who treats an AI differential diagnosis as a final word rather than a starting point may miss the rare disease hiding behind the common one. An engineer who deploys AI-generated code without auditing it may introduce a security flaw that an attacker will find long before the development team does.

This is the new professional imperative. The most valuable human skill of the next decade is not prompt engineering. It is verification; the disciplined habit of fact-checking, logic-checking, and ethical-checking every output before it leaves your hands. The person who can use AI fluently and critically will outperform both the person who refuses to use it and the person who uses it blindly.

What separates the dangerous user from the effective one is not intelligence. It is the intellectual humility to ask: could this be wrong? And how would I know?

A real-world example: Drone intelligence on Kenyan roads

Abstraction is easy. Let us talk about tarmac.

The Kenya National Highways Authority (KeNHA), in partnership with the Japan International Cooperation Agency (JICA), has been deploying drone intelligence along Kenyan road corridors, particularly the Mombasa Port Area, to identify threats that human inspectors would either miss entirely or catch far too late. The drones detect early signs of sinkholes forming beneath the surface and slope instability along embankments; the kind of invisible structural deterioration that, left unaddressed, results in catastrophic road failures, washed-out infrastructure, and, in the worst cases, lives lost.

What happens when a drone flags a risk? A repair team is dispatched faster than any schedule-based inspection system would permit. The intervention cost drops. The catastrophe prevented.

Now, did the drone replace the road engineer? Not remotely. What it gave the engineer was something no human inspection protocol could provide, superhuman vision across vast stretches of terrain, in conditions and at speeds that change the economics of maintenance entirely. The engineer still makes the call. The engineer still understands the soil, the drainage, the load factors. The drone simply extends what is possible for a human with that knowledge to see and act upon.

That is the template. Not replacement. Simply extension.

The soul question: What AI cannot replace

AI can mimic form. It can mimic data. What it cannot do and this matters more than the technologists will tell you, is share lived experience.

A patient receiving a cancer diagnosis does not want a well-structured paragraph generated at 0.02 seconds. They want a doctor who has sat across from someone in that same chair before. Who has learned, through experience, how to hold the silence that follows the word malignant. A student struggling with quadratic equations does not need an AI to generate the correct working, they need a teacher who notices that they have not eaten since yesterday.

The most irreplaceable human contributions have always been the ones that require presence, context, and the kind of judgment that comes from having been wrong before and learned from it. AI can accelerate the production of everything. It cannot manufacture the wisdom to know what was worth producing in the first place.

The agency imperative

So, what do you do with all of this? You act. Deliberately. With your eyes open.

For students, this means learning not just how to use AI tools, but how to interrogate their outputs, cross-reference sources, test logic, and build the critical habit before it is needed in higher-stakes settings. For teachers, the answer lies in assessment redesign: grade the drafts, the prompt logs, the revision history. The process reveals the thinking.

For doctors and engineers, the obligation is structural: demand transparency from the software vendors embedding AI into your workflows. Explainability is not a luxury feature. It is a professional and ethical requirement. For artists and designers, the answer is curation, understanding what makes your voice distinct, and protecting it with the same intentionality you would bring to any creative decision.

Ignoring AI is no longer a virtue. It is not principled resistance. It is professional negligence dressed up as philosophy. The only ethical path forward is literacy: understanding the tools well enough to use them, and well enough to refuse them when they fail.

The blank page was never really the enemy. The blinking cursor in that empty document was always asking a simple question: **what do you actually know, and what are you willing to do with it?** AI makes that question more urgent. It can help us start faster. It can help us process more information. It can automate repetitive tasks and extend what professionals are capable of seeing, creating and analysing. But it does not absolve us of responsibility. The judgment, the curiosity, the verification, the empathy and the decision to act remains stubbornly, irreducibly human. For now, that is enough. The cursor is still blinking. The next move is yours.



Usalama dhabiti wa barabarani



NA PATRICK MOGAKA

Uhandisi ni mojawapo ya mihimili mikuu katika ukuaji wa taifa. Maendeleo ya kiteknolojia na ujenzi kwa ujumla hutegemea pakubwa uhandisi ambao mara nyingi huichorea ramani nchi na kuisawazisha na mataifa yaliyoimarika kwa usasa. Ndani ya taaluma hii, wahandisi hupitiza kauli na maarifa yao sio tu kwa maneno bali kwa vitendo hasa. Hima kila kunapopambazuka mawazo ya machweo hujilainisha kutoka kwa waja hadi kwa haja lengo kuu likiwa ni kuifaa nchi hima fa hima.

Chini ya kauli mbiu, "Barabara bora, Miunganisho Mema" Mamlaka kuu ya Barabara nchini Kenya (KeNHA) imesawazisha kauli hii kwa kuunganisha hekima ya kiufundi na vifaa vya ufundi. Mchechemko huu katika Mamlaka ni mfano wa mwanzo wa kochi ambao ni mshonazi; safari ya kufasiri usafiri wetu imeimarishwa na mshikamano na bidii ya wahandisi. Maoni na mahitaji ya wananchi na taifa kwa jumla ndio wajibu wa mamlaka husika. Humu, wahandisi wameunganishwa bila ya kujali rangi, tabaka, jinsia, au hadhi katika jamii, muhimu ikiwa ni kuboresha barabara na kuimarisha miunganisho ndani na nje ya taifa la Kenya na viunga vyake. Haya yote huimarishwa kutokana na mikutano ya umma na ya kipekee inayowaleta wahandisi kuzungumza maswala ya maendeleo ya barabara zetu.

