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THE NATIONAL ASSEMBLY

THIRTEENTH PARLIAMENT – THIRD SESSION - 2024

REPORT OF THE DEPARTMENTAL COMMITTEE ON TRANSPORT &
INFRASTRUCTURE ON ITS STUDY TOUR TO FRANCE: 18TH -22ND JUNE, 2023

CLERK'S CHAMBERS
DIRECTORATE OF DEPARTMENTAL COMMITTEES
PARLIAMENT BUILDINGS
NAIROBI

FEBRUARY, 2024

THE NATIONAL ASSEMBLY PAPERS LAID	
DATE: 29 FEB 2024	DAY: THURS
TABLED BY:	HON GEORGE KARIUKI, MP Chairperson, Committee on Transport & Infrastructure Ar shubuko

TABLE OF CONTENTS

CHAIRPERSON'S FOREWORD	3
1.0 PREFACE	5
1.1 Mandate of the Committee	5
1.2 Committee Subjects	5
1.3 Committee Membership	6
1.4 Secretariat	7
1.5 Objective of the Study Tour	7
1.5 Composition of the Delegation	8
2.0 BACKGROUND OF THE STUDY TOUR	14
3.0 MEETINGS / PRESENTATIONS	15
3.1 Introduction of French public Transport Governance Mr. François Durovray, President of Essonne County Council and President of CODATU	15
Mr Durovray informed the delegation that,	15
3.2 Operations of CODATU by Mr. Jean Jacques Executive Manager, CODATU	16
3.3 Meeting with SYTRAL Mobilites	17
3.4 Field visit with Keolis Lyon	17
3.5 Meeting with Officials of Île-de-France Mobilités (IDFM), Paris	19
3.6 Meeting with the French Development Agency (AFD)	20
4.0 LESSONS LEARNT/ OBSERVATIONS	22
5.0 RECOMMENDATIONS	23

CHAIRPERSON'S FOREWORD

The Ministry of Roads and Transport invited the Departmental Committee on Transport and Infrastructure to participate in a study Tour in France. The tour was held from 17th to 22nd June, 2023 in the Cities of Lyon and Paris.

The tour was part of a Technical Cooperation with the French Government agreement to support the Nairobi Metropolitan Area Transport Authority (NaMATA) in its operationalization. This collaboration will be carried out through a Public Transport Technical Assistance Project (PTTA), aimed at facilitating the establishment and operationalization of BRT Line 3, being funded by the French Development Agency (AFD), the European Union (EU), and the European Investment Bank (EIB).

The delegation from the National Assembly comprised of three (3) Members; two (2) Members were from the Departmental Committee on Transport and Infrastructure and one Member from the Departmental Committee on Administration and National Security. The delegation comprised:

- 1) Hon. Samuel Arama, M.P.- Leader of delegation
- 2) Hon. Kibet Komingoi Kirui, M.P
- 3) Hon. Edward Oku Kaunya M.P
- 4) Ms. Tracy Chebet Koskei, Clerk Assistant/ Delegation secretary

The delegation had a productive visit with various government bodies in France including the Transport Authorities, private sector operating the transport network, bus depot/ assembling plants and financiers of public transport. The delegation also got to first hand experience of using a train from Lyon City to Paris City, a distance of four hundred kilometers covered in two (2) hours. The delegation also used trains for their daily commute and therefore got to experience the convenience of an efficient public transport system.

Among the objectives of the study tour was to understand the French public transport sector through engagement with various players in the public transport sector, the government, operators and financial institutions, to get an overview of the French governance framework, offering participants a broader understanding of the strategic approaches employed in urban mobility planning and to give the delegation an understanding on how to integrate different modes of transport

The delegation learnt that Kenya can benefit from adopting an integrated and multimodal approach to urban mobility. The tour showcased the success of transportation hubs that seamlessly connect various modes of transport, such as trains, buses, trams, and bicycles. Kenya can aim to develop similar multimodal centers to improve connectivity and provide convenient transfer options for commuters.

The study tour highlighted the importance of strong governance frameworks and coordination among stakeholders and the need to explore public-private partnerships and innovative financing strategies to mobilize resources for infrastructure development, maintenance, and operational costs.

The Committee therefore recommends that the Government through the Ministry of Road and Transport should focus on implementing integrated transportation solutions that prioritize seamless connectivity and multi-modal options. Further, the Government should prioritize the adoption of environmentally friendly initiatives, such as promoting the use of electric buses, implementing bike-sharing programs, and enhancing pedestrian/ cyclists walk ways. These efforts can help reduce carbon emissions, improve air quality, and create a greener and healthier urban environment.

Additionally, the Government should leverage on Leveraging Innovative Financing Models from international organizations, development banks, and private investors to support urban mobility projects.

The delegation had a productive visit with various government bodies in France including the Transport Authorities, private sector operating the transport network, bus depot/ assembling plants and financiers of public transport.

I would like to thank the Committee Members who participated in the benchmarking visit, appreciate the role played by the Office of the Clerk of the National Assembly in facilitating the visit, and commend the secretariat for providing technical and logistical support to the Committee.

On behalf of the Committee, I am pleased to present the Report of the Committee on the Study Visit to France by the Departmental Committee on Transport and Infrastructure.

HON. G.K. GEORGE KARIUKI, M.P

CHAIRPERSON, DEPARTMENTAL COMMITTEE ON TRANSPORT & INFRASTRUCTURE

1.0 PREFACE

1.1 Mandate of the Committee

1. The Departmental Committee on Transport and Infrastructure is established pursuant to the provisions of Standing Order No. 216 (1) and (5) with the following terms of reference: -
 - a. investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned Ministries and departments;
 - b. study the programme and policy objectives of Ministries and departments and the effectiveness of the implementation;
 - c. on a quarterly basis, monitor and report on the implementation of the national budget in respect of its mandate;
 - d. study and review all legislation referred to it;
 - e. study, assess and analyze the relative success of the Ministries and departments as measured by the results obtained as compared with their stated objectives;
 - f. investigate and inquire into all matters relating to the assigned Ministries and departments as they may deem necessary, and as may be referred to them by the House;
 - g. vet and report on all appointments where the Constitution or any law requires the National Assembly to approve, except those under Standing Order 204 (Committee on Appointments);
 - h. examine treaties, agreements and conventions;
 - i. make reports and recommendations to the House as often as possible, including recommendation of proposed legislation;
 - j. consider reports of Commissions and Independent Offices submitted to the House pursuant to the provisions of Article 254 of the Constitution; and
 - k. Examine any questions raised by Members on a matter within its mandate.