Chini ya afisi ya Mkurugenzi Mkuu, Mhandisi Luka Kimeli, mikutano ya kitaaluma imefanywa ili kuwaungansha kina mama walioko kwenye taasisi ya uhandisi nchini. Mawazo na azma yao ya kuimarisha usafiri murua na maendeleo nchini hufadhiliwa na kuwa ruwaza ya mamlaka hii. Mikutano hii imezalisha baadhi ya maendeleo na ukuaji wa miundo msingi kwenye Miji na Vijiji ndani na nje ya taifa ikiwemo Barabara Kuu ya Thika, na Barabara Kuu ya Mombasa ambazo ni barabara zenye muhimili mkuu wa kuwaunganisha kwa usafiri wananchi na wageni wanaozuru taifa hili. Kauli "Hakuna chetu bila sisi" ndio kurunzi kwenye baraste hii ya ujenzi na maendeleo Mamlakani. Wahandisi wetu wametenda kando na kusema na hata sasa baadhi ya barabara zilizo chini ya himaya yetu zikijengwa na kukarabatiwa: Kenol- sagana- Marua, Barabara Kuu ya Mombasa- Mariakani, Barabara ya Naivasha- Njambini ni baadhi ya barabara zilizo chini ya himaya ya Mamlaka hii.

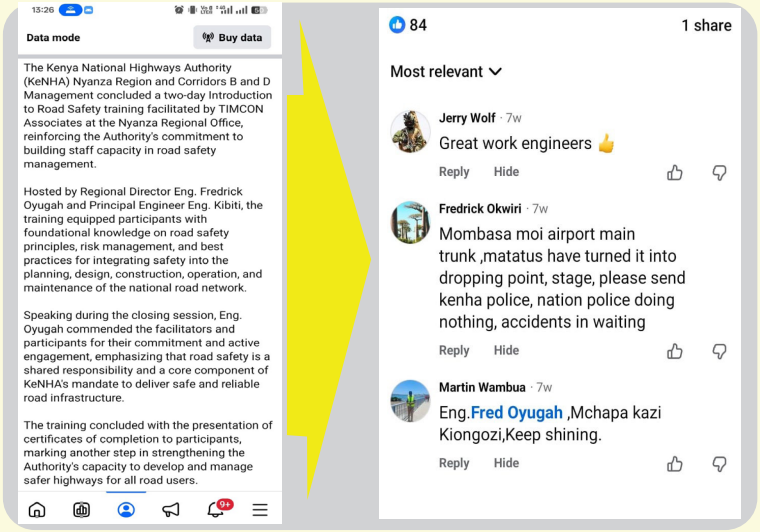
Ndoto na azma ya mamlaka hii ni mfano wa mchakato ujao usiolengwa kwa jiwe. Mamlaka hii imetanua mizizi yake mbali na ujenzi na ukarabati wa barabara hadi kuimarisha usalama dhabiti na usafi wa afya kwa watumizi wa barabara na wananchi kwa ujumla; Madaraja ya juu na sehemu za chini kwa watembeaji wa miguu ili kuzuia ajali kwenye sehemu iliyotengewa magari. Katika usafi na uimarishaji wa afya, vyoo vimenadhifisha afya ya Wakenya. Hima ni jukumu letu kuimarisha mahusiano baina ya wananchi na waajiri wetu kwa kuboresha usafiri wa barabarani.

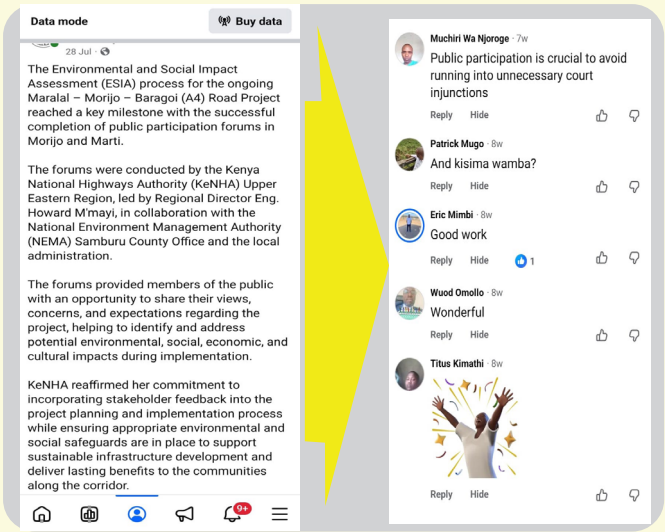
Usafiri wako ndilo jukumu letu, mahusiano na mitagusano yako ndiyo furaha ya Mamlaka yetu.



Daraja la watembea kwa miguu la Moi International Airport Aceess

Opinion / Feedback





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