1.2 Committee Subjects

2. The Committee is mandated to consider the following subjects:
 - i. Transport, including non-motorized transport;
 - ii. Construction and maintenance of roads;
 - iii. Rails, air and marine transport; Seaports and national integrated infrastructure policies and
 - iv. programmes; and
 - v. Transport safety.

1.3 Committee Membership

3. The Committee comprises the following Members:

The Hon. G.K George Kariuki, M.P - **Chairperson**

Ndia Constituency

United Democratic Alliance Party

The Hon. Mutua Didmus Wekesa Barasa, M.P- **Vice- Chairperson**

Kimilili Constituency

United Democratic Alliance Party

The Hon. Arama Samuel, M.P
Nakuru Town West Constituency
Jubilee Party

The Hon. Kiunjuri Festus Mwangi, M.P.
Laikipia East Constituency
The Service Party

The Hon. Abdul Rahim Dawood, M.P.
North Imenti Constituency
Independent

The Hon. Bady, Bady Twalib, M.P.
Jomvu Constituency
Orange Democratic Movement Party

The Hon. Naicca, Johnson Many, M.P
Mumias East Constituency
Orange Democratic Movement Party

The Hon. Abdirahman, Husseinweytan
Mohamed, M.P.
Mandera East Constituency
Orange Democratic Movement Party

The Hon. Elsie Muhanda, M.P.
Kakamega County
Orange Democratic Movement Party

The Hon. Komingoi Kibet Kirui, M.P.
Bureti Constituency
United Democratic Alliance Party

The Hon. Francis, Kajwang' Tom Joseph,
Ruaraka Constituency
Orange Democratic Movement Party

The Hon. Saney Ibrahim Abdi, M.P
Wajir North Constituency
United Democratic Alliance Party

The Hon. Chege John Kiragu, M.P.
Limuru Constituency
United Democratic Alliance Party

The Hon. Jhanda Zaheer, M.P
Nyaribari Chache Constituency
United Democratic Alliance

The Hon. Kiaraho, David Njuguna, M.P. Ol
Kalao Constituency
Jubilee Party

1.4 Secretariat

4. The Committee is serviced by the following members of Staff:

Head of Secretariat
Ms. Tracy Chebet Koskei
Senior Clerk Assistant

Mr. Abdinasir Y. Moge
Fiscal Analyst

Ms. Clare Chopper Doye
Clerk Assistant

Mr. Mohamednur M. Abdullahi
Clerk Assistant

Mr. Erick Kariuki
Research Officer

Mr. Josphat Bundotich
Senior Serjeant-at-Arms

Mr. Mabuti Mutua
Legal Counsel

Ms. Ivy Maritim
Media Relations Officer

Mr. Eugene Luteshi
Audio Officer

1.5 Objective of the Study Tour

5. The thematic study tour in France, specifically in Paris and Lyon Cities, was designed to foster the development of a unified perspective on urban mobility within the Nairobi Metropolitan Area Transport Authority (NAMATA). The comprehensive tour encompassed several key activities aimed at providing participants with valuable insights and knowledge.
6. A notable highlight was the visit to CODATU, a renowned organization recognized for its extensive experience in promoting sustainable mobility in developing nations. During this visit, participants had the opportunity to engage with CODATU experts, who shared their expertise and showcased successful initiatives from various countries.
 - (i) To understand the French public transport sector through engagement with various players in the public transport sector, the government, operators and financial institutions,
 - (ii) To give an overview of the French governance framework, offering participants a broader understanding of the strategic approaches employed in urban mobility planning.
 - (iii) To give the delegation an understanding on how to integrate different modes of transport
 - (iv) Share knowledge and experiences.

1.5 Composition of the Delegation

7. The delegation from the National Assembly comprised of three (3) Members; two (2) Members were from the Departmental Committee on Transport and Infrastructure and one Member from the Departmental Committee on Administration and National Security. The delegation comprised:
 - 1) Hon. Samuel Arama, M.P.- Leader of delegation
 - 2) Hon. Kibet Komingoi Kirui, M.P
 - 3) Hon. Edward Oku Kaunya M.P
 - 4) Ms. Tracy Chebet Koskei, Clerk Assistant/ Delegation secretary

The delegation also consisted of the following government officials:

1. H.E. James Njoroge Muchiri, Deputy Governor, Nairobi County

2. Mr. Francis Gitau – Director General, Nairobi Metropolitan Transport Area
(NaMATA)
3. Mr. Samson Wangusi – Principal Assistant Secretary, National Treasury
4. Mr. Peter Mositet – NaMATA Board Chairperson
5. Ms. Connie Ngachu- Corporation Secretary

2.0 BACKGROUND OF THE STUDY TOUR

8. The Ministry of Roads and Transport invited the Departmental Committee on Transport and Infrastructure to participate in a study Tour in France. The tour was held from 17th to 22nd June, 2023 in the Cities of Lyon and Paris.
9. The tour was part of a Technical Cooperation with the French Government agreement to support the Nairobi Metropolitan Area Transport Authority (NaMATA) in its operationalization. This collaboration will be carried out through a Public Transport Technical Assistance Project (PTTA), aimed at facilitating the establishment and operationalization of BRT Line 3, being funded by the French Development Agency (AFD), the European Union (EU), and the European Investment Bank (EIB).
10. The collaboration, which formally began in December 2021, provides assistance through capacity-building and training events, study trips in France and other African cities, targeted counselling, and peer-to-peer interactions.
11. Through the collaboration, thematic study tours have been organized in different countries that involve participants from multiple sectors within the government, encompassing a wide range of thematic areas vital in improving Kenya's public transport such as,
 - BRT planning and implementation process
 - Business models
 - Contracts with system providers
 - Governance of public transport
 - Financing models for public transport
 - Fare policy
12. The delegation attended in room presentations where there was a lot of discussions and questions and answer sessions, the Committee undertook guided tours at various busy stations and vehicle assembling plants. The delegation also got to first hand experience which included using the train from Lyon to Paris, a distance of four hundred kilometers covered in two hours. The delegation also used trains for their daily commute and therefore got to experience the convenience of an efficient public transport system.

3.0 MEETINGS / PRESENTATIONS

13. This chapter details highlights of presentations done both in Lyon and Paris Cities in France.

3.1 Introduction of French public Transport Governance Mr. François Durovray, President of Essonne County Council and President of CODATU

Mr. Durovray informed the delegation that,

14. The French Government in 1982, adopted the Mobility Orientation Law on Transport (LOM) which enshrined the first step of devolution of transport functions. The Law was later amended in 2019 to make everyday transport **more accessible, better adapted to the diversity of needs, and cleaner.**
15. The Law provides for a legal framework for autonomous vehicles and introduction of dedicated lanes for 'extremely low emission vehicles', supervision of carpooling, and users' rights.
16. The LOM also provides a clear framework for micromobility, particularly electric scooters (e-scooters) and free-floating bikes, that up until now has been sorely lacking. Non-motorised 'personal mobility devices' (PMDs) like kick scooters, rollerblades, and skateboards have been assimilated with pedestrians so are now subject to the same rules. Motorised PMDs such as hoverboards, monowheels, gyropods, and e-scooters are now likened to bicycles, must use cycle paths or greenways, so must abide by the same cycling rules;
17. The new framework is organized around major transport modes: the regions are responsible for rail, departments for non-urban and school transport, and municipalities and inter-municipalities for urban transport.
18. Inter-municipalities, formed into public transport authorities, represent the local scale of public transport organization. The cities have the mandate to plan and organize all regular, on demand and school urban transport services within their jurisdiction. They also organize and support the development of non-motorized, solidarity and shared mobility services. IDF Mobilités, the public transport Authority for the greater Paris Region is an exception, as it holds both the regional and inter-municipality mandate.
19. Regions are in charge of ensuring coordination and relevant integration of public transport network and leading joint action between municipalities. They are responsible for all non urban transport services (including rail) outside the territorial jurisdiction of a Public Transport Authority (PTA).
20. This framework is completed by transport services of national interest, organized by the State (mainly *trains d'équilibre du territoire*, rapid transit train lines serving major cities

that are not linked by high-speed trains), and freely organized services (long-distance high-speed rail services).

21. French public transport authorities' funding scheme leans on a specific taxation system, called *versement mobilité*, or "mobility payment". It consists in levying payroll tax from companies (both public and private) with more than eleven staff. In addition to the payroll tax, companies also pay 50% of their employees' travel passes.
22. The payment contributes to all spending of the transport organizing authority, both operating and investment costs, and ensures the financial autonomy of the PTAs. In 2018 (DGITM-CEREMA-GART-UTP, data gathered from 189 transport networks), this "mobility payment" covered 48.2% of all spending for French PTAs.
23. The rest of the expenditure is financed through passenger revenues (17,1%), municipalities' (33.3%) and the national government's (1,4%) budgets – the State contribution mostly encompasses co-investment in public transport projects.

3.2 Operations of CODATU by Mr. Jean Jacques Executive Manager, CODATU

The presentation entailed an overview of the CODATU, its roles and some of the projects it has undertaken in Africa.

24. Mr. Jacques informed the delegation that CODATU is an international association governed by the French law of 1901 and created in 1980 in Dakar to promote **sustainable urban mobility policies** and systems in countries of the Global South.
25. It is a **non-profit organization** and recognized as being of general interest. Whose partners include; Training, study and research organizations, Local authorities (cities, PTAs, Urban planning agencies, : Companies (operators, manufacturers, consulting firms, start-up, Individuals (Volunteers) and NGOs.
26. CODATU's membership is divided into five categories:
 - Training and research institutions
 - Local governments (cities, transportation authorities, and urban planning organizations)
 - Businesses (transportation companies, manufacturers, and consultancy businesses)
 - Individuals (top-tier volunteers)
 - NGOs
27. CODATU creates, disseminate and promote **scientific and operational knowledge** and research, and lead an international community of researchers and professionals in urban mobility. Develop **capacity building** trainings for stakeholders in cities of the Global South and : Carry out a **multi-scalar advocacy** to promote sustainable urban mobility policies and North South exchanges.

3.3 Meeting with SYTRAL Mobilites

The delegation was briefed by Mr. Alize Bachimon, the Chief of Staff at SYTRAL who submitted that,

28. The Transit Authority of Rhone County and the Lyon Urban Area (SYTRAL) is a public agency that manages public transport in the Counties of Lyon and Rhone.
29. Mr. Bachimon informed the delegation that SYTRAL, which was created in 1985, is a local public administration authority. It is made up of 85 officers, who prepare and implement the decisions of the Supervisory Board, made up of 26 elected members. The membership ensures representation up to the lowest form of representation.
30. In order to offer a quality service accessible to the greatest number of people, SYTRAL Mobilités defines a transport development policy. As the organising authority, it delegates the operation of the networks to private operators within the framework of public service delegations or public contracts.
31. The main functions of the Authorities are: to determine routes for transport and frequency of lines, as well as the location of stops and stations, set service quality standards for operators, such as regularity, cleanliness, availability of equipment, passenger information, security, fight against fraud; and to set fare pricing by ensuring a fair pricing policy adapted to the economic means of the greatest number of people.
32. To encourage use of public transport, SYTRAL has developed interventions which include setting up "mobility kit" which includes a monthly subscription to the TCL (Lyon Public Transport) network. The subscription also offers free access to the car and bicycle park-and-ride facilities at Vaise station.

3.4 Field visit with Keolis Lyon

33. Keolis, is a renowned transportation company that runs different modes of transportation in France. In Lyon, the public transport or *Transports en commun Lyonnais (TCL)* is run by SYTRAL Mobilites which sets the policies and finances the infrastructure while Keolis Lyon runs the network on a day to day basis.
34. The visit with Keolis involved a presentation by Mr. Gillaume Privat de Garille, the BRT Project Manager, a visit to two Multi modal centres, visit to a bus depot and an electric bus charging station.
35. During the presentation by Gillaume, the delegation was informed that Keolis has 40 years of experience in transport system asset management has made Keolis a leader in managing multimodal networks. In Lyon, Keolis has been operating the TCL network on behalf of local transport authority, SYTRAL Mobilités, since 1993. The multimodal network is composed of four metro lines, seven tram lines, two funicular railway lines and a fleet of 940 buses and trolleybuses.

36. Supported by Keolis Lyon, SYTRAL Mobilités has invested significantly in maintenance and upgrades across the whole network. Several trials are underway to develop predictive maintenance, including IoT connected devices on rolling stock and drones to inspect sites, civil engineering structures and buildings along networks.
37. Keolis demonstrated how it uses technology to collect data from its various services which informs planning for different routes and optimize fleet.
38. Additionally, participants had the opportunity to visit the bus depot and workshop, where they engaged in a discussion with the workshop manager, exchanging knowledge and experiences related to maintenance and operations.
39. Furthermore, a presentation on the Heuliez electric buses charging system was delivered, shedding light on the innovative technologies and sustainable practices employed in the electrification of the bus fleet. This eventful day provided participants with practical examples and firsthand experiences, fostering a deeper understanding of efficient multimodal centers, dedicated bus lanes, workshop operations, and the adoption of electric buses in the context of urban mobility.
40. The visit encompassed a tour of the la Part-Dieu multimodal center, a point where various modes of transport converge (trains, buses, trams and metro). The visit offered participants a firsthand experience of an efficient and integrated transportation hub. This visit also included an exploration of the C3 Line dedicated bus lanes, providing participants with valuable insights into the practical implementation of bus priority measures.
41. During the afternoon session, participants had the privilege of visiting the Duchère multimodal center, an exemplary transportation hub that epitomizes efficient urban mobility. This state-of-the-art facility showcased a seamless integration of multiple modes of transportation, providing a holistic and interconnected transportation experience. The participants had the opportunity to explore the various components of the center, including bus terminals, tram stops, bike-sharing stations, and pedestrian-friendly pathways.
42. They observed firsthand how the Duchère multimodal center effectively facilitated transfers and connections between different modes of transport, ensuring a smooth and convenient commuting experience for the residents of the area. The center's strategic location and thoughtful design allowed for easy access and enhanced connectivity, enabling commuters to seamlessly transition from one mode of transport to another.
43. Furthermore, participants gained insights into the innovative features and amenities offered by the center. They observed the availability of real-time information displays, providing passengers with up-to-date schedules and transit information. The center also showcased modern ticketing systems, enabling seamless payment and ticket validation for various modes of transport.

3.5 Meeting with Officials of Île-de-France Mobilités (IDFM), Paris

The presentation was done by Mr. Olivier Francois, the Chief of Staff at Île-de-France Mobilités who informed the delegation that,

44. IDFM is the organising authority for public transport and sustainable mobility in France. Paris has an estimated 12.3 million inhabitants, approximately 20% of the population of France.
45. IDFM is responsible for all modes of transport in the region. Its functions include,
 - (i) Organising public transport by setting out the modes of services, quality of service, pricing;
 - (ii) Set up contracts with transport operators and controlling their activities;
 - (iii) Mobility planning to ensure seamless flow of various modes of transport across routes;
 - (iv) Development of programmes to modernize the network and enhance efficiency;
 - (v) Guidelines for intermodality – integration of different modes of transport.
46. IDFM signs contracts with transport operators and pays them for the services provided, essentially the number of kilometers travelled. These companies are responsible for transporting passengers while respecting the level of service quality set by IDFM.
47. The operators are responsible for maintenance of infrastructure and equipment, ensuring safety of passengers, maintaining the cleanliness of the stations, providing a variety of services and carrying out modernization work on the lines for which they are responsible. More than 100,000 people work across the region every to provide this public service.
48. Employers are the primary funders of the transport system and provide 52% of operating resources via a transport payroll tax of about 2,75% and by reimbursing 50% of their employees fare costs. Income from tickets represents 38% of resources after deduction of the share paid by employers and local authorities, other sources of funds come from regions, the cities and departments in the France region.

Financing of public transport

49. Investments related to rail and surface rolling stock represent over 21 billion € (of all planned investments (over 70%); 1,4 billion euros for construction and adaptation of bus depots for energy transition ; 1,4 billion euros investments related to quality of service (passenger information, elevating, cleanliness, passenger contact, safety, services and intermodality) ;Almost 4 billion euros for investments in infrastructure (modernization and development) .

50. As regards Fare setting at Île-de-France Mobilités, the delegation was informed that the Authority has set up a monthly 'one fare for all' to avoid disadvantaging people who live far out of town and to encourage use of public transportation.
51. Further, a variety of tickets and fares to suit different needs, such as one journey ticket, special group fares- seniors special groups: annual senior citizens, students and young people on internship programmes get special rate fares.
52. The Authority informed the delegation that it has developed some mechanisms to encourage use on public transportation and reduce individual car use which include:
- (i) Bicycle purchase subsidy: Grant of 500 euros for the purchase of an electric bike and up to 1,200 euros for a cargo bike funded by Île-de-France Mobilités : 190,000 people have already been helped to acquire a bicycle
 - (ii) Carpooling: A scheme running that provides free carpool rides for holders of a Navigo pass (annual, monthly or Imagine R) up to a maximum of 2 journeys of 30 km per day (with 3 partner carpooling companies)
 - (iii) Carsharing: Creation of a regional certification label in order to define a strategy in a concerted manner, throughout the Île-de France area (11 labelled operators)

3.6 Meeting with the French Development Agency (AFD)

The delegation was briefed by Mr. David Margonstztan who informed the delegation that,

53. The delegation was informed that AFD commits on average EUR 1.2 Billion annually in the transport sector in Africa. The focus is in four sectors; inclusive mobility systems, green and low carbon mobility systems, efficient and sustainable systems, and safe mobility.
54. The meeting was informed that AFD supports various programmes in Africa with focus on the following thematic areas:
- 1) Supporting low-carbon urban mobility planning through, supporting implementation and investment ready plans for inclusive and low carbon transport and empowering members to bridge planning with implementation for green and just cities.
 - 2) Financing sustainable mobility in Capitals/Secondary Cities by making Urban roads more pedestrian friendly and more secure (sidewalks, intersections). It also supports activities towards strengthening, regulation and improved level of service for paratransit training of road authorities and work on the standards for the design or urban roads.
 - 3) Air quality- noting that Air pollution is a major cause of mortality across the world Increase awareness and capacities of local authorities 2. Acquire knowledge: measurement networks, modelling of air pollution, inventory of emissions and Implement multi-sectoral actions plans
 - 4) Electric Mobility/Or Clean Vehicles a need to differentiate approaches according to countries (maturity of mobility sector policies) Prioritize intensive fleets (bus, taxis,

municipal vehicles) Lines of action: Mass-transit (BRT); charging stations Incentives for the renewal of fleets Development Policy Loans to define norms and standards, fiscal incentives, etc.

4.0 LESSONS LEARNT/ OBSERVATIONS

55. The France study tour provided numerous lessons that Kenya can learn from and potentially adopt to enhance its urban mobility and transportation systems. Some of the key lessons learned and potential adoptions include:

- 1) **Integrated and Multimodal Approach:** Kenya can benefit from adopting an integrated and multimodal approach to urban mobility. The tour showcased the success of transportation hubs that seamlessly connect various modes of transport, such as trains, buses, trams, and bicycles. Kenya can aim to develop similar multimodal centers to improve connectivity and provide convenient transfer options for commuters.
- 2) **Sustainable and Green Solutions:** France's emphasis on sustainable transportation solutions was evident throughout the study tour. Kenya can adopt and promote sustainable practices, such as the integration of electric buses, bike-sharing programs, and pedestrian-friendly infrastructure. These measures can help reduce carbon emissions, improve air quality, and create a more sustainable urban environment.
- 3) **Effective Governance and Coordination:** The study tour highlighted the importance of strong governance frameworks and coordination among stakeholders. Kenya can benefit from establishing effective governance structures that involve collaboration between government agencies, transport authorities, and other relevant entities. This can streamline decision-making processes, enhance coordination, and ensure efficient implementation of urban mobility projects.
- 4) **Financing and Public-Private Partnerships:** Understanding the financing models employed in France's transport projects can provide Kenya with insights into sustainable funding mechanisms. Exploring public-private partnerships and innovative financing strategies can help mobilize resources for infrastructure development, maintenance, and operational costs.
- 5) **Embracing Technological Advancements:** France's adoption of technology in transportation systems showcased the potential benefits of innovative solutions. Kenya can explore the use of intelligent transportation systems, real-time information displays, and mobile applications to improve efficiency, enhance user experience, and optimize traffic management.
- 6) **Capacity Building and Knowledge Exchange:** The study tour emphasized the importance of capacity building and knowledge exchange among stakeholders. Kenya can foster collaborations with international organizations, participate in study tours, and engage in peer-to-peer learning to leverage global expertise and best practices in urban mobility.
- 7) **Community Engagement and Participation:** France's focus on engaging communities and involving stakeholders in the planning and implementation of transport projects was evident throughout the study tour. Kenya can emphasize community participation, conduct public consultations, and involve local residents in

decision-making processes to ensure that transport solutions meet their needs and preferences.

56. Overall, the France study tour provided valuable lessons for Kenya in terms of integrated planning, sustainability, governance, financing, technological advancements, capacity building, and community engagement. By adopting and adapting these lessons, Kenya can enhance its urban mobility systems, create a more sustainable and efficient transportation network, and improve the quality of life for its residents.

5.0 RECOMMENDATIONS

Following the study tour and the lessons learnt, the Committee makes the following recommendations:

- 1) **Implementation of Integrated Transportation Solutions:** the Government through the Ministry of Roads and Transport should focus on implementing integrated transportation solutions that prioritize seamless connectivity and multi-modal options. This involves developing transportation hubs, promoting intermodal transfers, and integrating various modes of transport such as buses, trams, and bicycles. Emphasizing an integrated approach will enhance the efficiency and convenience of the transportation network and optimal use of already existing infrastructure.
- 2) **Sustainable and Environmentally Friendly Initiatives:** The Government should prioritize the adoption of environmentally friendly initiatives, such as promoting the use of electric buses, implementing bike-sharing programs, and enhancing pedestrian/cyclists walk ways. These efforts can help reduce carbon emissions, improve air quality, and create a greener and healthier urban environment.
- 3) **Strengthening Governance and Coordination:** the Government should develop Effective governance and coordination among different government sectors and stakeholders that are essential for successful urban mobility planning and implementation. NaMATA should work collaboratively with other government agencies, transport authorities, and relevant entities to streamline decision-making processes, ensure efficient resource allocation, and enhance coordination in implementing transportation projects.
- 4) **Leveraging Innovative Financing Models:** Financing is a critical aspect of urban mobility projects. The Ministry of Roads and Transport should explore innovative financing models, including public-private partnerships, to mobilize resources for infrastructure development, maintenance, and operational costs. It is important to identify and leverage funding opportunities from international organizations, development banks, and private investors to support sustainable transport initiatives.

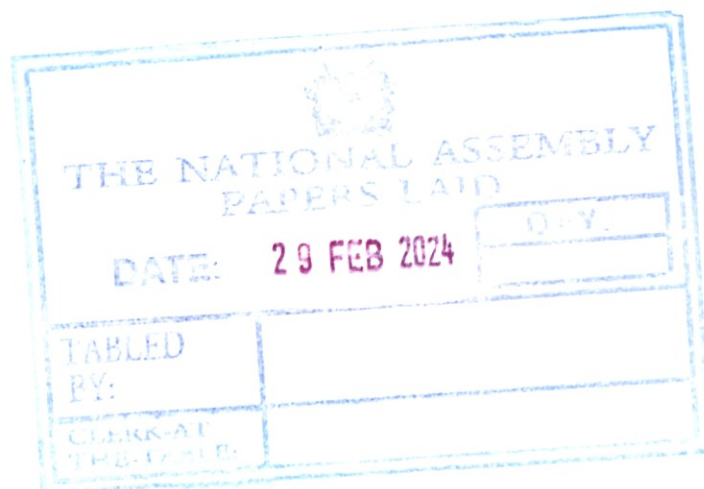
- 5) **Embracing Technological Advancements:** the Government should embrace technological advancements to improve the efficiency and effectiveness of urban mobility. This may include deploying intelligent transportation systems, implementing real-time information displays, and leveraging mobile applications for trip planning and payment systems. Integrating technology can enhance the overall user experience and optimize traffic management.
- 6) **Continuous Capacity Building:** Building the capacity of Agencies and other government sectors involved in urban mobility is crucial. They should invest in continuous capacity building programs, trainings, and workshops to stay updated with emerging trends, best practices, and advancements in the field. Learning from international experiences and collaborating with experts and organizations can help enhance the knowledge and skills of the workforce.
- 7) **Community Engagement and Participation:** the Ministry of Roads and Transport should prioritize community engagement and participation in urban mobility planning and decision-making processes. Conducting public consultations, seeking input from local residents, and involving community representatives will ensure that transportation solutions align with the needs and preferences of the population. This inclusive approach fosters ownership and supports the development of a sustainable and people-centered transport system.

SIGNED  DATE 27/02/24

HON. G.K. GEORGE KARIUKI M.P

CHAIRPERSON

DEPARTMENTAL COMMITTEE ON TRANSPORT & INFRASTRUCTURE





REPUBLIC OF KENYA
THE NATIONAL ASSEMBLY
13TH PARLIAMENT - THIRD SESSION - 2024
DEPARTMENTAL COMMITTEE ON TRANSPORT AND INFRASTRUCTURE
MEMBERS ATTENDANCE SCHEDULE

DATE: 16-02-2024 START: 10:10am END: 1:00pm
VENUE: SIMBA LODGE, NAIVASHA, NAKURU COUNTY
AGENDA: ADOPTION OF THE REPORT ON THE STUDY TOUR TO
FRANCE

NO.	NAME	SIGNATURE
1.	The Hon. GK George Kariuki, MP - Chairperson	
2.	The Hon. Didmus Barasa, MP- Vice Chairperson	
3.	The Hon. Kiunjuri, Festus Mwangi, MP	
4.	The Hon. Abdul Rahim Dawood, MP	
5.	The Hon. Arama Samuel, MP	
6.	The Hon. Bady, Bady Twalib, MP	
7.	The Hon. Francis, Kajwang' Tom Joseph, MP	
8.	The Hon. Kiaraho, David Njuguna, MP	
9.	The Hon. Naicca, Johnson Many, MP	
10.	The Hon. Chege, John Kiragu, MP	
11.	The Hon. Elsie Muhanda, MP	
12.	The Hon. Saney, Ibrahim Abdi, MP	
13.	The Hon. Hussein Weytan Mohamed, MP	
14.	The Hon. Jhanda Zaheer, MP	
15.	The Hon. Komingoi, Kibet Kirui, MP	



REPUBLIC OF KENYA
THE NATIONAL ASSEMBLY
THIRTEENTH PARLIAMENT - THIRD SESSION - 2024
DIRECTORATE OF DEPARTMENTAL COMMITTEES

**MINUTES OF THE SECOND SITTING OF THE DEPARTMENTAL COMMITTEE ON
TRANSPORT AND INFRASTRUCTURE HELD ON FRIDAY, 16TH FEBRUARY 2024 AT
SIMBA LODGE, NAIVASHA, NAKURU COUNTY AT 10:00 A.M.**

MEMBERS PRESENT

1. The Hon. GK George Kariuki, M.P. – **Chairperson**
2. The Hon. Kiunjuri Festus Mwangi, M.P.
3. The Hon. Samuel Arama, M.P.
4. The Hon. Bady, Bady Twalib, M.P.
5. The Hon. Francis, Kajwang' Tom Joseph, M.P.
6. The Hon. Johnson Many Naicca, M.P.
7. The Hon. Chege John Kiragu, M.P.
8. The Hon. Muhanda Elsie, M.P.
9. The Hon. Jhanda Zaheer, M.P.
10. The Hon. Komingoi Kibet Kirui, M.P.

APOLOGIES

1. The Hon. Mutua Didmus Wekesa Barasa, M.P. – **Vice-Chairperson**
2. The Hon. Abdul Rahim Dawood, M.P.
3. The Hon. Kiaraho, David Njuguna, MP.
4. The Hon. Saney Ibrahim Abdi, M.P.
5. The Hon. Hussein Weytan Mohamed, MP

SECRETARIAT

- | | |
|-----------------------------|--------------------------|
| 1. Ms. Tracy Chebet Koskei | - Senior Clerk Assistant |
| 2. Mr. Mohamednur Abdullahi | - Clerk Assistant III |
| 3. Ms. Clare Choper Doye | - Clerk Assistant III |
| 4. Mr. Mabuti Mutua | - Legal Counsel II |
| 5. Mr. Abdinasir Moge | - Fiscal Analyst |
| 6. Mr. Eric Kariuki | - Research Officer |
| 7. Mr. Eugene Luteshi | - Audio Officer |

8. Mr. Josphat Bundotich - Principal Serjeant At- Arms

MIN./NO.009/NA/T&I/2024: PRELIMINARIES

The meeting was called to order Ten minutes past Ten O'clock (10:10am) with a word of prayer from the Chairperson. The Agenda of the meeting was adopted having been proposed and seconded by the Hon. Komingoi Kibet Kirui, M.P, and the Johnson Many Naicca, M.P, respectively.

MIN./NO.010/NA/T&I/2024: CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

Confirmation of minutes of the previous sitting was differed

MIN./NO.011/NA/T&I/2024: CONSIDERATION AND ADOPTION OF THE REPORT ON THE ANNUAL MEETING OF THE AFRICAN NETWORK OF ROAD SAFETY LEGISLATORS

The Committee considered and adopted on the Report on the Annual Meeting of the African Network of the Roads Safety Legislators that was held in Kampala, Uganda from 2nd May 2023 to 3rd May, 2023 after being proposed by Hon. Chege Kiragu, M.P and Seconded by Hon. Samuel Arama, MP.

Composition of the Delegation

The delegation from the National Assembly comprised of three (3) Members, two (2) Members were from the Departmental Committee on Transport and Infrastructure and one Member from Regional Integration Committee. The delegation comprised of:

- 1) Hon. Elsie Muhanda, M.P.- **Leader of delegation**
- 2) Hon. Arama Samuel, M.P
- 3) Hon. Danson Mwashako, M.P
- 4) Eric Kariuki Gachoki, Research Officer/ Delegation secretary

The Committee made the following Observation and Recommendation

Committee Observations

- 1) Africa is the least motorized continent with 2.3% of global vehicles, however it has the highest number of accidents at 26.6 per 100,000 compared to other continents at 8 per 100,000. And pedestrians are the most affected road users accounting for 39% of the road crash deaths in Africa. In year 2022, Kenya lost 4,449 people as a result of road fatalities.

- 2) Road traffic injuries claim 1.25 million lives annually and is the leading cause of death among people aged 15-29 years globally. Furthermore, every year, up to 50 million people suffer non-fatal injuries leading to disability and reduced productivity. Road traffic accidents cost up to 5% of the GDP of Africa and other low-and-middle income countries (LMICs).
- 3) The African road safety charter was adopted by the 26th ordinary session of the AU Assembly, held in Addis Ababa, Ethiopia, on January 31st 2016. The Charter has two main objectives namely:
 - a. To serve as a policy framework for road safety improvement in Africa.
 - b. To serve as an advocacy tool and instrument for road safety improvement on the continent (Africa) aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.
- 4) As of February 2023, only 11 African states had signed and deposited the protocol with the African Union Commission (AUC). These are; Benin, Cameroon, Eswatini, Ethiopia, Mali, Morocco, Namibia, Nigeria, Niger, Togo, and Uganda. The Charter is yet to receive the 15 ratifications required to enter into force, and this is delaying the realization of its specific goals and objectives. **Kenya has not ratified** the African road safety charter.

Committee Recommendation

Following the outcome of the deliberations of the Annual meeting of the African Network of Road Safety Legislators, the Committee recommends that the National Executive to initiate the Ratification process of the African Road Safety Charter adopted by the 26th ordinary session of the AU Assembly, held in Addis Ababa, Ethiopia, on January 31st 2016 as stipulated in section 4 of the Treaty Making and Ratification Act, 2012. Ratification of the Charter will enhance achievement by the Country of its two main objectives namely:

- a) To serve as a policy framework for road safety improvement in Africa.
- b) To serve as an advocacy tool and instrument for road safety improvement on the continent (Africa) aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.

MIN./NO.012/NA/T&I/2024: CONSIDERATION AND ADOPTION OF THE REPORT ON THE STUDY TOUR TO FRANCE

The Committee considered and adopted on the Report on its Study Tour to France that was undertaken from 18th -22nd June, after being proposed by Hon. Tom Joseph Kajwang and Seconded by Hon. Johnson Naicaa, MP.

Composition of the Delegation

The delegation from the National Assembly comprised of three (3) Members; two (2) Members were from the Departmental Committee on Transport and Infrastructure and one Member from the Departmental Committee on Administration and National Security. The delegation comprised:

- 1) Hon. Samuel Arama, M.P.- Leader of delegation
- 2) Hon. Kibet Komingoi Kirui, M.P
- 3) Hon. Edward Oku Kaunya M.P
- 4) Ms. Tracy Chebet Koskei, Clerk Assistant/ Delegation secretary

LESSONS LEARNED/ OBSERVATIONS

The France study tour provided numerous lessons that Kenya can learn from and potentially adopt to enhance its urban mobility and transportation systems. Some of the key lessons learned and potential adoptions include:

- 1) **Integrated and Multimodal Approach:** Kenya can benefit from adopting an integrated and multimodal approach to urban mobility. The tour showcased the success of transportation hubs that seamlessly connect various modes of transport, such as trains, buses, trams, and bicycles. Kenya can aim to develop similar multimodal centers to improve connectivity and provide convenient transfer options for commuters.
- 2) **Sustainable and Green Solutions:** France's emphasis on sustainable transportation solutions was evident throughout the study tour. Kenya can adopt and promote sustainable practices, such as the integration of electric buses, bike-sharing programs, and pedestrian-friendly infrastructure. These measures can help reduce carbon emissions, improve air quality, and create a more sustainable urban environment.
- 3) **Effective Governance and Coordination:** The study tour highlighted the importance of strong governance frameworks and coordination among stakeholders. Kenya can benefit from establishing effective governance structures that involve collaboration between government agencies, transport authorities, and other relevant entities. This can streamline decision-making processes, enhance coordination, and ensure efficient implementation of urban mobility projects.
- 4) **Financing and Public-Private Partnerships:** Understanding the financing models employed in France's transport projects can provide Kenya with insights into sustainable funding mechanisms. Exploring public-private partnerships and innovative financing strategies can help mobilize resources for infrastructure development, maintenance, and operational costs.

- 5) **Embracing Technological Advancements:** France's adoption of technology in transportation systems showcased the potential benefits of innovative solutions. Kenya can explore the use of intelligent transportation systems, real-time information displays, and mobile applications to improve efficiency, enhance user experience, and optimize traffic management.
- 6) **Capacity Building and Knowledge Exchange:** The study tour emphasized the importance of capacity building and knowledge exchange among stakeholders. Kenya can foster collaborations with international organizations, participate in study tours, and engage in peer-to-peer learning to leverage global expertise and best practices in urban mobility.
- 7) **Community Engagement and Participation:** France's focus on engaging communities and involving stakeholders in the planning and implementation of transport projects was evident throughout the study tour. Kenya can emphasize community participation, conduct public consultations, and involve local residents in decision-making processes to ensure that transport solutions meet their needs and preferences.

Overall, the France study tour provided valuable lessons for Kenya in terms of integrated planning, sustainability, governance, financing, technological advancements, capacity building, and community engagement. By adopting and adapting these lessons, Kenya can enhance its urban mobility systems, create a more sustainable and efficient transportation network, and improve the quality of life for its residents.

RECOMMENDATIONS

Following the study tour and the lessons learnt, the Committee makes the following recommendations:

- 1) **Implementation of Integrated Transportation Solutions:** the Government through the Ministry of Road and Transport should focus on implementing integrated transportation solutions that prioritize seamless connectivity and multi-modal options. This involves developing transportation hubs, promoting intermodal transfers, and integrating various modes of transport such as buses, trams, and bicycles. Emphasizing an integrated approach will enhance the efficiency and convenience of the transportation network and optimal use of already existing infrastructure.
- 2) **Sustainable and Environmentally Friendly Initiatives:** The government should prioritize the adoption of environmentally friendly initiatives, such as promoting the use of electric buses, implementing bike-sharing programs, and enhancing pedestrian/cyclists walk ways. These efforts can help reduce carbon emissions, improve air quality, and create a greener and healthier urban environment.

- 3) **Strengthening Governance and Coordination:** the Government should develop Effective governance and coordination among different government sectors and stakeholders are essential for successful urban mobility planning and implementation. NaMATA should work collaboratively with other government agencies, transport authorities, and relevant entities to streamline decision-making processes, ensure efficient resource allocation, and enhance coordination in implementing transportation projects.
- 4) **Leveraging Innovative Financing Models:** Financing is a critical aspect of urban mobility projects. The Ministry of Roads and Transport should explore innovative financing models, including public-private partnerships, to mobilize resources for infrastructure development, maintenance, and operational costs. It is important to identify and leverage funding opportunities from international organizations, development banks, and private investors to support sustainable transport initiatives.
- 5) **Embracing Technological Advancements:** the Government should embrace technological advancements to improve the efficiency and effectiveness of urban mobility. This may include deploying intelligent transportation systems, implementing real-time information displays, and leveraging mobile applications for trip planning and payment systems. Integrating technology can enhance the overall user experience and optimize traffic management.
- 6) **Continuous Capacity Building:** Building the capacity of Agencies and other government sectors involved in urban mobility is crucial. They should invest in continuous capacity building programs, trainings, and workshops to stay updated with emerging trends, best practices, and advancements in the field. Learning from international experiences and collaborating with experts and organizations can help enhance the knowledge and skills of the workforce.
- 7) **Community Engagement and Participation:** the Ministry of Roads and Transport should prioritize community engagement and participation in urban mobility planning and decision-making processes. Conducting public consultations, seeking input from local residents, and involving community representatives will ensure that transportation solutions align with the needs and preferences of the population. This inclusive approach fosters ownership and supports the development of a sustainable and people-centered transport system.

**MIN./NO.013/NA/T&I/2024: REPORT ON THE INTERNATIONAL CIVIL
AVIATION ORGANIZATION (ICAO) GLOBAL
IMPLEMENTATION SUPPORT SYMPOSIUM 2023
CONFERENCE**

The Committee considered and adopted on the Report on the International Civil Aviation Organization (ICAO) Global Implementation Support Symposium 2023 Conference held on 30th May to 1st June, 2023 in Seoul, South Korea after being proposed by Hon. Kiunjuri Mwangi Festus, MP and Seconded by the Hon. Samuel Arama, M.P.

The Committee was represented by the delegation below and who attended the conference:

1. The Hon. Didmus Wekesa Barasa, M.P, V/Chairperson of the Committee- **Leader of delegation.**
2. The Hon. Badi, Badi Twalib, M.P.
3. Mr. Abdinasir Moge -**Delegation Secretary**

COMMITTEE OBSERVATIONS

Based on the discussions and engagements in the conference, the Committee makes the following Observations;

- (1) The Committee Observed that the developing countries have massive challenges in the aviation sector including technological challenges, capacity issues as well as financial constraints.
- (2) The Committee also observed that there is lack of proper Monitoring and Evaluation mechanisms in the industry for purpose of ensuring timely implementation of programmes and projects in the aviation industry; and
- (3) The Committee further observed that international aviation regulations are not consistent and standardize across States/Governments.

COMMITTEE RECOMMENDATIONS

Having benefited from the thematic discussions, the Committee recommends as follows:

- (1) That there is need for giving special attention to the needs and challenges faced by developing countries in the aviation sector by providing targeted support and technical assistance to enhance their capacity and participation in global civil aviation initiatives;
- (2) That the International Civil Aviation Organization (ICAO) and other industry players to focus on technology transfer and promote innovation in global civil aviation by support

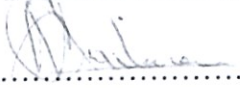
research and development activities that focus on improving safety, efficiency, and operational effectiveness;

- (3) That there is need for promotion of harmonization of international standards and regulations to ensure consistency across different regions and countries. Encourage participation in global aviation governance bodies to contribute to the development of effective policies;
- (4) That there is need for increased financial support for global civil aviation projects, including infrastructure development, research and development, and capacity building initiatives by exploring innovative funding sources such as public-private partnerships and sustainable financing mechanisms;
- (5) That there is need for Provision of comprehensive implementation support to ensure the successful execution of civil aviation projects. This support may include technical assistance, capacity building programs, and knowledge sharing platforms; and
- (6) That there is need for establishment of robust monitoring and evaluation mechanisms to track the progress of funded projects and assess their impact by regularly reviewing and updating funding modalities based on lessons learned and evolving needs.

The Members noted while Committees are always making good recommendation however they are not implemented. The Members noted that there need to follow through all the resolutions made by the Committee.

MIN./NO.014/NA/T&I/2024: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned one O'clock (1:00 pm). The next meeting will be held in the afternoon at the same venue

Signed..........Date. 20/2/2024.....

HON. GK GEORGE KARIUKI, MP – CHAIRPERSON